

ITEM 7 - Action

March 18, 2009

Reconsideration and Clarification of the TPB Action on February 18, 2009 to Remove the I-66 Spot Improvements Project from the Project Submissions for the Air Quality Conformity Assessment for the 2009 CLRP and FY 2010-2015 TIP

Staff

Recommendation:

- Receive briefing on the relationship between the I-66 Spot Improvements project and the multi-modal study as described in the enclosed materials.
- Adopt Resolution R14-2009 to reconsider the TPB action of February 18, 2009 and clarify the relationship between the I-66 Spot Improvements and the multi-modal study requested by the TPB at its meeting on May 16, 2007.

Issues/

Background:

At the February 18 meeting, the Board voted to remove the I-66 Spot Improvements project inside the Beltway from the project submissions for the 2009 CLRP and FY 2010-2015 TIP until the completion of the multi-modal study that was requested by the TPB at its meeting on May 16, 2007. Materials related to TPB deliberations and actions concerning the I-66 spot improvements over the period April 2007 through February 2009 are enclosed.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

M E M O R A N D U M

March 12, 2009

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Resolution R14-2009 to reconsider the TPB action of February 18, 2009 and clarify the relationship between the I-66 Spot Improvements and the multi-modal study requested by the TPB at its meeting on May 16, 2007.

At the time the mail-out for the March 18 meeting, Resolution R14-2009 was under preparation. As soon as it is available, the Resolution will be e-mailed to TPB members and posted on the TPB web page with the other materials for the March 18, 2009 meeting.

RECEIVED
FEB 25 2009



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

February 23, 2009

The Honorable Catherine M. Hudgins
Member, Fairfax County Board of Supervisors
12000 Bowman Towne Dr.
Reston, Virginia 20190

Dear Supervisor Hudgins:

Thank you for your inquiry about the I-66 spot improvements.

As you know from your tenure as Chair of the Transportation Planning Board, the widening of I-66 westbound from George Mason Drive to Sycamore Street is scheduled for construction late this year or early next year. Of the estimated \$37 million in project cost, nearly \$24 million derives from dedicated federal funds in the last highway authorization bill. These funds are not available for any other use.

Attached is the May 2007 correspondence from me to then-Chairman Ferguson of Arlington County explaining that, in addition to the physical improvements undertaken to I-66 inside the Beltway, the Commonwealth would undertake an evaluation of multi-modal options in the I-66 corridor. That study is currently underway, with public comment currently scheduled for April and completion later this year. A summary of the \$1.5 million scope and schedule also is attached.

Once completed, this study will become part of the larger I-66 Environmental Impact Study for I-66 outside the Beltway. We anticipate that this larger I-66 study will begin in the May/June timeframe.

Please feel free to call me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Pierce R. Homer".

Pierce R. Homer

Attachments

Cc: Chairman Bulova



COMMONWEALTH of VIRGINIA

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May 15, 2007

Mr. Paul F. Ferguson Esq.
2100 Clarendon Boulevard, Suite 300
Arlington, Virginia 22201-5406

Dear Mr. Ferguson:

As you know, the I-66 Inside the Beltway Feasibility Study was completed in March of 2005 with two major recommendations: 1) to complete a series of interim improvements that could reduce congestion in the short term; and 2) to initiate multimodal studies on a wide range of long term options because no one option alone could provide complete and timely relief to the mobility and accessibility problems in the corridor.

We are moving forward with the interim improvements by including them in the draft 2007 Constrained Long Range Plan. We also plan to initiate the multimodal studies recommended previously and which you have suggested.

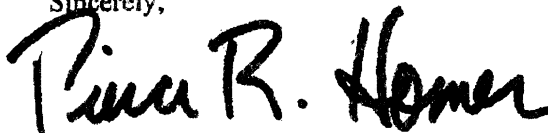
The next step is to evaluate a wide range of modal options/alternatives. A number of suggestions were made during the Idea-66 workshops that need to be examined in greater detail including bus, transportation demand management, HOV, congestion pricing, managed lanes, and road improvements for both I-66 and the local street network. The studies would undertake objective technical analyses that address both demand and operational considerations of the alternatives. Existing analyses will be used wherever possible including any long term Metrorail needs assessments.

Regional and stakeholder involvement will be provided through the Northern Virginia Transportation Authority and an appropriate work group including WMATA and the District of Columbia. The state and federal funds available for the study would be a minimum of \$1.2 million and the work would be undertaken by DRPT with the assistance of VDOT and consultants.

Mr. Paul F. Ferguson
May 15, 2007
Page 2

This "next step" study will be an important complement to the I-66 study outside the Beltway. We look forward to working with you and the Northern Virginia Transportation Authority on this important project.

Sincerely,



Pierce R. Homer

PRH:ah

Copy: Mr. Christopher Zimmerman
Ms. Judy Connally
Mr. Doug Koelemay
Mr. David S. Ekern
Mr. Matt Tucker
Mr. Barbara Reese
Mr. Dennis Morrison

I-66 Transit/TDM Study

Purpose

The purpose for the I-66 Corridor Transit/TDM improvements is to enhance mobility and reduce highway and transit congestion in the I-66 corridor.

Project Objectives

The Virginia Department of Rail and Public Transportation (DRPT) initiated the I-66 Transit/Transportation Demand Management (TDM) study in the I-66 corridor (Haymarket to the District of Columbia including Route 50 and Route 29) to identify ways and means to increase travel capacity in the corridor by expanding or enhancing transit services and through transportation demand management efforts.

Project Objectives for the study include:

- Examine and recommend transit operational concepts and capital investments that would increase transit capacity in the corridor;
- Develop recommendations for enhancing transportation demand management programs and program effectiveness to reduce single-occupant vehicular travel in the corridor; and
- Develop recommendations for actions in the short and medium timeframes.

Need

The existing and projected mobility and capacity deficiencies for the I-66 corridor are supported by:

- The limited interstate right-of-way;
- The extensive use of special purpose lanes and HOV ONLY operations;
- Existing use of shoulders as general purpose lanes during peak periods;
- The near capacity constraint of Metrorail service in the corridor;
- The high ridership levels on the Virginia Railway Express (VRE) commuter rail Manassas Line running parallel to I-66; and
- The overall congestion levels for all modes of travel in the corridor.

Scope of Work

The scope of work for the study includes seventeen tasks that are described below. In general, the scope includes major activities such as: data collection, development and testing of transit (i.e. Bus Rapid Transit) and TDM alternatives (including park-and-ride lots) and developing cost, revenue and subsidy projections for recommended alternatives.

The study process is being led by DRPT. Input into the study occurs at multiple levels that include: public and agency participation, market research, monthly meetings with a Technical Advisory Committee (TAC) made up of operators and jurisdictional staff and briefings of regional policy boards (NVTC, NVTA and PRTC). The study is underway and is scheduled for completion in October 2009. Study recommendations will provide input into the I-66 Multi-modal Transportation Environmental Study (outside the Capital Beltway) that is scheduled to start later this year.

A more detailed breakout of the tasks with their respective completion dates follows:

Task #	Task Name	Completion Date
1	Detailed Work Program	11/25/08
2	Public/Agency Participation and Market Research	9/1/09
3	Data Collection	1/26/2009
4	TAC Committee Meetings (monthly)	10/13/2009
5	Regional Authority Meetings	10/1/09
6	Purpose and Need	4/13/09
7	Current Baseline Conditions	1/26/09
8	Market Demand Methodology and Forecasts	2/16/09
9	BRT Definition and Station Sketch Planning	3/23/09
10	Transit Alternatives Development	6/15/09
11	Sensitivity Analysis	7/27/09
12	TDM Strategies	6/29/09
13	Park and Ride Lots	6/29/09
14	Cost/Revenue/Subsidy Projections	9/21/09
15	Transit/TDM Recommendations	9/28/09
16	Potential Revenue Sources	7/27/09
17	Final Report	10/26/09

Highway Projects
High Priority Projects—Continued

No.	State	Project Description	Amount
2429	IL	Construct Parking Facility and pedestrian walkways at 94th and S. Oak Park Ave, Oak Lawn	\$192,000
2430	UT	I-15 Freeway Reconstruction—Springville 200 South Interchange	\$3,600,000
2431	MA	Washington St. from High St. to Water St., Walpole	\$1,400,000
2432	VA	White's Mill Trail and Renovation—Design and construction of recreational trail and preservation of watermill for use as visitors center	\$400,000
2433	CA	Implement San Francisco Street Improvements Program	\$6,400,000
2434	MA	Design, engineering, and construction of Methuen Rotary alternative at I-93 and Routes 110 and 113, Methuen	\$600,000
2435	IL	Improve Mill Street, Rock Island	\$400,000
2436	PA	For the Nanticoke City Redevelopment Authority to design, acquire land, and construct a parking garage, streetscaping enhancements, paving, lighting and safety improvements, and roadway redesign in Nanticoke	\$5,600,000
2437	MI	Widen and reconstruct Walton Boulevard Bridge in Auburn Hills between Opdyke and Squirrel Road	\$4,000,000
2438	OR	Widen Delaura Beach Lane and add a bike lane both directions, Warrenton	\$148,800
2439	MA	Design and construct the 3-mile long Grand Trunk Trail bikeway from Sturbridge to Southbridge	\$560,000
2440	TN	Develop trails, bike paths and recreational facilities on the Crest of Black Mountain, Cumberland County for Cumberland Trail State Park	\$200,000
2441	NY	Study and Improve Traffic Flow Improvement at Atlantic Yard Arena Development	\$2,000,000
2442	MD	Upgrade and widen MD 237 from Pegg Road to MD 235	\$12,000,000
2443	PA	Main Street improvements from Broad Street to Richardson Avenue and Main Street to Madison Avenue, Borough of Lansdale	\$640,000
2444	CA	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	\$12,000,000
2445	NY	Road and pedestrian safety improvements Main Street, Village of Patchogue	\$1,500,000
2446	UT	Widen Highway 92 from Lehi to Highland	\$2,500,000
2447	AZ	Widen I-10 to 3 lanes in each direction north of Tucson from Marana Interchange to Cortato Interchange	\$1,360,000
2448	CA	Widen I-238 between I-580 and I-880 in Alameda County	\$800,000
2449	VA	Widen I-66 westbound inside the Capital Beltway from the Rosslyn Tunnel to the Dulles Connector Road	\$5,600,000
2450	NC	Construction of I-74 between I-40 and U.S. 220, High Point, North Carolina	\$4,000,000
2451	MD	Widen I-695, Baltimore Beltway, Southwest ...	\$3,440,000

Highway Projects
High Priority Projects—Continued

No.	State	Project Description	Amount
5036	UT	Construction of 200 North Street highway-rail graded crossing separation, Kaysville	\$5,000,000
5037	UT	Forest Street Improvements, Brigham City	\$2,500,000
5038	UT	Bear River Migratory Bird Refuge Access Road Improvements, Box Elder County	\$5,500,000
5039	UT	Construction and Rehabilitation of 13th East in Sandy City	\$5,000,000
5040	UT	Transportation Improvements to 200 East Minor Arterial, Logan City	\$1,000,000
5041	UT	Provo, Utah Westside Connector from I-15 to Provo Municipal Airport	\$1,000,000
5042	UT	Improve pedestrian and traffic safety in Holladay	\$2,000,000
5043	VA	I-66 Improvements and Route 29 Interchange at Gainesville	\$20,000,000
5044	VA	Construct Meadowcreek Parkway Interchange, Charlottesville	\$25,000,000
5045	VA	Construct South Airport Connector Road, Richmond International Airport	\$2,000,000
5046	VA	I-264/Lynnhaven Parkway/Great Neck Road Interchange	\$2,000,000
5047	VA	Improvements to Coalfields Connector, Route 460, Buchanan County	\$12,000,000
5048	VA	Rt. 460 Improvements	\$5,000,000
5049	VA	National Park Service transportation improvements to Historic Jamestowne in FY 2006 ..	\$2,000,000
5050	VA	Manage freight movement and safety improvements to I-81	\$3,500,000
5051	VA	Route 50 Traffic Calming, Gilberts Corner	\$8,000,000
5052	VA	Smart Road Research and Operations, Blacksburg	\$6,000,000
5053	VA	Replacement of Robertson Bridge, Danville	\$5,000,000
5054	VA	I-64/City Line Road Interchange	\$5,000,000
5055	VA	Dominion Boulevard Improvements, Route 17, Chesapeake	\$8,000,000
5056	VA	National Park Service, Appalachian Trail, High Top Mountain land acquisition, FY 2006	\$500,000
5057	VA	Widen I-66 westbound inside the Capital Beltway	\$22,000,000
5058	VA	Construct I-73 near Martinsville,	\$7,000,000
5059	VA	The Journey Through Hallowed Ground Rt. 15 scenic corridor management planning and implementation, FY 2006	\$1,000,000
5060	VA	Widening I-95 between Rt. 123 and Fairfax County Parkway	\$10,000,000
5061	VA	Widen Route 17 in Stafford	\$1,000,000
5062	VA	Construct Old Mill Road extension	\$2,000,000
5063	VA	Improvements to public roadways within the campus boundaries of the Virginia Biotechnology Park, Richmond	\$1,000,000
5064	VA	Widen Route 262 in Augusta County	\$2,000,000
5065	VA	Bristol Train Station—Historic preservation and rehabilitation of former Bristol, VA train station	\$1,000,000
5066	VA	Interstate 81 ITS message signs	\$500,000
5067	VA	Improvements to Route 15, Farmville	\$1,000,000
5068	VA	Route 11 improvements in Maurertown (Shenandoah County)	\$500,000

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 56356	ACCESS IMPROVEMENTS AND FLYOVER FOR I-495 HOT LANES		<i>Interstate</i>	Northern Virginia				
REPORT NOTE:	RTE 495 - CAPITAL BELTWAY HOT LANES							
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Fairfax County		PE 6,200	Complete				
DESCRIPTION:	AT RTE 495		RW					
			CN 100,516	Underway				
SCOPE OF WORK:	RECONSTRUCTION		TO 106,716					
PROJECT LENGTH:	0.0000 MI	STRUCTURE NO.: 28662,28663,28664,28665	SUFFICIENCY RATING:	0				
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
Transportation Partnership Opportunity	106,716	0	0	0	0	0	0	0
Fund: State								

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 70043	I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE		<i>Interstate</i>	Northern Virginia				
REPORT NOTE:	PE & RW under UPC 16000.							
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Prince William County		PE					
DESCRIPTION:	FROM: 1.554 KILOMETERS WEST SB ROUTE 29		RW					
	BASELINE TO: 3.716 KILOMETERS EAST SB ROUTE 29		CN 97,153	Underway				
	29 BASELINE (5.2700 KM)							
SCOPE OF WORK:	MAJOR WIDENING		TO 97,153					
PROJECT LENGTH:	5.2700 KM	STRUCTURE NO.: 14206,14220,14222,14223	SUFFICIENCY RATING:	60,81,82,89				
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
FRAN Bond Proceeds: FRAN	6,481	0	0	0	0	0	0	0
Interstate: Federal	46,780	28,115	0	0	0	0	0	0
Interstate: State Match	10,366	5,411	0	0	0	0	0	0
Total	63,627	33,526	0	0	0	0	0	0

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 78826	WESTBOUND ACCEL/DECEL LANE FROM GEO MASON DR TO SYCAMORE ST		<i>Interstate</i>	Northern Virginia				
REPORT NOTE:	PTF funds AC for possible future federal conversion.							
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Arlington County		PE 3,861	Underway				
DESCRIPTION:	FROM: 0.1211 Mi. W. of Sycamore Street		RW					
	TO: 0.0573 Mi. W. of George Mason Drive (1.5000 MI)		CN 33,191	FY2010				
SCOPE OF WORK:	NEW CONSTRUCTION		TO 37,052					
PROJECT LENGTH:	1.5000 MI							
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
Interstate: Federal	2,880	0	1,598	0	0	0	0	0
Interstate: State Match	720	0	178	0	0	0	0	0
Priority Transportation Funds: State	1,759	0	0	0	0	0	0	0
SAFETEA-LU Earmarks: Federal	19,222	4,712	0	0	0	0	0	0
SAFETEA-LU Earmarks: State Bond Match	0	1,200	1,200	0	0	0	0	0
SAFETEA-LU Earmarks: State Match	2,973	305	305	0	0	0	0	0
Total	27,554	6,218	3,281	0	0	0	0	0

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 78827	RTE I-66 SPOT IMPROVEMENT 3		<i>Interstate</i>	Northern Virginia				
REPORT NOTE:	PE Only; accruing for CN.							
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Arlington County		PE 1,300	Underway				
DESCRIPTION:	FROM: 0.045 Mi. E. of Glebe Road (Route 120) TO: 0.095 Mi. W. of Lee Highway (Route 29) (0.9000 MI)		RW CN 14,750	FY2015				
SCOPE OF WORK:	NEW CONSTRUCTION		TO 16,050					
PROJECT LENGTH:	0.9000 MI							
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
Interstate: Federal	1,160	0	0	0	0	0	0	
Interstate: State Match	290	0	0	0	0	0	0	
Total	1,450	0	0	0	0	0	0	14,600

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 78828	WESTBOUND ACCEL/DECEL LN FROM WESTMORELAND ST TO HAYCOCK RD		<i>Interstate</i>	Northern Virginia				
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Arlington County		PE 3,479	Underway				
DESCRIPTION:	FROM: 0.211 Mi. W. of Haycock Rd (RTE 703) TO: 0.111 Mi. E. of Westmorland St. (Rte 693) (1.6000 MI)		RW CN 30,032	FY2013				
SCOPE OF WORK:	NEW CONSTRUCTION		TO 33,511					
PROJECT LENGTH:	1.6000 MI	STRUCTURE NO.: 181,189	SUFFICIENCY RATING:	84.94				
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
Interstate: Federal	3,040	0	0	0	0	0	0	
Interstate: State Match	760	0	0	0	0	0	0	
Total	3,800	0	0	0	0	0	0	29,711

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 81009	RTE 66 - VIENNA METRORAIL ACCESSIBLTY & CAPACITY IMPROVMNTS		<i>Interstate</i>	Northern Virginia				
REPORT NOTE:	MPO Project. NVTA Project.							
STREET NAME:			ESTIMATED COST (000's)	SCHEDULE				
JURISDICTION:	Fairfax County		PE 3,505	Underway				
DESCRIPTION:	ROUTE 66, VADEN DRIVE BRIDGE, VIENNA METRORAIL STATION		RW CN 37,642	FY2014				
SCOPE OF WORK:	STUDIES ONLY		TO 41,147					
PROJECT LENGTH:	0.0000 MI							
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014
CMAQ: Federal	3,138	68	0	0	0	0	0	
CMAQ: State Match	784	17	0	0	0	0	0	
Non-Formula: Statewide	700	0	0	0	0	0	0	
RSTP (STP Regional): Statewide	2,800	0	0	0	0	0	0	
Transit Statewide STP: Federal	583	0	0	0	0	0	0	
Total	8,005	86	0	0	0	0	0	33,056

ROUTE: 0066	PROJECT	NFO	PROGRAM/SYSTEM					MPO Area	
UPC NO.: 81321	RTE 66 - IMPROVE HORIZONTAL ALIGNMENT		<i>Interstate</i>					Northern Virginia	
STREET NAME:			ESTIMATED COST (000's)					SCHEDULE	
JURISDICTION:	Fairfax County		PE	125				Underway	
DESCRIPTION:	FROM: NUTLEY STREET TO: ROUTE 243		RW					FY2010	
			CN	497					
SCOPE OF WORK:	SAFETY/TRAFFIC OPERS/TSM		TO	622					
PROJECT LENGTH:	0.0000 MI								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER	
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014	
Highway Safety Improvements: Federal	564	0	0	0	0	0	0	0	
Highway Safety Improvements: State Match	63	0	0	0	0	0	0	0	
Total	627	0	0	0	0	0	0	0 -5	

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM					MPO Area	
UPC NO.: 84743	I-66 PAVEMENT REHABILITATION		<i>Interstate</i>					Northern Virginia	
STREET NAME:			ESTIMATED COST (000's)					SCHEDULE	
JURISDICTION:	Fairfax County		PE	500				Underway	
DESCRIPTION:	FROM: I495 (Capital Beltway) TO: Rte 50		RW					FY2009	
			CN	0					
SCOPE OF WORK:	RESURFACING		TO	500					
PROJECT LENGTH:	-								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER	
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014	
Interstate: Federal	2,250	0	0	0	0	0	0	0	
Interstate: State Match	250	0	0	0	0	0	0	0	
Total	2,500	0	0	0	0	0	0	0 -2,000	

ROUTE: 0066	PROJECT	FO	PROGRAM/SYSTEM					MPO Area	
UPC NO.: 85393	I66 MULTIMODAL STUDY - PHASE I		<i>Interstate</i>					Northern Virginia	
REPORT NOTE:	DRPT to manage. Partial PE only.								
STREET NAME:			ESTIMATED COST (000's)					SCHEDULE	
JURISDICTION:	Northern Virginia District-wide		PE	15,000				Underway	
DESCRIPTION:	FROM: Rte 66 (DC line) TO: Rte 495 (Capital Beltway) (16.5000 MI)		RW						
			CN						
SCOPE OF WORK:	ENVIRONMENTALLY RELATED		TO	15,000					
PROJECT LENGTH:	16.5000 MI								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER	
Fund Sources	Prev. Alloc	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	2014	
Interstate: Federal	600	600	0	0	0	0	0	0	
Interstate: State Match	150	150	0	0	0	0	0	0	
Total	750	750	0	0	0	0	0	0 13,500	

TPB R12-2009
February 18, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239

RESOLUTION ON
INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS
OF SUBMISSIONS FOR THE 2009 CONSTRAINED LONG RANGE PLAN (CLRP)
AND FY 2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 *Federal Register* and with latest amendments published in the *Federal Register* on July 1, 2004; and

WHEREAS, on November 19, 2008, the TPB adopted resolution R7-2009 determining that the 2008 CLRP and the TIP for FY 2009-2014 conform with the requirements of the Clean Air Act Amendments of 1990, and on November 19, 2008 adopted resolution R8-2009 approving the 2008 CLRP and resolution R9-2009 approving the FY 2009-2014 TIP; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for the 2009 CLRP and inputs to the FY 2010-2015 TIP, which are in response to the October 2008 solicitation document issued by the TPB, and the Technical Committee has reviewed these submissions at its meeting on January 9 and February 6, 2009; and

WHEREAS, at the TPB Citizens Advisory Committee(CAC) meeting on January 15, 2009 the submissions for the 2009 CLRP and FY 2010-2015 TIP were released for a 30-day public comment and interagency consultation period which ended February 14; and

WHEREAS, on February 18, the TPB was briefed on the project submissions for the 2009 CLRP and FY 2010-2015 TIP, the public comments received on the submissions, and the recommended responses to the public comments; and

WHEREAS, on February 18, the TPB voted to remove the I-66 Spot Improvements project inside the Beltway from the project submissions for the 2009 CLRP and FY 2010-2015 TIP until the completion of the multi-modal study that was requested by the TPB at its meeting on May 16, 2007, and

WHEREAS, the 2009 CLRP and the FY 2010-2015 TIP are scheduled to be released for public comment on June 11, 2009 and approved by the TPB at its July 15, 2009 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2009 Constrained Long Range Plan and FY 2010-2015 TIP, the project submissions as described in the attached memorandum of February 11, 2009, but excluding the I-66 Spot Improvements project inside the Beltway.

Adopted by the Transportation Planning Board at its regular meeting on February 18, 2009.

TPB R21-2007
May 16, 2007

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239

RESOLUTION ON
INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS
OF SUBMISSIONS FOR THE 2007 CONSTRAINED LONG RANGE PLAN (CLRP)
AND FY 2008-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 *Federal Register* and with latest amendments published in the *Federal Register* on July 1, 2004; and

WHEREAS, on October 18, 2006, the TPB adopted resolution R7-2007 determining that the 2006 CLRP and the TIP for FY 2007-2012 conform with the requirements of the Clean Air Act Amendments of 1990, and on October 18, 2006 adopted resolution R8-2007 approving the 2006 CLRP and resolution R9-2007 approving the FY 2007-2012 TIP; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for the 2007 CLRP and inputs to the FY 2008-2013 TIP, which are in response to the December 2006 solicitation document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on March 2, March 9 , April 6 and May 4, 2007; and

WHEREAS, at the TPB Citizens Advisory Committee (CAC) meeting on March 15, 2007 the submissions for the 2007 CLRP and FY 2008-2013 TIP were released for public comment and interagency consultation; and

WHEREAS, on April 18, 2007, the TPB was briefed on the project submissions for the 2007 CLRP amendments and FY 2008-2013 TIP, the public comments received on the

submissions, and the recommended responses to the public comments; and

WHEREAS, additional information clarifying the Virginia project submissions was received at the April 18 meeting and the Board decided that more time was necessary to review these submissions; and

WHEREAS, on May 16, 2007, the TPB was briefed on the additional information in the attached VDOT letter of May 9, 2007 which clarifies and revises the Virginia I-95/I-395 HOV/Bus/HOT Lanes and the I-66 Spot Improvements project submissions, and accepted the revised I-95/I-395 HOV/Bus/HOT Lanes and the I-66 Spot Improvements CLRP project description forms, and

WHEREAS, the 2007 CLRP and the FY 2008-2013 TIP are scheduled to be released for public comment on November 15, 2007 and approved by the TPB at its December 19, 2007 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2007 Constrained Long Range Plan and FY 2008-2013 TIP the project submissions as described in the attached memorandum of May 9, 2007.

Adopted by the National Capital Region Transportation Planning Board at its regular meeting on May 16, 2007.

The minutes of the April 18, 2007 TPB meeting and the May 16, 2007 TPB meeting are included in this resolution by reference.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
 (check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other

3. Project Title **Idea66 Spot Improvements Inside the Beltway**

	Prefix	Route	Name	Modifier
4. Facility:	I	66 WB	Spot 1 Fairfax Dr to Sycamore St	Extend accel/decel la.
5. From (_ at):	I	66 WB	Spot 2 Washington Blvd to Dulles Airport Access	Add accel/decel la.
6. To:			Connector (DAAR)	
	I	66 WB	Spot 3 Lee Hwy/Spout Run to Glebe Road	Extend accel/decel la.

7. Jurisdiction(s): Arlington/Fairfax

8. Description:
 The Idea 66 Spot Improvements project addresses existing operational and safety related problems on three different stretches of westbound I-66, between the Rosslyn Tunnel in Arlington and the Dulles Airport Access Road in Fairfax County. The proposed project will extend and or add acceleration/deceleration lanes as noted above and described at the end of this section. Funding for the project is derived from SAFETEA-LU earmarks, federal NHS and state matching funds. These interim improvements were recommended for implementation by the Idea 66 Feasibility Study completed by VDOT and FHWA in March of 2005. In addition to recommending the implementation of these spot improvements, the Feasibility Study also recommended that a detailed multi-modal environmental study be undertaken to further study and identify the long term solutions for the congestion along I-66, inside the Beltway. The Preliminary Engineering phase of these spot improvements was amended into the 2005 CLRP and FY 2006-2011 TIP on January 18, 2006.

At the time of approving the Preliminary Engineering phase of the spot improvements, the Northern Virginia Transportation Authority and the TPB asked VDOT to seek funding for the long-range multimodal environmental study. TPB's resolution, TPB R11-2006, noted: "Separate from the action on this TIP amendment [for PE of spot improvements] NVTA asked that funding be sought for a long-range multimodal environmental document that will address the public transportation needs for the I-66 Multimodal Corridor. This document will include a comprehensive and objective evaluation of long-term public transportation needs in the I-66 multimodal corridor. Most importantly, analysis must address any potential conflicts between the proposed improvements and the planned extension of Metrorail to Tysons Corner. This evaluation should also address the ability to accommodate third and fourth Metrorail tracks in the median of I-66 inside the Beltway, should they be required for express service for the planned 23-mile Dulles Rail Extension into Loudoun County, or for the planned Orange Line extension to Centreville or Gainesville, or to maintain adequate Metrorail capacity within Arlington County. As part of the multimodal environmental document, VDOT should study value pricing and relatively low-cost traffic-operation, solutions such as provision of express bus service and HOV-3."

VDRPT and VDOT are seeking funding for the study as part of the agency's FY 2008 program. The TPB will be notified when VDOT receives funding and initiates this study.

CLRP PROJECT DESCRIPTION FORM

Spot 1 Arlington County– Extend existing westbound acceleration / deceleration lane (1.5 miles) from Fairfax Drive on-ramp to existing deceleration lane at Sycamore Street off ramp to reduce congestion and improve safety by reducing short distance weave and merge movement.

Spot 2 Arlington and Fairfax Counties– Add a continuous acceleration /deceleration lane from Sycamore St/Washington Blvd on ramp to existing Dulles Airport Access Ramp Rte 267 (1.6 miles).

Spot 3 Arlington – Extend existing acceleration lane from Lee Hwy/Spout Run on-ramp to existing deceleration lane at Glebe Road off ramp to create a continuous acceleration / deceleration lane (0.9 miles).

Work on all three projects will be within existing ROW, including any required retaining and sound walls relocations or additions. All the proposed spot improvements encompass design evaluation of enforcement areas / safety pull offs, sight distance improvements, ramp metering, signing, traffic management systems, and reconstruction of the shoulder to provide for emergency evacuation.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: Three improvements totaling approximately 4 miles
11. Project Manager: L&D Project Manager – Jeff Daily 12. E-Mail: Jeff.Daily@VirginiaDOT.org
13. Project Information URL: www.virginiadot.org/projects/const-project.asp?ID=404
14. Projected Completion Year: 30% design plans completed 2008, 100% design plans completed 2010 or Design Build construction beginning 2010
15. Actual Completion Year: N/A _____Project is ongoing. Year refers to implementation.
16. his project is being withdrawn from the Plan as of: N/A
17. Total cost (in Thousands): Spot 1 – \$31.6M (PE\$3.6M, CN \$28M), Spot 2 – \$29.9M (PE \$3.4M, CN \$26.5M), Spot 3 – \$14.1M (PE \$1.6M, CN \$12.5M):
Total costs for all three improvements – \$75.6M
18. Remaining cost (in Thousands):
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 The project consists of preliminary studies or engineering only, and is not funded for construction
 The project received NEPA approval on or before April 6, 1992
 The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 The construction costs for the project are less than \$5 million.

CLRP PROJECT DESCRIPTION FORM

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Existing levels of congestion is exacerbated by the intense weaving and merging movements happening over a short distance along with inadequate sight distance. The recurring congestion and associated operational/safety effects poses concerns on the corridor's ability to serve as an efficient emergency evacuation route.

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

This project is not an ITS project, however, this project will include ITS component and therefore the ITS component will comply with the applicable requirements of Rule 940.

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

VDOT has developed a User Guide and Rule 940 checklist which will be adhered to ensure compliance with applicable Rule 940 requirements.

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify: VDOT Northern Region ITS Architecture
(<http://www.vdot-itsarch.com/Default.htm>)

CLRP PROJECT DESCRIPTION FORM

31. Other Comments:

The National Capital Region Transportation Planning Board (TPB) in approving the preliminary engineering work for the proposed project on January 18 2006 (resolution No. TPB R11-2006), indicated six points of clarification that were to be incorporated into the study. The following notes how these points have been incorporated into the overall agency's activities.

1. Coordination with the planned extension of Metrorail to Tysons so as to not preclude a third Metrorail track:

VDOT is a member of the planning team working directly with DRPT and Dulles Rail project staff on the Dulles Rail project. DRPT exhibits show the proposed Dulles Rail location within the existing median of I-66. The proposed spot improvement is not within the median but on the outside of the westbound lanes¹. The proposed spot improvements on westbound I 66 thus do not preclude the Metrorail extension to Tysons, a third Metrorail track and/or any express bus operations. The proposed projects are interim improvements to address operational and safety issues in the near term. The long term solutions for the corridor include a detailed NEPA study comparing all modal alternatives. The design of a third rail may require portions of the roadway to be relocated and/or design exceptions for narrow shoulders. Once the engineering design drawings for the project are completed, these will be shared with the CTB, NVTA and local jurisdictions to demonstrate that the planned extension of Metrorail to Tysons or a third Metrorail track will not be precluded.

2. Certify that project complies with NEPA:

VDOT is in full compliance with all requirements of NEPA. VDOT recommended and FHWA concurred that a Categorical Exclusion (CE) is the appropriate level of level of NEPA document for the spot improvements. Work on the CE documentation is underway. The public will have the opportunity to review and comment on this document at the Public Hearing to be scheduled later this year.

3. Clarify if all proposed construction can occur within existing right of way and adjacent parkland and Custis trail will be maintained:

The right of way boundaries were validated by a detailed land survey and the finding was that the proposed construction can occur within the existing Commonwealth right of way. Proposed construction will maintain adjacent parkland and trails. VDOT has verified the adequacy of the I-66 right-of-way to accommodate the spot improvements that are being designed and constructed during this phase of the study. An exhaustive review of courthouse records of deeds, titles and property plats along the corridor has been completed. The plat description and features, including property lines and corners, were verified using a project coordinate system and field instruments during an actual on-the-ground survey. Once the engineering design drawings for the project are completed, these will be shared with the CTB, NVTA and local jurisdictions to demonstrate that the adjacent parkland and Custis trail will be maintained.

The right-of-way mapping may be viewed at VDOT or Arlington County as listed below:

VDOT	Arlington County
14685 Avion Parkway, Plan Room	2100 Clarendon Blvd, Suite 900
Chantilly, VA 20151	Arlington, VA 22201
Theresa DeFore at 703-383-2150	Tamara Ashby at 703-228-3833

4. Evaluation of HOV enforcement areas, a continuous 12-foot shoulder, signing, TMS and ramp metering has been included in the current PE work and where validated as needed will be included in the design and construction:

This work includes coordination with the VA State Police to identify locations for enforcement areas, improvements to the signing and the variable message signs, and redesign and upgrade

1. Dulles Rail Env. Conditions document: Sheet 1 of 6 (rev 03-17-06) & Rail Sections:K56-TW-001-003 (rev 01/24/06).

CLRP PROJECT DESCRIPTION FORM

of the ramp metering in the westbound direction within the project limits. The project designs will focus on the safety aspects of the facility including adequate shoulders. As preliminary designs are completed, these will be shared with all stake holders, including the CTB, TPB and NVTA. VDOT's design practices emphasize safety and will ensure that any design impacts on operations are adequately mitigated. It must be noted that all designs and design exceptions have to comply with the FHWA requirements and oversight.

5. Coordination with ongoing efforts to develop a regional emergency evacuation plan: VDOT is an active participant in the state's and MWCOG's efforts in developing regional emergency coordination plans:

Working with the state of Maryland, the District and MWCOG staff, the Virginia emergency coordination includes Virginia Department of Emergency Management (VDEM), Virginia Department of Transportation (VDOT), Virginia State Police (VSP) Department of Rail & Public Transportation (DRPT) American Red Cross, Department of Health Services (DHS), Department of Corrections (DOC), Department of Military Affairs (DMA), Local Jurisdictions, and National Park Service (NPS). The basic framework for an operational evacuation plan.

- a. Provides a basic plan that could be implemented in the interim should an event occur prior to completion of a more detailed plan.
- b. Synchronizes the efforts of all State agencies during a major evacuation within this area.
- c. Provides a Virginia evacuation plan to synchronize mutual supporting plans of local jurisdictions within Region VII (Northern Virginia).
- d. Provides basic concepts which can be incorporated into plans being developed by other organizations within the NCR and the National Park Service.

The design of the proposed spot improvements fully considers the benefits that could be provided for efficient traffic movement along westbound I 66 in events of emergency as anticipated by the regional emergency plans.

6. Safety (along westbound I 66) will not be degraded: The proposed spot improvements will improve safety due to the enhanced access and egress conditions, improved signage, improved sight distance and other project evaluations and designs:

Specific safety issues that will be addressed with the spot improvements include lengthening weaving and merging areas, decreasing speed fluctuations, improving level of service (LOS) to reduce "stop and go" crashes, increasing additional storage capacity for incidents on the mainline and reducing travel time for emergency responders.

7. The TPB in approving the construction phase of this project on May 16 2007 (resolution TPB R21-2007), requested the following be included in this CLRP Project Description Form:

The state will conduct a comprehensive multi-modal alternatives analysis for I-66 inside the Beltway to determine the most efficient way to move people through the corridor in the long-term. As noted in VDOT's May 15, 2007, letter to Arlington County (attached) the study will examine HOV requirements, transit alternatives, TDM strategies, and congestion pricing strategies. The state will convene a stakeholder working group under the auspices of the NVTA for the corridor. The group will include representatives of the member jurisdictions of NVTA, WMATA, and the District of Columbia. This committee will review ways to maximize person throughput in the corridor while ensuring safety is adequately maintained and the impacts on the surrounding local street network are minimized.



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

May 15, 2007

Mr. Paul F. Ferguson Esq.
2100 Clarendon Boulevard, Suite 300
Arlington, Virginia 22201-5406

Dear Mr. Ferguson:

As you know, the I-66 Inside the Beltway Feasibility Study was completed in March of 2005 with two major recommendations: 1) to complete a series of interim improvements that could reduce congestion in the short term; and 2) to initiate multimodal studies on a wide range of long term options because no one option alone could provide complete and timely relief to the mobility and accessibility problems in the corridor.

We are moving forward with the interim improvements by including them in the draft 2007 Constrained Long Range Plan. We also plan to initiate the multimodal studies recommended previously and which you have suggested.

The next step is to evaluate a wide range of modal options/alternatives. A number of suggestions were made during the Idea-66 workshops that need to be examined in greater detail including bus, transportation demand management, HOV, congestion pricing, managed lanes, and road improvements for both I-66 and the local street network. The studies would undertake objective technical analyses that address both demand and operational considerations of the alternatives. Existing analyses will be used wherever possible including any long term Metrorail needs assessments.

Regional and stakeholder involvement will be provided through the Northern Virginia Transportation Authority and an appropriate work group including WMATA and the District of Columbia. The state and federal funds available for the study would be a minimum of \$1.2 million and the work would be undertaken by DRPT with the assistance of VDOT and consultants.

Mr. Paul F. Ferguson
May 15, 2007
Page 2

This "next step" study will be an important complement to the I-66 study outside the Beltway. We look forward to working with you and the Northern Virginia Transportation Authority on this important project.

Sincerely,

A handwritten signature in black ink that reads "Pierce R. Homer". The signature is written in a cursive, slightly slanted style.

Pierce R. Homer

PRH:ah

Copy: Mr. Christopher Zimmerman
Ms. Judy Connally
Mr. Doug Koelemay
Mr. David S. Ekern
Mr. Matt Tucker
Mr. Barbara Reese
Mr. Dennis Morrison

CONGESTION MANAGEMENT DOCUMENTATION FORM FOR PROJECTS IN THE 2030 CLRP



BASIC PROJECT INFORMATION

1. Agency: VDOT Secondary Agency:

2. Project Title: Idea66 Spot Improvements Inside the Beltway

	Prefix	Route	Name	Modifier
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4. Facility:	I	66 WB	Spot 1 Fairfax Dr to Sycamore St	Extend accel/decel la.
	I	66 WB	Spot 2 Washington Blvd to Dulles Airport Access Connector (DAAR)	Add accel/decel la.
	I	66 WB	Spot 3 Lee Hwy/Spout Run to Glebe Road	Extend accel/decel la.

5. From (_ at): Fairfax Drive, Arlington County

6. To: Dulles Airport Access Road, Fairfax County

7. Jurisdiction(s): Arlington and Fairfax Counties

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

Yes Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

_ A Transportation Management Association is in the vicinity

_ Channelized or grade-separated intersection(s) or roundabouts

_ Reversible, turning, acceleration/deceleration, or bypass lanes

Yes High occupancy vehicle facilities or systems

Yes Transit stop (rail or bus) within a 1/2 mile radius of the project location

_ Park-and-ride lot within a one-mile radius of the project location

Yes Real-time surveillance/traffic device controlled by a traffic operations center

Yes Motorist assistance/hazard clearance patrols

_ Interconnected/coordinated traffic signal system

_ Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

The facility benefits from the regional rideshare program, Commuter Connections that is jointly funded by Virginia, Maryland and the District of Columbia. Commuter Connections and its many program elements are all demand management strategies. Additionally VDOT and VDRPT provide funding and technical expertise to Arlington and Fairfax Counties to implement rideshare assistance programs within their jurisdictions aimed at demand management.

b. Traffic operational improvements

The entry ramps to this stretch of I-66, where the spot improvements are being proposed, are being managed with ramp metering. The freeway also has surveillance and motorist assistance programs aimed at monitoring and managing traffic operations. The purpose of the spot improvements being proposed are in fact to address traffic operational problems caused in part by the short merge, weave and diverge areas on this stretch of I-66.

CONGESTION MANAGEMENT DOCUMENTATION FORM

c. Public transportation improvements

Public transportation service providers in the corridor include WMATA and Arlington County. VDOT understands that these service providers do examine their service routes and make enhancements as needed to address the changing demand. The Spot improvements being proposed are interim in nature and are intended to address traffic operational issues. VDOT plans to address the longer term demand and capacity issues of the corridor in a separate detailed multi-modal environmental study and identify the long term solutions for the congestion along I-66, inside the Beltway. A variety of public transportation strategies will be examined as part of the alternatives improvement scenarios in this multi-modal study. VDOT has currently requested funding for the study.

d. Intelligent Transportation Systems technologies

Ramp metering, variable message signs and freeway surveillance system are part of the ITS components that are currently operational on this stretch of the facility. VDOT's Smart Traffic Center program continues to upgrade the system components as needed and when funding becomes available. The Spot improvements project will evaluate the existing ramp metering and variable/static message signs and upgrade them as needed within the project limits. The long term multi-modal study VDOT intends to undertake for this facility will also look examine for any new / enhancements ITS components as part of the long term solution.

e. Other congestion management strategies

The long term multi-modal study VDOT intends to undertake for the facility will include a comprehensive examination of existing congestion management strategies and evaluate the need for any new/enhanced strategies.

f. Combinations of the above strategies

As above.

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

No. As noted earlier the proposed improvements are to address operational problems caused by geometric conditions of the short merge, weave and diverge areas along this heavily used facility. Ramp metering, one of the most effective tools to manage demand on freeways, is currently being used.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

As noted earlier, the facility currently benefits from a comprehensive set of congestion management strategies. No additional congestion management strategies are being proposed as part of this interim operational/safety improvement project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

As noted above, there are no new congestion management strategies being proposed as part of the spot improvements project, but rather a continuation of the comprehensive set of congestion management strategies. The geometric changes being proposed as part of this project are expected to relieve congestion and improve safety. The TIP form describes the funding for the spot improvements project.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**Excerpts from the Minutes of the
TRANSPORTATION PLANNING BOARD**

April 18, 2007

May 16, 2007

January 16, 2008

April 18, 2007

**7. Review of Comments Received and Approval of Project Submissions for the 2007
Constrained Long Range Plan (CLRP) and FY 2008-2013 TIP**

Mr. Kirby explained the various items that were distributed to the TPB as part of the mailout packet and at the meeting. He said that the mailout item, Item Seven, included a resolution for consideration by the Board that would approve the inclusion of the described project submissions in the air quality conformity analysis for this year's update to the CLRP and TIP. He said that the mailout item also included agency comments received by the time of the April 11 mailout, though the public comment period did not end until three days after the mailout occurred. He distributed at the meeting a packet that included all of the comments received by the April 14 public comment deadline, as well as a memorandum that summarized and grouped the comments and included recommended TPB responses. The memorandum also included an attachment with VDOT responses to agency comments on the I-95/395 High Occupancy/Toll (HOT) Lanes project, plus an attachment with the project submission form for the I-66 Spot Improvements project updated by VDOT to show the responses to agency comments. He noted that all of the comments on the projects had been posted on the Web as they were received.

Referring to his memorandum, Mr. Kirby summarized the comments received about each of the project submissions, including a tally of public comments received in support of and in opposition to the inclusion of each project.

Mr. Kirby said with regard to the I-66 project that a significant change to the project description was its classification as a capacity enhancement project. He said that additional issues raised during the comment period included coordination with the Metro rail extension to Tysons Corner, the NEPA process, and impacts on the Custis Trail.

Mr. Kirby asked Ms. Sorenson to discuss in more detail the VDOT responses to comments about the projects in Virginia.

Ms. Sorenson first addressed the I-66 Spot Improvements project, saying that a VDOT feasibility study had yielded recommendations for some short-term signage and spot improvements along with a recommendation for an environmental impact statement (EIS) to look at all the possibilities for improving I-66 inside the Beltway. She said that VDOT is currently seeking funding for that EIS through the Commonwealth Transportation Board. Referring to the project description form included in Mr. Kirby's memo, Ms. Sorenson addressed the six points of clarification requested by the TPB when it approved preliminary engineering work for the project on January 18, 2006. She summarized the status of VDOT's work in dealing with each issue.

Ms. Sorenson circulated a two-page packet with additional revisions to the project description forms for the two Virginia projects. She described the two changes to the I-66 project description form, which dealt with the process of getting feedback from NVTa and local jurisdictions on the engineering design drawings for the project, especially in relation to the Metrorail extension and the Custis Trail.

Ms. Sorenson moved to adopt Resolution R21-2007 to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Mr. Rust seconded the motion.

Mr. Zimmerman asked to clarify that the motion included the revisions Ms. Sorenson had just circulated, and noted a typo in the first revision.

Chair Hudgins said that the motion included all of the revisions and fixes to any typos.

Mr. Zimmerman said that efforts had been made to make the comments from Northern Virginia agencies as consistent as possible, though there were some individual agencies with unique concerns. He said that this reflects how closely the professional staffs from the agencies work together on such matters.

Ms. Smyth asked in regard to the I-66 Spot Improvements project for clarification on the issue of possible impacts on development of a third Metrorail track. She noted that while one VDOT response indicates that extension of Metrorail to Tysons Corner would not be precluded, a separate response says that the design of a third rail may require portions of the roadway to be relocated or require design exceptions for narrow shoulders. She asked if such designs would also be shown to NVTa.

Ms. Sorenson said that the current project deals only with taking care of choke points and does not address the issue of adding a third rail to Metro, which would be considered in the broader environmental impact study. She said that VDOT would not be precluding a third rail addition in the spot improvements work.

Ms. Smyth noted that the statement only says that extension of Metrorail to Tysons Corner would not be precluded.

Ms. Sorenson said that a third rail would not be precluded.

Ms. Smyth asked for clarification of the responses to comment number four from the Northern Virginia agencies regarding shoulder width, in relation to comment number six about not degrading safety on the corridor. She said that the agencies would like assurances in writing that the level of safety and incident management will be the same and will not be degraded by shoulder reductions.

Ms. Sorenson said that VDOT has committed to looking at making sure there are adequate shoulders along the entire route, although there may be a location or two for which VDOT may have to seek a design exception for slightly narrower shoulders. She said that such information will be available for review when design work is completed.

Ms. Smyth asked if that information would also be presented to NVTA.

Ms. Sorenson said it would be.

Ms. Smyth asked if some kind of statement to that effect could be added to the text.

Ms. Sorenson said she would add mention of adequate shoulders to the text indicating that engineering drawings would be shared with NVTA and local jurisdictions to demonstrate that adjacent parkland and the trail will be maintained.

Mr. Snyder noted that he and Mr. Kirby had started discussion of HOT lanes in the region about a decade ago and faced opposition from many angles, but that happily the TPB was now at a point of considering a very serious option for implementation. He said that maximizing the safe use of the transportation system for multiple modes is crucial for maintaining credibility with the public, and that he views the two Virginia projects as efforts to do so. He said, however, that it is very important that there not be a cost in safety, and that he therefore strongly supported Ms. Smyth's previous request for such assurances. He asked for similar language for the I-95/395 project to include that adequate shoulders shall be assured and overall safety improved. He asked if Ms. Sorenson could agree to this assurance, parallel to what was just agreed to for the I-66 project.

Mr. Snyder asked if Ms. Sorenson could agree to the same language for the I-95/I-395 project as for the I-66 project, in response to Ms. Smyth's questions.

Ms. Sorenson said that she was not sure she could make a similar assurance as there will be places where the shoulders will have to be narrowed and design exceptions sought.

Mr. Snyder said he simply wanted a statement that adequate shoulders shall be assured, and that if VDOT was not prepared to commit to that, he could not vote for inclusion of the project. He said he thought the issue was important to safety and that while some flexibility in width may be appropriate, he was seeking the same assurance provided for the I-66 project of adequate shoulders.

Ms. Sorenson suggested using the phrase “adequate shoulders or other means of providing safety.”

Mr. Snyder said that such a statement was not sufficient for him to be able to support the project. He said that while having narrower shoulders is one thing, having no shoulders at all is something quite different.

Ms. Sorenson said that she wasn’t saying there would be no shoulders at all, but that she did not want to imply that they would be 12 foot shoulders for the entire length of the facility.

Mr. Snyder said it was fine to say that they may not be 12 feet everywhere, but he would like a commitment to adequate shoulders, with the understanding that they may not always be 12 feet.

Ms. Sorenson said she could make such an assurance.

Mr. Snyder thanked Ms. Sorenson for that assurance. He also said that he agreed with Mr. Zimmerman’s comments, and said that he thought there would be environmental benefits from the project in that it will use existing corridors and capacity more efficiently as opposed to building new highways.

Ms. Tregoning asked for clarification with respect to the environmental impact studies being contemplated for I-66. She said that there seemed to be contradictory language in another part of the project description form saying that VDOT was essentially pursuing a categorical exclusion. She said she wasn’t certain if that was only pertaining to a certain part of the project.

Ms. Sorenson said that the project being proposed at the time, limited to the spot improvements, is covered by a categorical exclusion. She said that a full EIS, however, would look at the entire corridor including suggestions for various transit options.

Ms. Tregoning asked if, given the uncertainty about funding for the full EIS, it would certainly take place of if it was only an option if the money is found.

Ms. Sorenson said that the EIS was one of two recommendations by the feasibility study, the first of which was the interim improvements included in the project submission. She said that the Commonwealth Transportation Board had only funded the interim improvements at this point. She confirmed that the full EIS was just an option at this point and was not certain to

move forward.

Ms. Tregoning said that while she appreciated the work done by VDOT and TPB staff in addressing comments and preparing materials for the meeting, she was a bit overwhelmed by all of the different pieces of information, including the relevant points in Mr. Larsen's report of the Citizens Advisory Committee. She said that given the importance of the decisions and the extensiveness of the public comment, she would like more time to consider all the information. She said that she remained uncertain about the entirety of what was being voted on. She asked Mr. Kirby what the consequences would be of delaying the vote by a month to provide more opportunity for review of all the information presented.

Mr. Kirby said that a delay of the vote by a month would delay the approval process later in the year. He said the current schedule is for the process to be completed with final approval in November, but a delay would push that back by a month, along with federal approval of the plan.

Mr. Rust asked for clarification of whether an EIS was required for the I-66 interim improvements proposed or if it would only be required in advance of some additional phase which might involve rail or bus or highway widenings.

Ms. Sorenson said that additional future improvements could not be made without an EIS.

Ms. Erickson asked if there would be another process of reviewing the projects in the fall after the conformity process. She asked if specific text approved now could potentially be changed again later on.

Mr. Kirby said that there would be another decision point later on to review the analysis and act on it to move forward. He said, however, that this particular point was important because if the Board changes its mind later on a project or aspects of a project that affect the air quality conformity analysis, the analysis would have to be started over again. He said that it is preferable to spend a little extra time now to get issues resolved than to end up backtracking later on.

Chair Hudgins sought to clarify that Mr. Kirby was saying that the greater risk lies in moving forward without clarity versus delaying a month in order to get clarity on the projects in question.

Mr. Kirby said that if the TPB gets to a point in the fall when all the analysis is done, and then decides to exclude or significantly change a project, the analysis would have to be done again, which would take several months and be a waste of resources.

Mr. Mendelson thanked VDOT for being responsive and seeking to make assurances and clarifications in response to questions and concerns. He said that as the Metropolitan Planning Organization for the region, TPB members have a duty to ensure that the transportation plans

and the projects to be added to the plans are safe as well as efficient. He said that his sense was that many Board members are not satisfied with the assurances made about some of the projects, and that given the consequences cited by Mr. Kirby of making changes to the projects after the air quality conformity analysis is complete, it would be appropriate to take some extra time to get issues resolved now. He said that he would be more comfortable if he could see all the assurances and changes together in one document, and that he had lingering concerns about the commitment to HOV-3 in the HOT lane project, safety issues related to the presence of shoulders on both the I-66 and I-95/395 facilities, and the connection of the HOT lane facility with the 14th Street Bridge.

Mr. Mendelson moved to postpone action on Resolution R21-2007 to the May TPB meeting.

Mr. Snyder raised a point of order, noting that a motion was already on the floor, making another motion out of order.

Ms. Porter said that a motion to table, as she understood Mr. Mendelson's motion to be, is always in order.

Mr. Fellows seconded the motion.

Mr. Zimmerman said he understood the discomfort expressed by other members, and said that because this process is the most important reason for the existence of the TPB, it is important that everyone is comfortable that the Board is being sufficiently deliberative. He noted that only four days had passed since the close of the public comment period, and that many members did not get to see comments until just recently, with some new information distributed just in the last couple of hours. He said he supported the motion to postpone action.

Ms. Ticer said she disagreed with the motion to postpone action, and encouraged Board members with remaining concerns to be specific in the questions they would like to see addressed further. She said that previous questions were well addressed by VDOT and noted that a delay of a month can mean a large increase in costs for a transportation project.

Mr. Rust said he concurred with Ms. Ticer, and asked Ms. Sorenson if she would even be able to provide any more definitive answers next month given that there still will not be detailed design information by that time.

Ms. Sorenson said she supported the comments from Mr. Rust and Ms. Ticer, and said while she may be able to provide a little more information next month related to some of the issues raised, the project is where it is. She noted that one of the recent amendments to the projects allows for further review by NVTA of engineering drawings upon their completion. She said that VDOT had tried to answer all of the Board's questions, and recommended that the Board move forward with the action.

Mr. Staton said that he would vote against postponement because he did not think his questions could be answered any further in a month's time.

Mr. Smith said he was satisfied that all of the concerns that were raised had been addressed and that he opposed the motion to postpone action.

Ms. Smyth said that her concern was having so much new information presented to the Board at the last minute, and not having something comprehensive in writing that could be understood and voted on. She said that there might be a larger procedural issue to be dealt with in that the Board was being asked to make important decisions without getting crucial information until shortly before the meeting.

Mr. Fellows called the question.

Chair Hudgins took a voice vote on the motion to table the item until the May TPB meeting. The voice vote was inconclusive and voting was conducted by a show of hands. The result was 13 votes in favor of the motion to table, and 12 votes against.

Ms. Sorenson asked for the tally to be repeated as she had not heard the count.

Mr. Kirby repeated the results of the vote – 13 in favor of the motion to table, and 12 opposed.

Ms. Sorenson asked for a weighted vote to be taken on the motion.

Mr. Kirby said that such a vote could be taken, and that Ms. Sorenson's request was in order.

Chair Hudgins recognized the request for a weighted vote.

Mr. Mendelson asked if there was any advance notice required for a weighted vote.

Mr. Kirby said that TPB bylaws allow for a weighted vote at the request of any voting member at any time during the meeting. He said that he would take a roll call vote and a computer program would calculate the weighted vote. He explained that under the weighted voting procedure, there are five votes each for the District of Columbia, Suburban Maryland, and Northern Virginia, and that WMATA is nonvoting. He said that in the District of Columbia, one vote is for DDOT, one for the Office of Planning, and three for the three Council representatives. In Suburban Maryland MDOT gets one vote, the House and Senate representatives each get one-half of a vote, and the remaining three votes are allocated in shares among the local jurisdictions based on population, with the same applying to Northern Virginia. He said that the total votes for each state are weighted up to five if not all the voting members are present.

Mr. Kirby conducted a roll call vote on the motion to table, with the results as follows:

DC Department of Transportation:	Yes
DC Office of Planning:	Yes
DC Councilmember Mendelson:	Yes
DC Councilmember Graham:	Absent
DC Councilmember 3 :	Vacant

Maryland Department of Transportation:	No
City of Bowie:	Absent
Charles County:	Yes
College Park:	Yes
Frederick County:	No
City of Frederick:	No
City of Gaithersburg:	Yes
City of Greenbelt:	Absent
Montgomery County Executive:	No
Montgomery County Legislative:	Absent
Prince George's County Executive:	No
Prince George's County Legislative:	Absent
City of Rockville:	Absent
City of Takoma Park:	Yes
Maryland House of Delegates:	Absent
Maryland Senate:	Absent

Virginia Department of Transportation:	No
City of Alexandria:	No
Arlington County:	Yes
City of Fairfax:	Absent
Fairfax County Legislative (Hudgins):	Yes
Fairfax County Legislative (Smyth):	Yes
City of Falls Church:	Abstain
Loudoun County:	No
City of Manassas:	Yes
City of Manassas Park:	No
Prince William County:	Yes
Virginia House of Delegates:	No
Virginia Senate:	No

Mr. Kirby repeated the votes to ensure they had been recorded correctly.

Chair Hudgins asked Mr. Kirby if any other agenda items could be addressed while the weighted vote was being calculated.

7. Review of Comments Received and Approval of Project Submissions for the 2007

Constrained Long Range Plan (CLRP) and FY 2008-2013 TIP continued (*continued*)

Mr. Kirby announced that the result of the weighted vote was 7.81 in favor of the motion to table, and 7.19 opposed. He said that copies of the calculation would be printed and made available (see attachment).

Chair Hudgins thanked VDOT for the responses they provided to the concerns raised, and asked Board Members to submit any additional questions or concerns quickly so that staff could combine them into a single document that would be available well in advance of the next TPB meeting.

Ms. Sorenson said she agreed with Chair Hudgins and said she hoped that next month's meeting would not be a repeat of this meeting, with Board members raising new issues at the last minute. She said that VDOT would work with TPB staff to make information available in advance of the next meeting.

May 16, 2007

7. Review of Comments Received and Approval of Project Submissions for the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 TIP.

Mr. Kirby reviewed a handout with additional comments on the project submissions that had been received since the TPB packet was mailed on May 9. Included in these comments was a letter from Congressman Moran registering concern with regard to the I-66 spot improvements. He said that the May 15 response from VDOT assured Congressman Moran that these concerns are being addressed.

Mr. Kirby described a comment from the Citizens Advisory Committee addressing the absence of a congestion management form required by VDOT for the I-66 spot improvements project. VDOT has since submitted the completed congestion management documentation, which was attached to the handout materials. He said VDOT also submitted this form for the I-95/I-395 HOT lanes project. He said the information on both forms was taken directly from the project submissions and contains no new information.

Ms. Sorenson then briefed the TPB on the mailout item that includes a the letter to Chair Hudgins from Mr. Morrison, Northern Virginia District Administrator for VDOT, responding to the comments raised by TPB members at the April meeting on the I-95/I-395 HOT Lanes project and I-66 Spot Improvements project. She then said that the handout material addresses the comments made at the TPB Technical Committee meeting on May 4. She reviewed each of the 14 comments and VDOT's responses. She noted that the bold font shows text to be added to the CLRP forms for each project. She said that the congestion management form for the I-66 project

could be found on page 12, and the form for the I-95/I-395 project could be found on page 17.

Ms. Sorenson summarized the VDOT responses to the I-66 Spot Improvement project as follows:

Comment 12: She said the spot improvements designs would not preclude the planned Metrorail extension to Dulles and/or the construction of a third Metrorail track. She added that engineering design drawings for the project would be shared with the CTB, NVTA and local jurisdictions to demonstrate that the planned extension of Metrorail to Tysons Corner or a third Metrorail track will not be precluded.

Comment 13: In response to questions about the future of parkland and the Custis Trail, she said that engineering design drawings will be shared with the CTB, NVTA and local jurisdictions to demonstrate that these spaces will be maintained.

Comment 14: She said adequate shoulders will be maintained throughout the facility without degrading safety. She added that as preliminary designs are completed, they will be shared with all stake holders, including the CTB, TPB and NVTA.

Ms. Sorenson made a motion to adopt resolution R21-2007 to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and 2008-2013 TIP. The motion was seconded.

Mr. Zimmerman addressed VDOT's responses to the TPB's comments on the I-66 Spot Improvements project. He noted comments from citizens during the public testimony who expressed that this is a project created not by planning, but rather by an appropriation. He said that much of the effort in recent weeks on the part of the TPB member jurisdictions has been to ensure that the facility is planned before it is constructed. Mr. Zimmerman read from the letter from Congressman Moran to the TPB that outlined the Congressman's concerns with the spot improvements:

- "I am concerned that this project is the prelude to building a third lane on I-66 inside the Capital Beltway and bypassing the necessary environmental review requirements,"
- "As you know, the long-term solution to traffic delays and congestion on I-66 inside the Capital Beltway rests with the success of the future Dulles rail project. As such, preservation of the right-of-way within the I-66 corridor for future transit options needs to be preserved."
- "It is absolutely essential that we protect the integrity of neighborhoods affected by I-66."

Mr. Zimmerman said many of these concerns were echoed during public comment, and that VDOT understands these concerns, as demonstrated through the earlier responses.

Ms. Sorenson agreed.

Mr. Zimmerman asked for clarification that VDOT assures the TPB that the spot improvements project would have no impact on the trails.

Ms. Sorenson said this is correct.

Mr. Zimmerman, referring to Congressman Moran's letter, asked if the spot improvements are simply a prelude to the widening of I-66 or whether they are just spot improvements. He asked if there will be no further widening of I-66, do the spot improvements stand on their own as an improvement to the facility?

Ms. Sorenson responded that the spot improvements stand on their own as an interim solution to some of the choke points that are found on I-66 inside the Beltway. She said the long-term solution is to do an in-depth multimodal study of the corridor, including an examination of rail, bus, HOV, HOT, roadway widening, and other improvement options to reduce congestion.

Mr. Zimmerman said he was glad to hear that the long-term plan for the corridor is a study of all the alternatives to reduce congestion. He said he was concerned whether this study would occur, and when it will begin. He provided a letter from VDOT Secretary Homer to the Chairman of Arlington County's Board stating that VDOT will move forward with a long-term study of the I-66 corridor inside the Beltway and commits to making funds available with a minimum of \$1.2 million. The letter says this study will also convene a stakeholder working group to include the relevant parties, including the District Department of Transportation and WMATA.

Mr. Zimmerman distributed proposed amendments to the project submission form and the resolution. He said he had spoken to VDOT staff about the amendments and that they are consistent with the letter received from the Secretary.

Mr. Zimmerman made a motion to amend Ms. Sorenson's motion, and add the language from the distributed amendments. This motion was seconded by Ms. Ticer.

Chair Hudgins asked if there was any discussion.

Ms. Smyth asked if the letter from Secretary Homer to the Arlington County Board could be included as part of the amendment, demonstrating the funding commitment of VDOT to perform a long-term study of the corridor.

Chair Hudgins said the resolution would indicate this commitment and a copy of the letter would be attached.

Ms. Tregoning asked if the letter from Secretary Homer dated May 15 is intended to articulate a funding commitment to the long-term study of the I-66 corridor, as she does not see the words

“funding” or “commitment” in the letter.

Mr. Zimmerman quoted the letter: "The state and federal funds available for the study would be a minimum of \$1.2 million. The work will be undertaken by DRPT, with the assistance of VDOT and consultants."

Chair Hudgins clarified that the commitment to the funding is at the bottom of the letter and that Secretary Homer addresses the study in the beginning of the letter.

Ms. Tregoning asked Ms. Sorenson if she also understands this to be a funding commitment from VDOT.

Ms. Sorenson said that the letter represents a funding commitment.

Chair Hudgins asked for a vote on the amendment to the original motion. The amendment to the motion passed unanimously.

Mr. Snyder asked if it was in order to address the overall CLRP.

Chair Hudgins responded that it was.

Mr. Snyder asked Ms. Sorenson to clarify that there will be two shoulders on I-95, one shoulder on I-395, and one shoulder on I-66.

Ms. Sorenson responded that Mr. Snyder was correct, except that for on I-66, there will be two shoulders.

Mr. Snyder clarified that, throughout all facilities, at least one shoulder would be available for motorists who have breakdowns, for law enforcement, and for other legal other activities.

Ms. Sorenson said that is correct.

Mr. Snyder said that both the I-95/I-395 HOT lanes project and the I-66 Spot Improvement project have progressed dramatically as a result of TPB activities, both during and between the April and May meetings. He said his number one concern is safety and that he believes that safety is now adequately addressed in the documents. He said it is absolutely critical that the region gets the maximum use out of the existing transportation system capacity and that he feels the two projects do that. In terms of protection of the environment, he said some important concessions were made by VDOT, including that the Custis Trail will not be affected in any way. He said he does not feel that either of these projects induce demand, but that they try to meet the existing demand.

Mr. Snyder added that he feels it is better to make use of existing roadways than to acquire more

land to build new roadways. He said that he does not believe neighborhoods will be adversely impacted because the project will add capacity to the highways and should reduce cut-through traffic on secondary and neighborhood streets. He also feels that long-term transit capabilities in the project areas have been advanced. He said that the public input process for both projects over the long term has been improved as a result the TPB discussions. He said he is impressed with the notion that we are going to continue to engage in long-term planning involving transit and alternatives to single occupancy vehicles in the project areas.

Mr. Snyder said he believes that the project submissions package is worthy of TPB consideration. He noted that the region ranked second or third as the most congested in the nation and fifth as having the greatest amount of road rage. He said the two rankings are directly related to one another, as well as other environmental and safety concerns, and he now believes that these projects will help the region address all of these things.

Mr. Moneme agreed with Mr. Snyder and said that the TPB has a package of project submissions that reflect the region's needs. He thanked Mr. Zimmerman for his leadership efforts in making sure the concerns raised by the TPB regarding the I-95/I-395 and I-66 projects are reflected in VDOT's proposal. He said he believes that the points made about induced demand are true and that the elements of transit incorporated into the projects represent the solution this region needs. He said that in the District there is a limited amount of right-of-way on which to build roads for a limited amount of vehicles. He said that transit is the best, most cost effective solution for the congestion issues, not just in the District, but also in the suburbs.

Mr. Lovain shared Mr. Zimmerman's concerns about the substance and process of the I-66 spot improvements project, but he said he appreciates VDOT's assurances on the preservation of the trails and the commitment to a long-range multimodal study. He said he believes there is risk associated with the I-95/I-395 HOT lanes project, but that if the facility is well-constructed, it offers great promise to increase the throughput on the new facility and the general purpose lanes. He said he appreciated the assurances from VDOT on the Seminary Road exit, given that the City of Alexandria has expressed concerns about the appropriateness of an exit at this location.

Mr. Mendelson commented that I-95/I-395 and I-66 feed into the District of Columbia. He asked if VDOT is working with the District to mitigate any impacts occurring from the I-395 facility improvements and 14th Street Bridge specifically.

Ms. Sorenson said that representatives from the District participate on a committee with VDOT to address the impacts from the I-95/I-395 project on the various facilities involved.

Mr. Mendelson asked if an EIS would be required for the I-95/I-395 project.

Ms. Sorenson responded that the NEPA document has not been completed and that there will be a public meeting during the summer.

Mr. Mendelson asked if the District is involved in the NEPA process.

Ms. Sorenson believes the District is being consulted on this matter as a cooperating agency. She said that as the multi-modal long term study is developed for I-66, a working group will be formed and will certainly include the District, WMATA, and Northern Virginia jurisdictions.

Mr. Mendelson asked if an EIS would be required for the I-66 project.

Ms. Sorenson said that VDOT is considering conducting a feasibility or alternatives analysis and that would predate any NEPA document.

Mr. Mendelson clarified that the District would not be involved in that effort, but would participate through the long term study working group.

Ms. Sorenson responded that is correct.

Ms. Tregoning expressed her appreciation to VDOT and all the local jurisdictions who have worked hard over the past month to develop a better understanding of what these projects entail and to provide assurances that many of the concerns have been satisfactorily addressed. She said her biggest concern is that the planning process preceding this project approval was incomplete. She mentioned the long term solution as being an in-depth, multimodal analysis of the I-66 corridor, which contains the areas proposed for the spot widenings. She asked if VDOT can assure the TPB that there will be no future spot widening proposals until after the long term study has been completed.

Ms. Sorenson said she can assure the TPB that after this spot widenings project is completed, the next task will be to complete the alternatives analysis.

Chair Hudgins said the motion on the table is on the resolution, which includes the amendment and letter from VDOT Secretary Homer.

Mr. Snyder asked if the meeting minutes from this and the April meeting and any other relevant written documents be attached to this resolution.

Chair Hudgins said this would be possible.

Mr. Zimmerman said that as the TPB prepares to act on this resolution, he said he continues to have concerns about the projects and wanted to remind all present that this step is not the conclusion of the CLRP process. He said discussions will continue regarding all concerns and the TPB will have a chance to weigh in on these projects in the future. He said he has hope that all concerns will be addressed before any of the projects move forward to construction.

Chair Hudgins called for a vote on resolution R21-2007 as amended. As there were some

dissenting votes, she called for the vote to be recorded. Resolution R21-2007 carried, with Mr. Fellows, Mr. May, Mr. Olson, and Ms. Tregoning registering votes in opposition to the resolution and with an abstention from Mr. Bottigheimer.

Chair Hudgins thanked the TPB for their cooperation and commented that it was important that the process for approving the projects for air quality conformity analysis be deliberative. She noted that this was an important step for the TPB to decide in what direction to move, considering the challenges the region faces in the future. She said she appreciated the involvement from the community and the TPB members helping to reach this point, and she thanked VDOT for their input.

January 16, 2008

10. Approval of the 2007 CLRP

Mr. Kirby said the significant new projects to be added to the CLRP include the U.S. 340 and U.S. 17 interchange, the I-66 spot improvements, the I-95/I-395 HOT lanes, and the Potomac Yard Transitway. He added that the HOT lanes project only extends 36 miles to Garrisonville Road and does not go all the way to Fredericksburg.

Ms. Waters made a motion to adopt Resolution R11-2008 approving the 2007 CLRP. Ms. Erickson seconded the motion.

Ms. Smyth asked for clarification on the report Mr. Kirby referenced, assuming it to be the I-66 Multimodal Study.

Mr. Kirby clarified that the report to which he spoke referred to the I-66 spot improvements.

Ms. Sorenson confirmed this and added that the I-66 Multimodal Study just began on January 14 and will focus on transit in the I-66, U.S. 50, and U.S. 29 corridors.

Ms. Smyth asked when the results would be available.

Ms. Sorenson said that the Virginia Department of Rail and Public Transportation (VDRPT) just started the study and that it would be complete in about a year.

Ms. Smyth noted that the Multimodal Study was a crucial part of a lot of members' decision to go along with the I-66 spot improvements. She said she is concerned about the status of the Multimodal Study, realizing that it is a complex study, but noting that she would like to see it in the near future.

Ms. Sorenson said that when VDOT provides the status report on the spot improvements in the spring, she will also provide information on the Multimodal Study.

Ms. Smyth asked if DRPT has a scope for the study.

Ms. Sorenson said she does not have that information.

Mr. Zimmerman noted that the connection should not be lost between the I-66 multimodal study and the VDOT construction projects on the facility. He asked if VDOT would be willing to make modifications to the project if the study proposes alternative recommendations.

Ms. Sorenson said that the results of the study will be integrated into VDOT's plans for I-66.

Mr. Zimmerman asked Ms. Sorenson to comment on the availability of the engineering design drawings for the spot improvements, noting that VDOT previously stated the drawings would be shared with the TPB, the Northern Virginia Transportation Authority, and local jurisdictions to demonstrate that the planned extension of Metrorail to Tysons Corner or a third Metrorail track would not be precluded, and that the adjacent parkland and Custis Trail would be maintained.

Ms. Sorenson said the drawings would be available within two to three months.

Mr. Zimmerman asked when VDOT staff would be meeting with Arlington County staff regarding alternatives 2a, 2b, and 2c for the Washington Boulevard Ramp.

Ms. Sorenson said this meeting should occur in the next month or two.

Mr. Zimmerman asked if the noise wall analysis along I-66 had been completed and if locations have been identified for remediation.

Ms. Sorenson said the analysis is currently underway and that the results would be available in time for the spring public meeting.

Mr. Zimmerman asked if VDOT has reviewed the cost effectiveness of the segment between Spout Run and Glebe Road.

Ms. Sorenson said the segment is time-effective, but said the cost-effectiveness is still under review and information would be available at the spring public meeting.

Mr. Zimmerman said the speakers during the public comment period highlighted important issues with the spot improvements, namely that alternatives had not been considered to determine how to most efficiently move people through the I-66 corridor. He said that this continues to be a project that is essentially funding in search of something to do, as opposed to a well conceived way of moving a large number of people in a corridor that does have a lot of

activity and clearly does need work, but for which the analysis really has not been completed in the thorough way that it should.

Ms. Snyder supported the concerns of Ms. Smyth and Mr. Zimmerman, and added that a formal risk assessment for both the I-66 spot improvements project and the I-95/I-395 HOT lanes project have yet to be completed, leaving a question of safety of the project. He added that VDOT has committed to providing the risk assessment when completed.

Ms. Sorenson said that the assessment will be provided.

Ms. Waters said that residents of Loudoun County have to drive I-66 to reach Washington, D.C. She supports a multimodal study, but noted the reality that people will still use their cars. She said the spot improvements are a temporary measure and I-66 needs an overall solution, recognizing that road improvements must be considered so that people have options.

Mr. Jenkins echoed Ms. Waters comments.

Mr. Lovain expressed his disappointment that VDRPT was not in attendance. He said Ms. Sorenson did her best at answering questions that would have been more appropriately directed at VDRPT.

The motion passed with four members opposed.

I-66 spot improvements

Welcome to the I-66 Spot Improvements Design Public Hearing

October 27, 2008

I-66 spot improvements

Agenda

- Project Background
- Status and Updates
- Preliminary Design
- Funding/Schedule
- Questions and Answers
- Solicit Your Input



I-66 spot improvements

Project Background

- Idea-66 Feasibility Study Completed
- January 23, 2007 Citizens Meeting
- Survey Information/Mapping
 - Right-of-Way Limits
 - Constructed Within Existing Right-of-Way
- Preliminary Design of Spot Improvements
 - 10% Plans and Cross-Sections
- September 26, 2007 Citizen Information Meeting

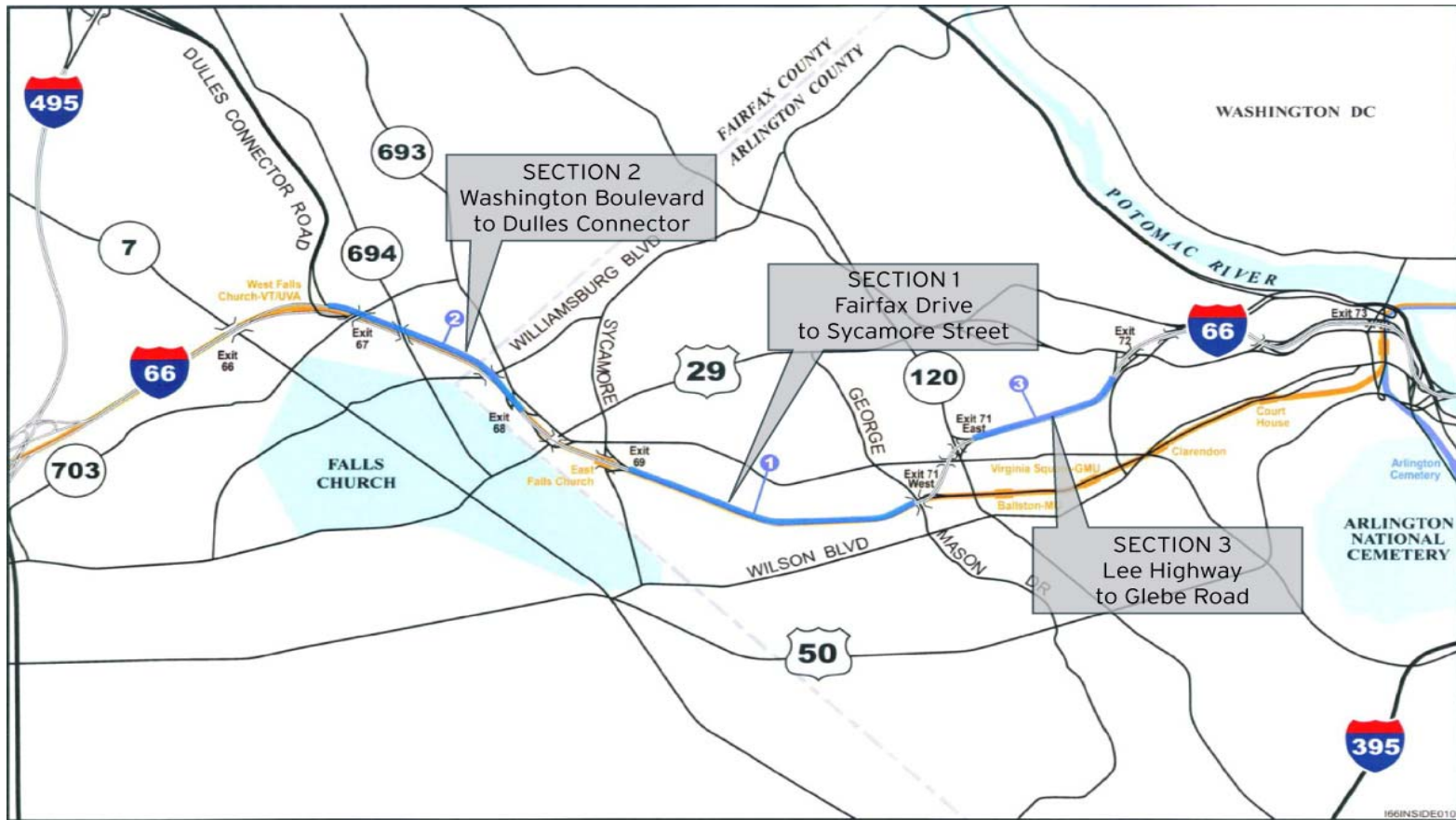
I-66 spot improvements

Status and Updates

- Preliminary Design Advanced
 - 30% Plans and Cross-sections
- Considered September 2007 Citizens Information Meeting Comments
 - Noise Walls
 - Alternate Access at Washington Blvd.
 - Trail Impact Avoidance
 - Reduced Roadway Section
- Environmental Documentation Completed
 - Categorical Exclusion Available for Viewing
- Design Exceptions Processed
 - VDOT and Federal Highway Administration

I-66 spot improvements

Project Area



I-66 spot improvements

I-66 a Unique Transportation Corridor

Design Considerations

- Multi-Modal Corridor: Metro, Highway, HOV and Multi-Purpose Trail
- Consistency of Wall Design: Detail, Color, and Texture
- Landscape Elements: Sustainable in Heavy Traffic Environment



I-66 spot improvements

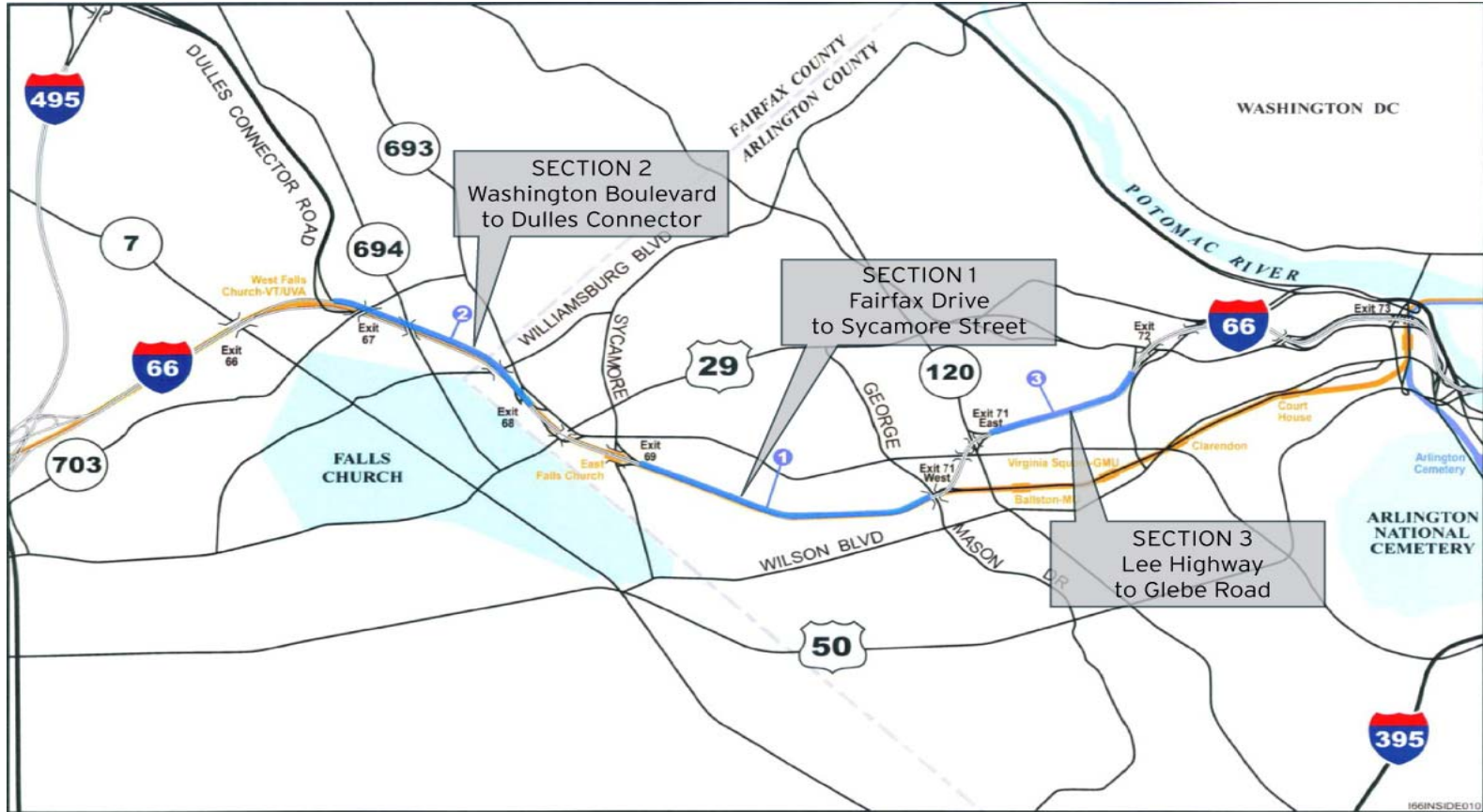
Operational Benefits

Combination of All Three Spot Improvements

- Improves Level-of-Service in AM & PM Peak Periods on Mainline I-66
- Reduces Average Travel Time in AM & PM
- Decreases PM Peak Period Delay at Route 29 Intersections
- Improves Traffic Flow Between Washington Boulevard On-Ramp and Dulles Connector Road
- Does Not Increase Congestion at Local Intersections
- Improves Safety by Providing More Space for Weaving and Merging

I-66 spot improvements

30% Preliminary Design



I-66 spot improvements

30% Preliminary Design

Background

- 2005 Idea-66 Feasibility Study
- Stay within Existing Right-of-Way
- Not to Preclude Future Transit or Managed Lane Improvements



I-66 spot improvements

30% Preliminary Design

Improvements

- Extension of Acceleration and Deceleration Lanes
- Sound Walls
- Storm Drainage Systems & Storm Water Management
- Roadway Lighting
- Traffic Management Systems
- Aesthetics & Landscaping



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Spot Improvement 1 Fairfax Drive to Sycamore Street

Proposed Roadway Section

(Typical Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Multi-Purpose Trail



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Proposed Roadway Section

Westover Park/Fairfax Drive
(Reduced Section)

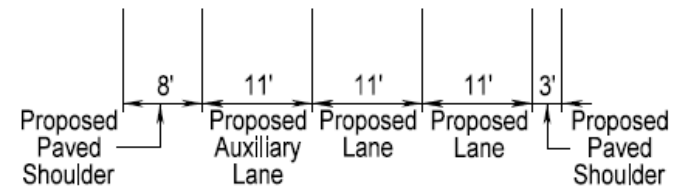
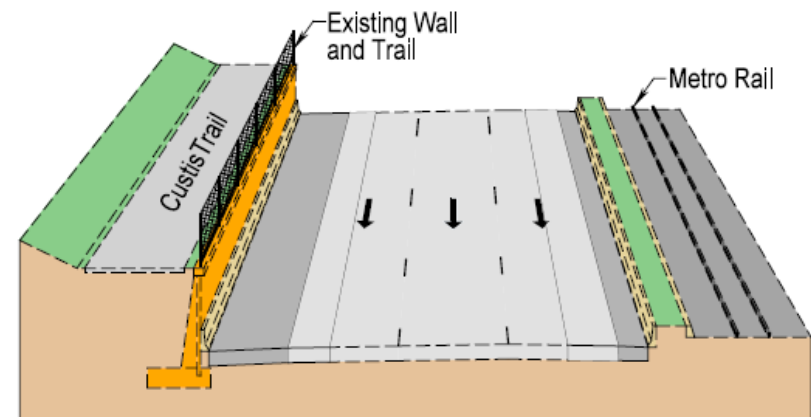
Reduced Section

- Along Westover Park & Fairfax Drive
- Protects Westover Park & Custis Trail
- Reduced Shoulder Widths and Lane Widths (1,500 ft)
- Design Exceptions

Storm Water Basin

- At Fairfax Drive Access Ramps

Spot Improvement 1 Fairfax Drive to Sycamore Street



**REDUCED LANE WIDTHS
SECTION 1**

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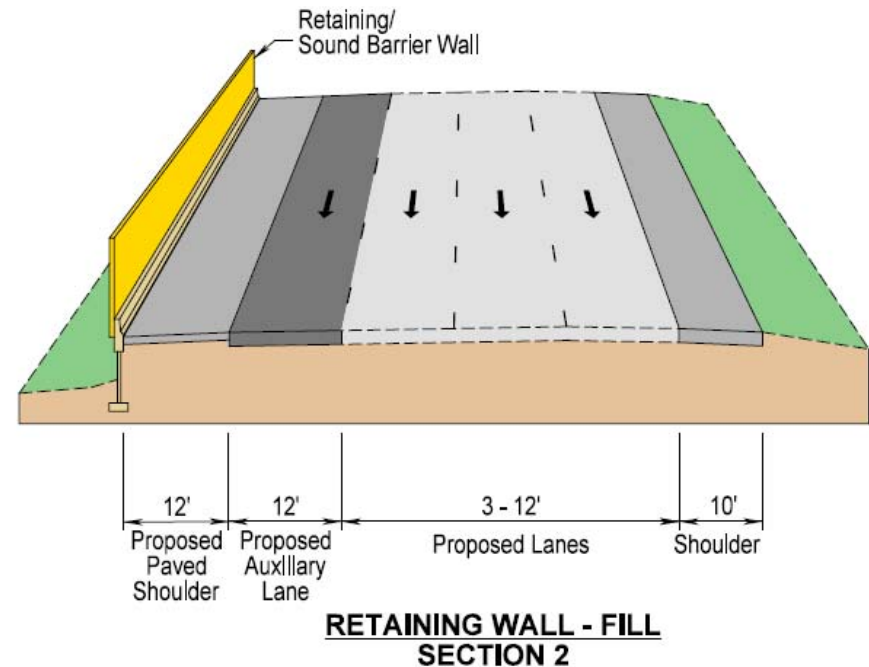
Spot Improvement 2 Washington Boulevard to Dulles Connector

Proposed Roadway Section

Westmoreland St. to Hallwood Ave.
(Fill Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Washington Blvd. On-Ramp



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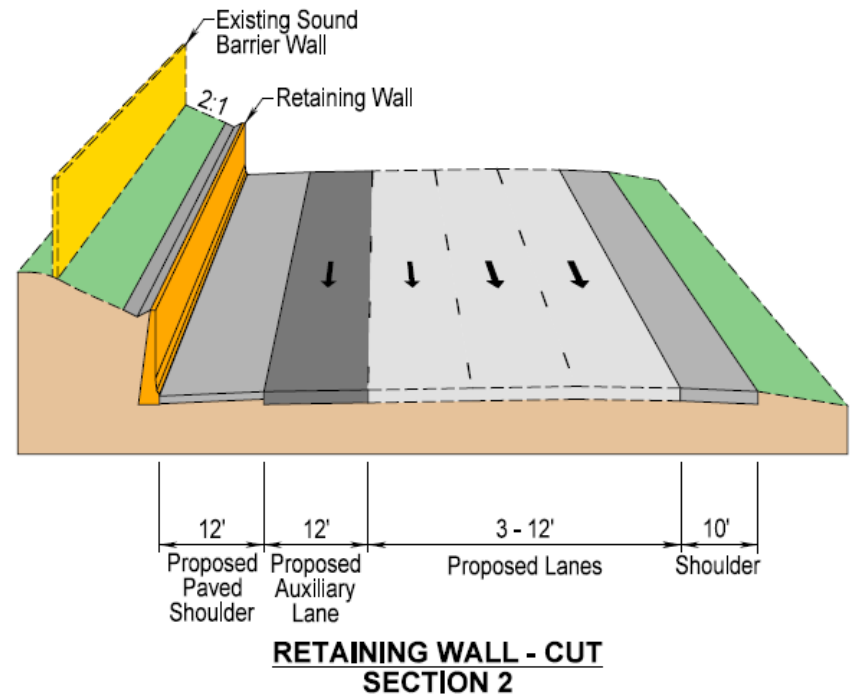
Spot Improvement 2 Washington Boulevard to Dulles Connector

Proposed Roadway Section

Hallwood Ave. to Dulles Connector
(Cut Section)

Reduced Section

- Overpass Bridges
- Reduced Shoulder Widths
(Overpasses at Great Falls St. & Haycock Rd.)
- Design Exceptions



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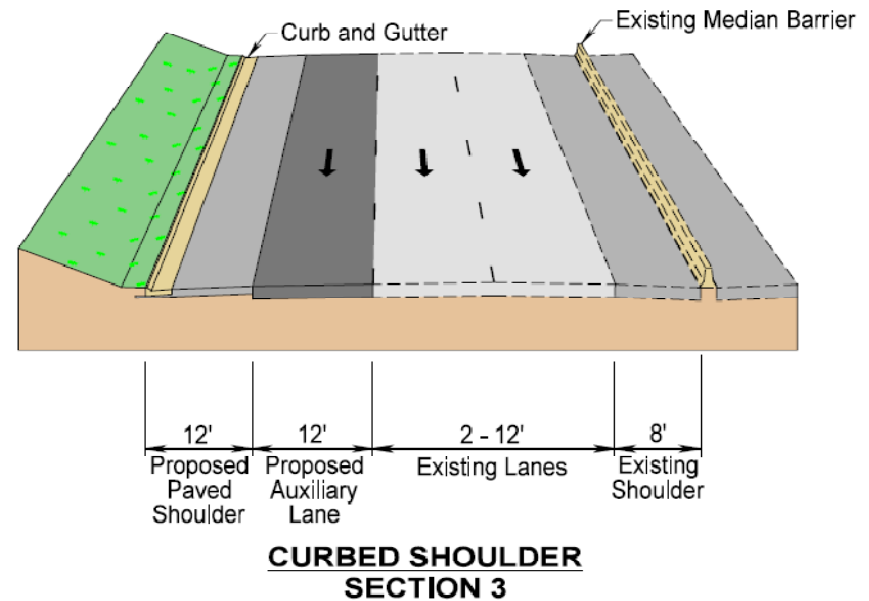
Spot Improvement 3 Lee Highway to Glebe Road

Proposed Roadway Section

(Typical Section)

Key Considerations

- Right-of-Way Constraints
- Sound Walls and Retaining Walls
- Multi-Purpose Trail



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Spot Improvement 3 Lee Highway to Glebe Road

Proposed Roadway Section

Parking Deck Section

- I-66 Parking Deck
- Full Shoulder Widths Throughout

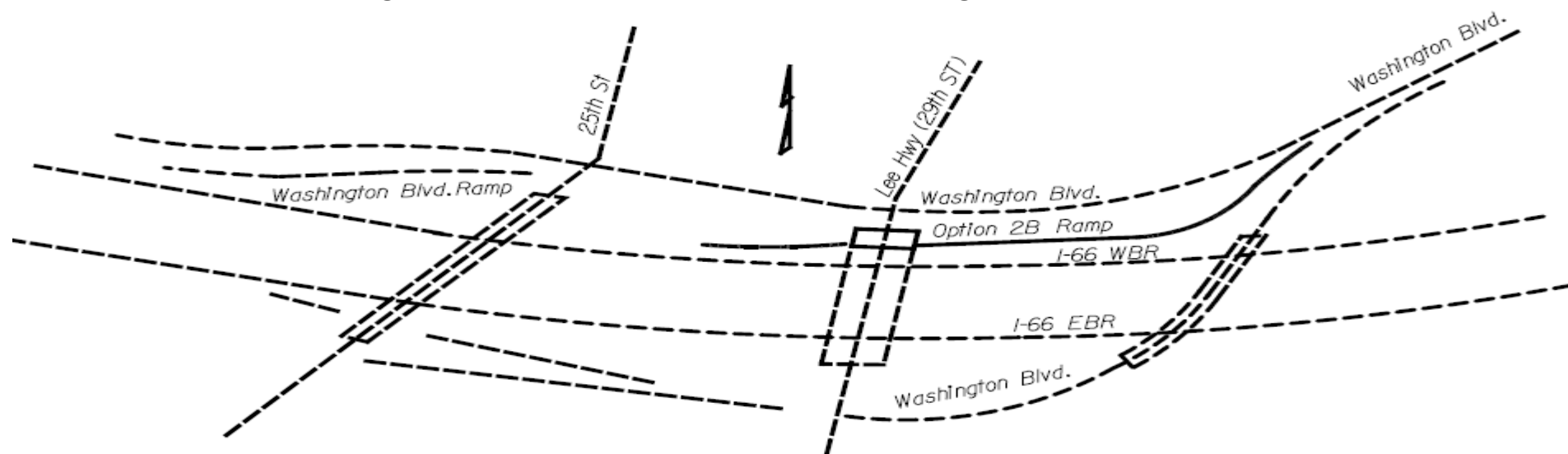


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Washington Blvd. Access

Evaluation of Access

- Constrained Horizontal and Vertical Alignment (20 mph design speed)
- Extensive Retaining Walls and Reconstruction of Lee Highway Overpass Bridge
- Estimated Construction Cost – Additional \$14 million
- Does Not Change Current Operations at Washington Blvd.



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Funding

- All Spot Improvements Fully Funded for Preliminary Engineering
- Spot Improvement 1 Funded for Construction 2009/2010
- Spot Improvement 2 Funded for Construction 2012
- Spot Improvement 3 Not Funded for Construction at This Time
- Total Funding = \$75 million

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Project Schedule

Right-of-Way Verification - Dec. 2006

Community Workshop/Meeting - Jan. 2007

Citizen Information Meeting - Sept. 2007

Design of Spot Improvements - 30% Complete - March 2008

Environmental Documents Complete - July 2008

Public Hearing - October 2008

Spot Improvement 1 Construction - 2009/2010

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Ways to Comment Tonight

- Visit the Court Reporter
- Submit a Comment Sheet
- Written comments pertaining to the meeting will be accepted until November 12, 2008
- E-mail and Web site

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Ways to Communicate

- **Call the Project INFO Line:**
1-888-643-3266
- **Visit the Project Website:**
www.I-66spotimprovements.com
- **Email:**
meeting_comments@viriniadot.org
Please include "I-66 Spot Improvements PH Comments" in the subject line
- **Write to:**
I-66 Spot Improvements
3900 Jermantown Road, Suite 300
Fairfax, VA 22030

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