

ITEM 7 – Action
October 21, 2015

Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Documentation of the 2015 Amendment to the CLRP and the Air Quality Conformity Analysis

Staff

Recommendation: Accept recommended responses to comments received for inclusion in the documentation of the 2015 CLRP amendment and the air quality conformity analysis of the CLRP.

Issues: None

Background: The 2015 amendments to the CLRP and its air quality conformity analysis were released for a 30-day public comment and inter-agency review period on September 10th. By the end of the comment period on October 10th, 78 comments were received from individuals, organizations, and agencies. All comments received have been posted at mwkog.org/TPBcomment. The final version of the comments and responses memorandum will be incorporated into the documentation for the Air Quality Conformity Analysis and CLRP scheduled for consideration under agenda items 8 and 9.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Comments Received and Acceptance of Recommended Responses for Inclusion in the Documentation of the 2015 Amendment to the Constrained Long-Range Transportation Plan (CLRP) and the Air Quality Conformity Analysis
DATE: October 21, 2015

On September 10, the draft 2015 Amendment to the CLRP and the draft Air Quality Conformity Analysis were released for a 30-day public comment and inter-agency review period. The Board was briefed on the CLRP Amendment and the Analysis at the September 16, 2015 meeting. The comment period closed on October 10.

Seventy-eight comments were received from individuals, organizations and agencies. All comments received have been made available for review online at mwcog.org/TPBcomment. This memorandum provides a summary of the comments received and recommended responses.

The Board will be briefed on the comments received and recommended responses, and asked to accept the comments for inclusion in the documentation of the 2015 CLRP Amendment and the Air Quality Conformity Analysis.

COMMENTS AND RESPONSES

Upon review, the comments received have been grouped into five categories: 1) Comments submitted by the Metropolitan Washington Air Quality Committee as part of the inter-agency consultation, 2) General comments on the CLRP and/or the TPB process, 3) Comments in support of two proposed projects on I-66 in Virginia, 4) Comments in opposition to some or all aspects of the I-66 Corridor Improvements outside the Beltway Project, and 5) Comments in opposition to some or all aspects of the I-66 Multimodal Improvement Project inside the Beltway. The comments in this memo highlight the recurrent themes that were identified during the review of all comments received. The recommended responses to the comments were developed by staff with input from the transportation agencies proposing the project for inclusion in the CLRP. Attached to the memo is the detailed responses that were provided by VDOT in their review of the comments pertaining to the two I 66 improvement projects.

1) COMMENTS SUBMITTED BY THE METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE (MWAQC)

Comment: The Metropolitan Washington Air Quality Committee (MWAQC) provided written comment in its September 29, 2015 letter. The letter states that MWAQC has reviewed the draft Air Quality Conformity assessment and concurs that the transportation sector emissions associated with the proposed transportation plans meet the approved motor vehicle emissions budgets for the 1997 8-

hour ozone national ambient air quality standard (NAAQS), the 1997 annual fine particulate matter (PM2.5) NAAQS; and the 1971 carbon monoxide (CO) NAAQS. The letter notes that MWAQC appreciates that TPB is using MOVES2014, the 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model to update the annual PM2.5 and NOx emissions estimates. The comment states that MWAQC is encouraged to learn that the region is actually achieving reductions in per capita vehicle miles travelled (VMT), even with an increase in employment. MWAQC urges the TPB's continued investment in VMT and emission reduction strategies such as public transit and ride-sharing, to continue to mitigate future growth in vehicle emissions. The TPB is also urged to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures. MWAQC believes that all of these efforts are essential to meet the 2008 ozone standard and potentially more stringent ozone standard expected in October this year and to maintain the attainment status for the 2012 annual PM2.5 standard.

Response: The TPB appreciates MWAQC's concurrence that the air quality conformity analysis of the 2015 CLRP Amendment and FY2015-2020 TIP meets all of the required emissions tests. The TPB agrees that there should be a continued effort to reduce emissions across all sectors to meet current and future air quality standards. The Board looks forward to working with MWAQC in the development of plans to assist with the continued improvement of air quality in the region. The TPB also agrees with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce emissions. The TPB supports maintenance of commitments to TERMS and other cost-effective emissions reduction measures.

2) GENERAL COMMENTS ON THE CLRP AND/OR THE TPB PROCESS

Comment: The CLRP should be re-evaluated to determine which roadway and transit investments generate the greatest regional benefit in the most cost-effective manner.

Response: The CLRP identifies all of the regionally significant capital improvements to the region's highway and transit systems that area transportation agencies expect to make with the funding reasonably expected to be available over the next 20+ years. The planning assumptions in the CLRP are paired with an approved set of land use and demographic projections for the regional level Air Quality Conformity Analysis. Technical analysis of the travel demand forecasts and emissions analysis estimates of the CLRP is conducted at a regional level to assess the system wide performance of the region's transportation system. This analysis is conducted for the entire set of highway and transit projects in the CLRP, not on a project-by-project basis. Individual project-level impacts on travel patterns and conditions are best captured through project development studies conducted at project corridor level.

Comment: Transit subsidies should be enhanced so that employees are encouraged to use transit for other trips in addition to commuting.

Response: Transit subsidies are determined by state and local jurisdictions operating the transit system. The Transportation Planning Board has and continues to support enhanced funding for public transportation. In April of this year the TPB adopted Policy Principles for the Reauthorization of Federal Surface Transportation Programs, which called on the U.S. Congress to, among other actions, enhance federal funding for public transit. Under the Fund Priority Needs section, the resolution stated, "The federal commitment to balanced multi-modal transportation systems must be reaffirmed including by restoring parity between the transit commuter benefit and the parking commuter benefit."

Comment: There is a need for an additional crossing of the Potomac River beyond the American Legion Bridge on the Capital Beltway for security and mobility purposes.

Response: Options to improve mobility and travel across the American Legion Bridge on the Capital Beltway have been extensively studied by the state transportation agencies and Fairfax and Montgomery Counties. For example, the 2015 Potomac River Crossings Data Development Study, was conducted by the Virginia in cooperation with the Maryland and the District of Columbia Transportation Departments, to establish a common data set to discuss approaches to ease congestion and increase multi-modal mobility among the three jurisdictions. Prior to that, there was the 2009 West Side Mobility Study, a joint study that was conducted by the Maryland State Highway Administration (SHA) and the Virginia Department of Transportation (VDOT) to evaluate potential improvements along the Capital Beltway, I-270 Spurs, and I-270 mainline between the VDOT High Occupancy Toll (HOT) Lanes Project and I-370/Intercounty Connector (ICC). The West Side Mobility study found that the long-term alternatives would have significant cost and impacts to implement the improvements along the Capital Beltway, I-270 Spurs, and I-270 mainline, but several of the long-term alternatives would also result in improved traffic operations compared with a future No-Build scenario. The study noted that a detailed evaluation of alternative solutions was warranted.

Comment: The projects in the CLRP need to be better aligned with the goals of the Regional Transportation Priorities Plan, and some road expansion projects should be reconsidered.

Response: The performance of the 2015 CLRP was assessed against the various priorities outlined in the TPB's Regional Transportation Priorities Plan. The assessment showed that the Plan contributes to advancing many priorities including commitment to maintaining the region's highway and transit system in a state of good repair; diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars; reduced vehicle miles driven per capita, effectively using its Activity Centers to focus growth and increase non-motorized modes of travel, reduce automobile emissions to improve the region's air quality and increase choices for those travelling via single-occupant vehicles. The assessment recognized that while the Plan does begin to address the disparity in jobs and housing between the eastern and western parts of the region (by including many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region), more needs to be done on this front.

Comment: The CLRP does not do enough to contribute to goals to reduce greenhouse gas emissions.

Response: The performance analysis of the 2015 CLRP estimates that per capita greenhouse gas emissions from the transportation sector by 2040 will decrease at a rate of 44 percent. The analysis also indicates that total emissions of greenhouse gas from the transportation sector in 2040 will be about 22 percent below 2005 levels, even as the region's employment increases by 50 percent and population by 40 percent above the 2005 levels. Improvements in federal vehicle emissions and fuel consumption are the primary drivers of these reductions coupled with the transit oriented/activity center-based land use, and the mix of transportation improvement projects in the CLRP. The TPB is jointly working with the Metropolitan Washington Council of Governments and the Metropolitan Washington Air Quality Committee to identify additional local, regional and state level transportation strategies that could help further reduce greenhouse gas emissions.

Comment: The CLRP not only fails to address the region's long-standing regional economic divide, but it contributes to making that divide worse than it is today. It leaves lower-income and significant minority communities isolated from a larger share of future jobs.

Response: The long-standing disparity in jobs and housing between the eastern and western parts of the region reflects the economic development and land use decisions in the region. The assessment of the 2015 CLRP shows that the Plan does begin to address this disparity due to the forecast change in land use and by including many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region. Specifically the performance analysis of the CLRP showed that accessibility to jobs within 45 minutes via transit travel increased reflecting the availability of Metrorail, Commuter Rail (MARC) and light rail (Purple Line) services. In particular, CLRP transit investments in the Purple Line will provide lower-income and minority communities in the eastern portion of the region with greater access to employment by linking up in existing job centers in Prince George's and Montgomery Counties and providing transit access to jobs throughout the region through its interconnection with Metrorail. In addition, the Purple Line will stimulate opportunities for new economic development in the station areas served by this CLRP investment.

The CLRP performance analysis also indicated a number of other positive trends to address the long standing east-west divide: 1) the forecast growth rate of jobs in Prince George's County (39%) is higher than the regional average (36%) and the highest among all Maryland jurisdictions; 2) the forecast growth rate of jobs (39%) is far greater than the forecast growth rate for population (13%) in the County; 3) the total number of jobs forecast to be added in Prince George's County (141,000) is higher than the forecast increase in population (115,000). The Plan does indicate accessibility to jobs within 45 minute of auto travel in the eastern part of the region (primarily Prince George's county) decreases reflecting the forecast increase in congestion on the regional roadways.

Comment: The CLRP needs to address the funding shortfall identified in the Metro 2025 and Metro 2040 plans.

Response: The TPB has identified that full funding for the regional transit service provided by WMATA is a top priority. For the first time since year 2000, the 2015 CLRP has identified funding that is reasonably expected to be available to maintain the WMATA system in a state of good repair. Additionally, the 2015 CLRP anticipates that funding is reasonably expected to be available to have 50 percent eight-car trains in operations. The TPB member jurisdictions continue to work with WMATA to secure additional funding for the remaining portion of proposed WMATA capital program.

Comment: The CLRP should identify packages of road, transit, bicycle and pedestrian projects to promote circulation within Activity Centers, and identify the packages by Activity Center.

Response: Many of the Bicycle and Pedestrian improvement projects are not captured or specifically identified in the CLRP, since such projects are developed and implemented at the local jurisdictional level and typically do not use federal funds to require inclusion in the CLRP or the TIP. The performance analysis of the 2015 CLRP indicated that growth in Walking and Bicycling trips for both Work and Non work purposes is far greater than the growth in single occupant vehicle trips. Much of this growth in non-motorized travel is forecast to occur within Activity Centers. Many of the highway improvements projects in the CLRP do have a Bicycle or Pedestrian facility component included although not explicitly identified. The TPB has identified expansion of Bicycle and Pedestrian facilities as a regional transportation priority. The CLRP projects are visually displayed on an interactive map and activity center boundaries will be added to this map.

3) COMMENTS IN SUPPORT OF TO TWO PROPOSED PROJECTS ON I-66 IN VIRGINIA

Of the 78 comments received, 31 commenters expressed support for both the I-66 Multimodal Improvement Project inside the Beltway and I-66 Corridor Improvements outside the Beltway Project, including Alternative B.

Comment: Additional highway and transit capacity on I-66 inside the Capital Beltway are necessary now. A portion of the tolls should be dedicated to widening I-66 and the widening should be completed earlier than 2040.

Response: Multi-modal improvements have been proposed as part of both projects including additional roadway capacity. VDOT has indicated that roadway widening will take place after an evaluation of the effectiveness of the tolling and other multimodal components and the performance of the facility. Please see the response provided by VDOT in the attachment (B.2).

4) COMMENTS IN OPPOSITION TO ASPECTS OF THE I-66 CORRIDOR IMPROVEMENTS OUTSIDE THE BELTWAY PROJECT AS PROPOSED

Of the 78 comments received, 33 commenters expressed opposition to some or all aspects of the proposed I-66 Corridor Improvements Outside the Beltway Project.

Comment: The widening of Gallows Road associated with this project will have adverse impacts in Dunn Loring due to the taking of personal property. The project design should seek to eliminate or minimize any right-of-way takings. The Preferred Alternative must define the maximum environmental impact (horizontally and vertically) for the project.

Response: The proposed project is still at a conceptual design level. Planning and design details involving right-of-way acquisitions are still under consideration and have not been finalized at this time. Please see additional responses provided by VDOT in the attachment (A.7, A.13, A.18).

Comment: The project will have adverse impacts to community health. The project plan should seek to mitigate loss of tree lines, noise pollution, visual pollution, and water and soil pollution.

Response: The CLRP project description submitted by VDOT indicates that the project is still in the environmental review process and that mitigation activities have been identified in the following areas: floodplains, socioeconomics, geology, soils and groundwater, noise, hazardous and contaminated materials, and wetlands.

Comment: The “Do No Harm” alternative proposal needs to be evaluated.

Response: The “Do No Harm” alternative proposal has been evaluated by VDOT. Please see VDOT’s response in the attachment (A.14).

Comment: The I-66 interchange at Route 28 needs improvement. There is insufficient planned access to the managed toll lanes from VA 123, Fair Oaks and Route 50, and Haymarket at Nutley.

Response: The project as proposed does include improvements to the interchange at Route 28. Please see the response provided by VDOT in the attachment (A.4).

Comment: Improvements on I-66 outside the Beltway should only be extended to VA Route 28, and then reevaluate if further

Response: The Air Quality Conformity Analysis of the 2015 CLRP Amendment includes two express lanes and three general-purpose lanes extended from the Capital Beltway to US Route 15. The traffic analysis performed by VDOT as part of the Environmental Assessment shows that the corridor will improve operationally with the proposed express lanes, compared to existing conditions and to future “no-build” conditions. Please see the response provided by VDOT in the attachment (A.8).

Comment: Additional highway lane-miles extended to Haymarket will induce sprawl and create more traffic.

Response: The multimodal components of the project are anticipated to improve mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner. The provision of express lanes with toll free travel for rapid bus systems and HOV 3+ vehicles is designed to move more people, connect regional transit/HOV/express lanes network, expand mode choices and transit options and better accommodate future travel demand. (A.1).

Comment: Transit options such as Bus Rapid Transit (BRT) or extending Metrorail should be enhanced before widening I-66 outside the Beltway. A portion of tolls from I-66 should be dedicated to extending the Orange Line.

Response: Multi-modal improvements have been proposed as part of both projects. Both projects include BRT and ITS elements to improve safety and move more people in a cost-effective manner. VDOT has indicated that roadway widening will take place only after an evaluation of the effectiveness of the tolling and other multimodal components and the performance of the facility. Please see additional responses from VDOT in the attachment (A.5, A.17).

Comment: Current planned transit on I-66 outside the Beltway should be enhanced from 20-25 minute headways to 8-10 minute headways.

Response: The proposed project includes extensive transit assumptions that were included in the Air Quality Conformity Analysis. Multiple routes from Haymarket, Gainesville, Manassas, Centerville and Fair Oaks will run along I-66 with headways varying between 10 minutes to one hour. With the overlap of these routes and stops, overall headways for many users should be significantly less than 20-25 minutes.

5) COMMENTS IN OPPOSITION TO ASPECTS OF THE I-66 MULTIMODAL IMPROVEMENT PROJECT INSIDE THE BELTWAY AS PROPOSED

Of the 78 comments received, six commenters expressed opposition to some or all aspects of the I-66 Multimodal Improvement Inside the Beltway Project, as proposed.

Comment: Tolls should not be imposed in both directions on I-66 inside the Beltway as proposed.

Response: The CLRP project description form indicates that tolling is an integral part of the funding for the capacity and multimodal improvements proposed in the project.

Comment: Toll revenue from I-66 inside the Beltway should be used solely to reduce congestion in the I-66 corridor, not on projects throughout Northern Virginia.

Response: VDOT has indicated that toll revenues will be invested specifically in multimodal improvements along the I-66 corridor. See the response provided by VDOT in the attachment (B.1).

Comment: Improvements should be made on other parallel facilities to I-66 (such as US Route 50) rather than solely on I-66.

Response: The CLRP already includes planned improvements and widenings to routes parallel to I-66 (US 29 and US 50) that are scheduled to be implemented by 2025. Please see additional responses provided by VDOT in the attachment (B.3, C.4).

ATTACHMENT

VDOT Responses to Comments on the 2015 CLRP/ AQC 10/15/2015

A. Transform 66 Outside the Beltway

1. Further expansion of I-66 west to Haymarket, along with other roadway expansion projects in the CLRP, contribute to fueling more sprawl, long distance commutes, and congestion along major highway corridors.

The purpose and need of the project is to address existing and future transportation problems. The project will improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner. The project is intended to enhance transportation safety and travel reliability. Improvements to I-66 Outside the Beltway will improve safety; move more people; connect regional transit/HOV/express lanes network; expand mode choices and transit options; reduce hours of congestion per day; reduce cut-through traffic on local roads; and better accommodate future travel demand.

2. Launch the express bus services at the HOT lanes opening.

Enhanced bus service is an integral component of the Transform 66 Outside the Beltway project. Some of the new transit service may be started during construction as part of the Transportation Management Plan, which provides strategies to mitigate the project's construction impacts.

3. Provide substantial funds for transit, bike and pedestrian projects from the toll revenue.

Bike trails and park and ride lots will be designed and constructed as part of the 66 project. Funding for transit, including bus purchase and maintenance and operating costs will be provided through the toll revenues.

4. Fix the I-66/Rt. 28 interchange.

The interchange is part of the I-66 project outside the Beltway. The planned interchange configuration at Route 28 and the new ramp connections proposed as part of the interchange show significantly improved traffic flow through this area in both the near- and long-term.

5. Fund the expansion of VRE to Haymarket.

DRPT is working closely with VRE on its study of an extension of commuter rail service to Gainesville and Haymarket, and the proposed widening of I-66 outside the Beltway has been coordinated with these efforts. The project falls in the 2021-2030 timeframe in VRE's 2040 System Plan. The VRE study will eventually lead to the selection of a station site in Gainesville, but not for at least 2-3 years. In the meantime, DRPT and VDOT will proceed with the construction of a commuter Park & Ride Lot for the I-66 transit and express lanes project. DRPT, VDOT and VRE will collaborate on future opportunities for facilities in Gainesville and Haymarket.

6. Improve bike and pedestrian commuter routes including access to the new I-66 transit services.

VDOT is required to study the inclusion of bicycle and pedestrian facilities in all of our projects. The Transform 66 Outside the Beltway project is providing bicycle and pedestrian paths for all bridge crossings that are being reconstructed as part of the project, and are included in the local counties' trails plans. Fairfax County has an adopted comprehensive trails plan that includes a trail along I-66. The 66 team has incorporated a conceptual trail alignment parallel to I-66 in coordination with Fairfax and Prince William Counties.

7. Make sure there are minimal impacts to homes, parks, schools, etc.

Through ongoing coordination with the adjacent communities, VDOT has worked to minimize the project footprint and potential impacts on adjacent properties, while determining the most effective and viable transportation solutions for the I-66 Corridor. The number of potential residential relocations has decreased from 35 to 11, as shown in the Preferred Alternative. The project footprint will be further refined during the design process in 2016, and right-of-way impacts will be shared with the public at a Design Public Hearing in early 2017. Right of way representatives will work with impacted property owners throughout the process.

8. Consider extending the HOT lanes only to Route 28, and address the most significant traffic from Route 50 to the Beltway.

The Preferred Alternative includes two express lanes, three general purpose lanes and full shoulders in each direction, plus connecting lanes between interchanges between Route 29 Centreville and I-495. In select locations, collector-distributor roads would be provided to handle interchanging traffic between ramps, such as at Nutley Street, Route 50, and/or Route 28. The traffic analysis performed as part of the Environmental Assessment shows that the corridor will improve operationally with the proposed express lanes, compared to existing conditions and to future "no-build" conditions.

9. VDOT should share an evaluation of the proposed Phase 1 of the project before it is voted into the CLRP.

The Preferred Alternative and Phase 1 were presented to the Commonwealth Transportation Board on September 15, 2015. Public Information Meetings regarding the Preferred Alternative and Phase 1 are scheduled for October 19, 20 and 21, 2015.

10. VDOT should do a cost benefit analysis of alternative end points for the HOT lanes.

The Department has developed the Phase 1 scope to maximize the Preferred Alternative corridor improvements that could be provided, given the financial constraints, in coordination with key stakeholders, and in consideration of maximizing transit improvements such as park and ride lots, and transit access points.

11. Project must include a significant and enforceable financial commitment to transit.

Investment in transit improvements in the I-66 corridor, including enhanced bus service, is an integral part of the overall Transform 66 Outside the Beltway project. Solutions such as park and ride lots, high frequency bus service, and bicycle and pedestrian access will be critical to meeting the demands in the corridor and transforming 66.

12. The multimodal improvements need to be better defined, as well as how they will be funded.

The multimodal improvements are defined as part of the preferred alternative. Bike trails and park and ride lots will be designed and constructed as part of the 66 project. Funding for transit, including bus purchase and maintenance and operating costs will be provided through the toll revenues.

13. Dunn Loring residents don't want the project, they feel it has too many impacts on their neighborhood.

The project team revised the conceptual plans to reduce the footprint and associated impacts to adjacent communities in the Dunn Loring and Vienna areas. Through ongoing coordination with the community, an additional design concept was developed to minimize the project footprint in communities around the I-66/I-495 interchange and in the area of Stenwood Elementary School, and to reduce the height of connecting ramps. Please see the following link for more information about Alternative 2D: http://outside.transform66.org/learn_more/maps.asp.

14. VDOT still has not evaluated the "Do No Harm" alternative proposed by the community to eliminate impacts to the Dunn Loring area.

The project team has been working closely with the community on the I-66/I-495 interchange. As requested by the community, we have also analyzed the "Open Section" or "Do No Harm" alternative. As noted in the Draft Section 4(f) Evaluation and the Draft Environmental Assessment, the No-Build Alternative and "Open Section" (referenced as "Do No Harm") Alternative do not appear to adequately address the Purpose and Need for the project, and a preliminary analysis showed that these alternatives would result in significant operational and safety issues along the mainline of I-66 in both directions. Updated analysis results will be available at the Public Information Meetings in October 2015 and the final findings will be published in the revised Transportation Technical Report later this year.

15. Three general purpose lanes are not enough to handle the traffic.

The I-66 project includes three general purpose lanes in each direction, as well as auxiliary lanes between interchanges at most locations (including all of Fairfax County). At locations where safety and operational issues were identified, interchange concepts, ramps connections, and other features were developed to specifically address these issues. The traffic analysis results for the Preferred Alternative show that the operational performance of the general purpose lanes, in both 2025 and 2040, is better than the corresponding No-Build scenarios. Metrics such as travel times, duration of congested conditions, average speeds, and vehicle densities in the general purpose lanes are improved from existing conditions and future No-Build conditions.

16. VDOT should develop a transit centric alternative for comparison, such as a shoulder lane transit alternative.

The Tier 1 Environmental Impact Statement (EIS) evaluated person carrying capacity for 10 improvement concepts independently, as well as in combination with one another. The improvement concepts included adding general purpose lanes, adding managed lanes, Metrorail and VRE extensions, light rail and Bus Rapid Transit. The Tier 1 EIS concluded that no one improvement could meet all the travel demand in the corridor. The Tier 2 Environmental Assessment proposes operating new transit service in managed lanes. A transit first alternative was not considered for advancement in the initial Tier 2, because the proposed managed lanes, combined with increased bus service, meet more of the demand. Additional transit options can be considered in future Tier 2 studies.

17. VDOT should exhaust all options that do not involve expansion of the roadway. Alternative components should be implemented in a stepwise fashion, first exploring transit lanes and ITS components in the corridor. Could alleviate the need for widening.

The Tier 1 Environmental Impact Statement (EIS) evaluated person carrying capacity for 10 improvement concepts independently, as well as in combination with one another. The improvement concepts included adding general purpose lanes, adding managed lanes, Metrorail and VRE extensions, light rail and Bus Rapid Transit. The Tier 1 EIS concluded that no one improvement could meet all the travel demand in the corridor. The Tier 2 Environmental Assessment proposes operating new transit service in managed lanes. A transit first alternative was not considered for advancement in the initial Tier 2, because the proposed managed lanes, combined with increased bus service, meet more of the demand.

18. Don't widen Gallows Road as part of the project.

The Gallows Road Bridge connects two high density areas, Tysons Corner and the Mosaic District. The Fairfax County Comprehensive Plan includes the widening of Gallows Road to six lanes. In addition, the proposed bridge expansion will help to maintain traffic during construction.

19. Project needs more bike/ped connections and options, especially near transit services.

The Transform 66 Outside the Beltway project is providing bicycle and pedestrian paths for all bridge crossings that are being reconstructed as part of the project, and are included in the local counties' trails plans. As the project moves into more detailed design, additional details around trail connections to transit facilities will continue to be refined.

20. Project is too expensive, not worth the money.

The purpose and need of the project is to address existing and future transportation problems. The project will improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner. The project is intended to enhance transportation safety and travel reliability. Recognizing the cost and complexity of the proposed improvements, VDOT is recommending a phased approach for the Preferred Alternative.

21. No more tolls or HOT lanes.

Outside the Beltway, drivers would have the choice of travelling on either the general purpose lanes or express lanes. The general purpose lanes would be open to all traffic, would not be tolled and would provide ramp-to-ramp connections or auxiliary lanes. The express lanes would be subject to congestion-based tolls; High-Occupancy Vehicles (HOV-3+) and buses would travel for free at any time, while vehicles with less than three persons using the express lanes would be tolled. Traffic studies show that the safety and operational improvements to the general purpose lanes, along with increased person-through-put and capacity on the express lanes, would result in a reduction in traffic on local roads. In addition to the choice of driving on either the express lanes or the regular lanes, travelers will have more options to take buses with increased and improved bus service.

22. Implement transit improvements before considering widening. Need more transit in corridor.

The Tier 1 Environmental Impact Statement (EIS) evaluated person carrying capacity for 10 improvement concepts independently, as well as in combination with one another. The improvement concepts included adding general purpose lanes, adding managed lanes, Metrorail and VRE extensions, light rail and Bus Rapid Transit. The Tier 1 EIS concluded that no one improvement could meet all the travel demand in the corridor. The Tier 2 Environmental Assessment proposes operating new transit service in managed lanes. A transit first alternative was not considered for advancement in the initial Tier 2, because the proposed managed lanes, combined with increased bus service, meet more of the demand. Additional transit options can be considered in future Tier 2 studies.

B. Transform I-66 Inside the Beltway

1. Toll funds collected should be used to reduce congestion along the corridor, not for the rest of Northern Virginia.

Toll revenues will be reinvested in multimodal improvements that help move more people and benefit toll paying users of I-66. Since the state will own and operate the facility and collect tolls, all revenues will directly benefit the corridor. Improvements will include increased bus service, better access to Metrorail stations, new bike and ped access and improvements to parallel roads.

2. Widening should begin by 2020, capacity is needed now.

Widening is a component of the overall project and will take place after an evaluation of the effectiveness of the tolling and multimodal components and the performance of the facility.

3. Improvements are needed on parallel routes- Arlington Blvd, Lee Highway, Old Dominion, Washington Blvd., Wilson.

We expect that the conversion to toll lanes will pull drivers from parallel roads onto I-66 in select spots. We anticipate there could be a modest increase in traffic on parallel roads, but our traffic study confirms that the roads have the capacity to handle it. We will be monitoring the parallel roads and will be able to use toll revenues to mitigate any impacts that may occur.

4. Include the Dulles Connector in the plans for HOT use.

The Dulles Connector will provide the link between the Dulles Toll Road and the HOT lanes on I-66 inside the Beltway. We are currently not planning on tolling the Dulles Connector roadway.

5. Coordinate the hours of operation of the HOT lanes inside and outside the Beltway.

The toll period on I-66 inside the beltway will be 4-hours in length during AM and PM commuting periods in both directions. This 4-hour period will be from 5:30am-9:30am and 3:00pm-7:00pm which is consistent with the current hours for the HOV lanes outside the Beltway.

6. Set aside a significant portion of the toll revenues for widening from day 1 tolling.

Toll revenue will be used to fund the multimodal improvements at opening year. Financing for the widening will be determined at the time the evaluation of the effectiveness of the multimodal improvements and tolling.

7. Continue to allow traffic to and from Dulles Airport on I-66 without restrictions.

Clean fuel vehicles and Dulles Airport travelers will not be exempt from the tolls. The benefit of the managed lane is the ability to provide a reliable trip for all users, enabling Dulles passengers to access the airport in a predictable amount of time.

8. Don't widen east of Ballston.

The project includes potential widening of I-66 eastbound to provide 3 full through lanes from the Dulles Connector Road to the Ballston exit. However, widening will take place after an evaluation of the effectiveness of the tolling and multimodal components and the performance of the facility.

9. Estimated tolls are staggering.

The lanes will be free for HOV-3+ and transit vehicles. The tolls will vary depending on traffic congestion. The toll estimates shared with the public represent an average toll for a typical trip of a single-occupancy vehicle at the peak of the peak travel times. Drivers choosing to pay a toll will only pay for the distance they travel; many will not pass through all four toll gantries. The minimum price at the lowest demand is expected to be twenty-five cents at each toll gantry.

10. Toll revenues should be used for transit, bike, and pedestrian investments.

Toll revenues will be used for improvements to transit, bike and pedestrian modes. The Northern Virginia Transportation Commission will manage the selection of multimodal improvements that will be implemented to benefit I-66 toll drivers and the overall corridor. A priority will be given to

projects that have the ability to move more people through the I-66 corridor. Local jurisdictions and transit agencies are eligible to submit projects for consideration.

11. Consider widening west of Ballston only after evaluating multimodal improvements and no sooner than 2025.

Widening is a component of the overall project and will take place after an evaluation of the effectiveness of the tolling and multimodal components and the performance of the facility.

C. Other Projects

1. Advance the Route 1 BRT to 2020 from 2030.

Planning for the Bus Rapid Transit (BRT) element of the Route 1 widening is currently being advanced by Fairfax County. As recommended by the DRPT-led Route 1 Multimodal Alternatives Analysis, the County is currently engaged in an effort to plan for transit supportive land use in the Route 1 corridor. That effort, which will include formal comprehensive plan updates, is anticipated to continue until 2019 and run concurrent with other environmental, engineering and design work for the widening. The Route 1 widening will include acquiring right of way for a dedicated median to support the BRT. That effort is anticipated to occur from 2019 to 2023. Construction for phase one (Huntington to Hybla Valley) is expected to begin in 2023 and for phase two (Hybla Valley to Fort Belvoir) to begin in 2025. The BRT from Huntington to Fort Belvoir is anticipated to begin operating by 2028. More information can be found at: <http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy/>.

2. Restore high capacity transit to Columbia Pike.

The Arlington-Fairfax streetcar (commonly called "Columbia Pike" streetcar) was cancelled by Arlington County on November 18, 2014. State funding that was programmed for that project was reallocated in the Six Year Improvement Plan (SYIP) approved for FY16 by the Commonwealth Transportation Board (CTB) on June 17, 2015. During FY16, Arlington County is currently preparing a Transit Development Plan (TDP) full update that is addressing the need for higher capacity bus service on Columbia Pike with technical assistance from DRPT.

3. Expansion of Route 7 west of Tysons include that the new lane be a dedicated bus/HOV lane.

In January 2014, VDOT completed a feasibility study to add managed express lanes to Route 7 from Reston Ave. to the Dulles Toll Road in Tysons Corner. The study found that with or without the express lanes there would be similar levels of congestion on the general purpose lanes, most new transit riders on the facility would divert from the Silver Line or Dulles Toll Road bus services, and the lanes would carry more low occupancy vehicles at the expense of HOV3+ users. Based on these findings, the construction of managed lanes on Route 7 was not pursued.

4. Focus some funding on improvements to Route 50- make it a six lane limited access roadway in the Fairfax County portion from the Beltway to Arlington.

The widening of Route 50 between the City of Fairfax and the Arlington County line from 4 to 6 lanes is currently in the CLRP with a completion date of 2025.