

TPB R12-2009  
March 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 I-66 Spot Improvements project includes Section 1 (Fairfax Drive to Sycamore Street) Section 2 (Washington Boulevard to Dulles Connector), and Section 3 (Lee Highway to Glebe Road); and

**WHEREAS**, construction funding for Section 1 (Fairfax Drive to Sycamore Street) is included in the FY 2009-2014 TIP adopted by the TPB on November 19, 2008; and

**WHEREAS**, no construction funding is included for Sections 2 and 3 of the I-66 Spot Improvements project in the FY 2009-2014 TIP; and

**WHEREAS**, Virginia Secretary of Transportation Pierce Homer noted in his correspondence of May 15, 2007 to Chairman Paul Ferguson, Arlington County, a commitment to examine a wide range of modal options/alternatives including "bus, transportation demand management, HOV, congestion pricing, managed lanes, and road improvements for both I-66 and the local street network;" and

**WHEREAS**, on February 18, 2009, the TPB adopted Resolution R12-2009 which excluded the I-66 Spot Improvements project inside the Capital Beltway from the project submissions for the 2009 CLRP and FY 2010-2015 TIP; and

**WHEREAS**, the vote reflected a lack of complete information on provisions agreed upon by the Virginia Department of Transportation (VDOT) and the TPB as necessary at the time of the May 16, 2007 decision to accept the I-66 Spot Improvements into the Federal process; and

**WHEREAS**, the attached letter of February 23, 2009, from Secretary Homer to Supervisor Cathy Hudgins of Fairfax County notes that a study is funded and underway. The scope of the study as described on the Virginia Department of Rail and Transportation (VDRPT) web-site ([www.drpt.virginia.gov/activities/l66study.aspx](http://www.drpt.virginia.gov/activities/l66study.aspx)) addresses only some of the concerns for I-66 inside the Beltway, specifically bus and transportation demand management, as agreed upon in the May 15, 2007 letter (attached) from Secretary Homer to Arlington County Chair Paul Ferguson, and the results of the study are scheduled to be reported to the TPB by October 21, 2009; and

**WHEREAS**, while the current VDRPT study focuses more on the short-term needs in the corridor, VDOT and VDRPT are committed to fund and conduct studies to address long term needs of the I-66 Corridor including HOV, congestion pricing, managed lanes, and road improvements that incorporate the results of the current VDRPT study and include I-66 outside the Beltway, thus addressing the concerns in Secretary Homer's

letter of May 15, 2007; and,

**WHEREAS**, VDOT assures TPB that no further funding will be committed to the remaining I-66 Spot Improvement segments until the results of the studies are completed and the recommendations and actions that would maximize mobility in the I-66 corridor are shared with stakeholders; 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 (1) 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, including the I-66 Spot Improvements project inside the Beltway, and (2) affirms that inclusion by the TPB of funding for Sections 2 and 3 of the I-66 Spot improvements project in future Transportation Improvement Programs is conditioned on the completion of both short- and long-term multi-modal studies addressing concerns referenced in the May 2007 letter from Secretary Homer and further qualified in this resolution, as previously agreed to by the TPB; and

**BE IT FURTHER RESOLVED**, that VDOT will return to TPB with the scope and schedule of the long-term study that will build on the current study and include HOV, congestion pricing, managed lanes and road improvements and, upon completion of the study, will report final recommendations to the TPB that would maximize mobility in the corridor; and

**BE IT FURTHER RESOLVED**, that VDOT and VDRPT will begin work with Arlington and Fairfax counties and the City of Falls Church to provide enhancements on the adjacent street and trail networks, as well as capacity and access to transit, to provide for increased mobility on local road and transit networks in the I-66 Corridor by October 21, 2009.

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

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



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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.

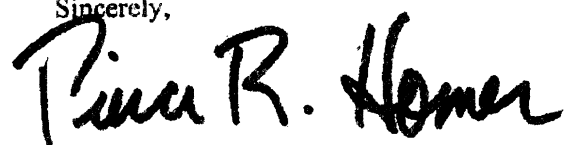
The next step is to evaluate a wide range of modal options/alternatives. A number of suggestions were made during the Idea-66 workshops that need to be examined in greater detail including bus, transportation demand management, HOV, congestion pricing, managed lanes, and road improvements for both I-66 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