ITEM 13 –Notice
September 20, 2017

Briefing on the Draft Air Quality Conformity Analysis
Of the VDOT and MDOT Off-Cycle Amendment to the 2016 CLRP

Staff Recommendation: The Board will be briefed on the results of the draft air quality conformity analysis released for public comment on September 14.

Issues: None

Background: At the April 19, 2017 TPB meeting, the board acted to initiate an air quality conformity analysis for an off-cycle amendment to the 2016 CLRP for several Maryland Department of Transportation and Virginia Department of Transportation projects. The board will be briefed on the results of the draft air quality conformity analysis, which were released for public comment on September 14. The TPB will be asked to approve the off-cycle conformity analysis and 2016 CLRP Amendment at its October 18 meeting.

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AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN

September 2017

National Capital Region
Transportation Planning Board

AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
September 2017

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The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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APPENDICES

1. INTRODUCTION

This report documents the air quality conformity analysis of the Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) amendment to the 2016 Constrained Long Range Plan (CLRP) with respect to ozone season pollutants, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx). TPB staff has found that the air quality conformity analysis demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed. The results, showing that the amended 2016 CLRP meets all conformity requirements, will be reviewed by the Transportation Planning Board (TPB) Technical Committee and the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC). The findings were released for a 30-day public comment and interagency consultation on September 14, 2017.

2. BACKGROUND

The TPB approved the project inputs (Appendix A) and scope of work (Appendix B) for the off-cycle conformity analysis of the VDOT and MDOT amendment to the 2016 CLRP on April 19, 2017 with further modifications on May 17, 2017.

Projects

VDOT's inputs included a new ramp on I-95 and modifications to the I-66 outside the Beltway HOT lanes project. The I-95 project involves the construction of an additional northbound off-ramp from the I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp will provide direct access from the northbound HOT lanes to Russell Road.

The modifications to the I-66 outside the Beltway HOT lanes project reflected changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT's inputs for the amendment included two options for the I-66 outside the Beltway project, Option A and Option B. Option A reflects the technical proposal provided by the developer. Option B includes the access points in Option A, plus some potential additional access points that are currently under consideration by the developer and VDOT. VDOT will select one of these options before the TPB is asked to approve the conformity analysis in October. While the TPB approved the project inputs in April, it agreed to consider subsequent action by the Fairfax County Board of Supervisors (BOS) related to access points on I-66 east of the US 50 interchange. On May 16, 2017, the Fairfax County BOS approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US 50 interchange. The TPB incorporated the BOS revisions into the conformity analysis. Details related to the I-66 inputs and the Fairfax County BOS resolution are included in Appendix A of this document.

MDOT's inputs included a change to the completion date of the widening of the Governor Harry Nice Bridge and implementation of the I-270 Innovative Congestion Management Project. The construction of a new 4-lane Governor Harry Nice bridge to replace the current 2-lane structure is already included in the current 2016 CLRP. MDOT modified the construction timeline to reflect a completion date of 2023 instead of 2030. The I-270 Innovative Congestion Management Project includes fourteen roadway improvements and innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management and virtual weigh stations. The limits of the project are from I-495 to I-70, and include the east and west spurs of I-270. In April, when the TPB approved the Governor Nice Bridge modification, the MDOT requested the inclusion of the I-270 project in the off-cycle conformity analysis. The TPB approved the inclusion of the I-270 project in May.

Scope of Work

Staff designed the scope of work for the conformity assessment to address all current technical and consultation requirements. These included requirements contained in the air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment. The scope of work reflected the tasks and schedule designed for the air quality conformity analysis leading to adoption of the VDOT and MDOT amendments on October 18, 2017.

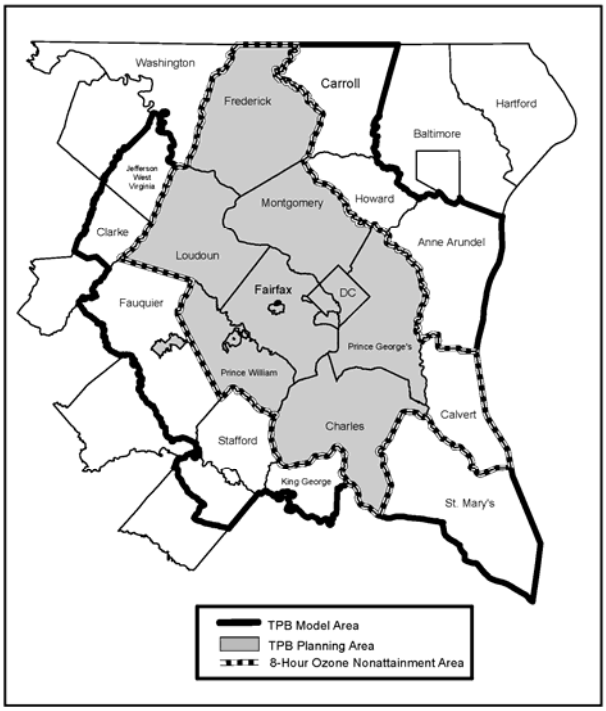
Key technical planning assumptions and methods include:

- 2016 CLRP regionally significant project inputs plus VDOT and MDOT project amendments
- Round 9.0 Cooperative Land Activity Forecasts
- Version 2.3.70 Travel Demand Model
- 2014 Vehicle Registration Data (VIN)
- EPA's MOVES 2014a Mobile Emissions Model

3. WORK ACTIVITIES

Mobile emissions inventories were developed for ozone season VOC and NOx for three forecast years (2025, 2030 and 2040) and two options for each year. These inventories address a primary conformity requirement to demonstrate that emissions associated with the CLRP do not exceed the EPA-approved mobile budgets. Exhibit 1 depicts the geographic areas for travel modeling and for emissions reporting.

EXHIBIT 1
TPB Transportation Planning Areas Map



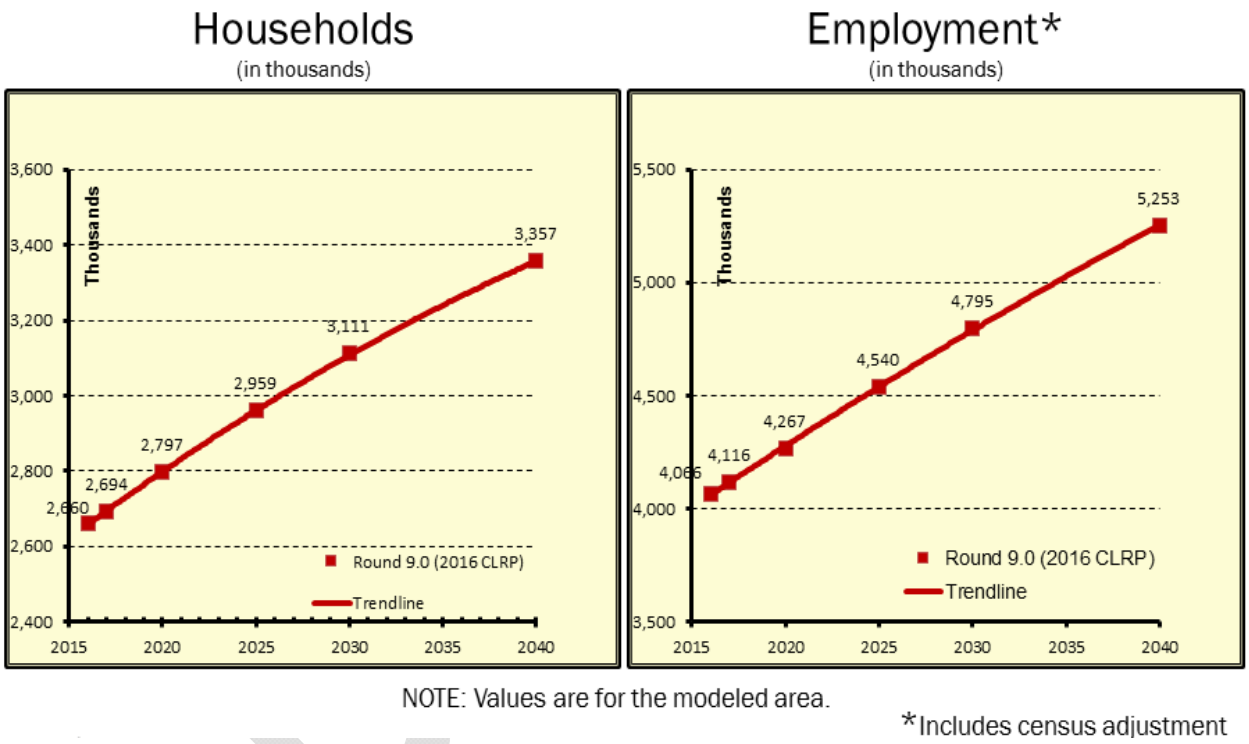
VDOT and MDOT Projects

The 2016 CLRP highway and transit networks were updated to include the VDOT and MDOT project amendments. The project details are included in Appendix B.

Cooperative Forecasts

The Round 9.0 Cooperative Forecasts, summarized in Exhibit 2, are the same as were used in the 2016 CLRP. They reflect not only the forecast small area land use distributions throughout the Washington area, but also the latest planning assumptions for areas outside the Washington region. For example, the Baltimore land use input to Round 9.0 reflects the Baltimore Metropolitan Council's current 'Round 8A' adopted figures.

EXHIBIT 2
Round 9.0 Cooperative Forecasts



NOTE: Values are for the modeled area.

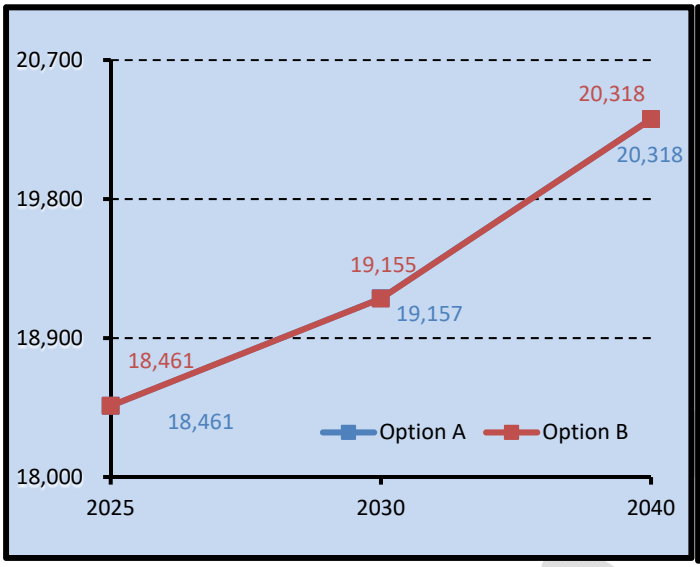
*Includes census adjustment

Travel Modeling

Travel demand forecasts were developed for each of the analysis years using the Version 2.3.70 travel demand model. Exhibit 3 presents the resulting average weekday vehicle and transit trips through time for each conformity analysis year for the two alternatives.

EXHIBIT 3
Modeled Area Trips

Vehicle Trips
(in thousands)



Transit Trips
(in thousands)

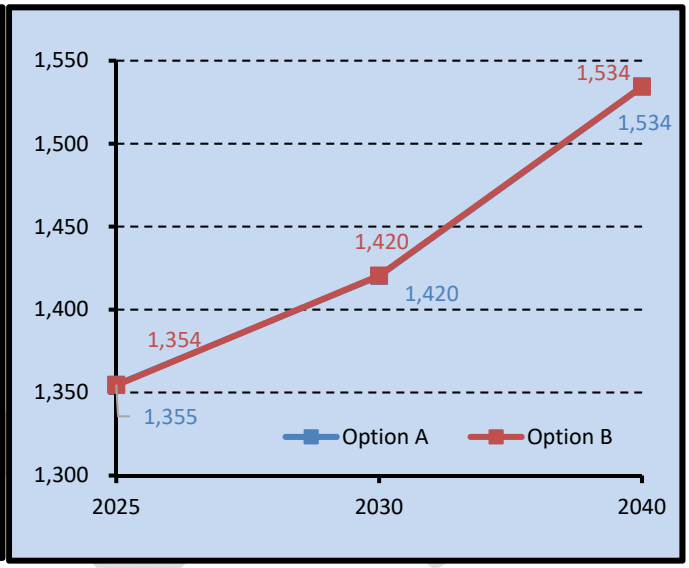
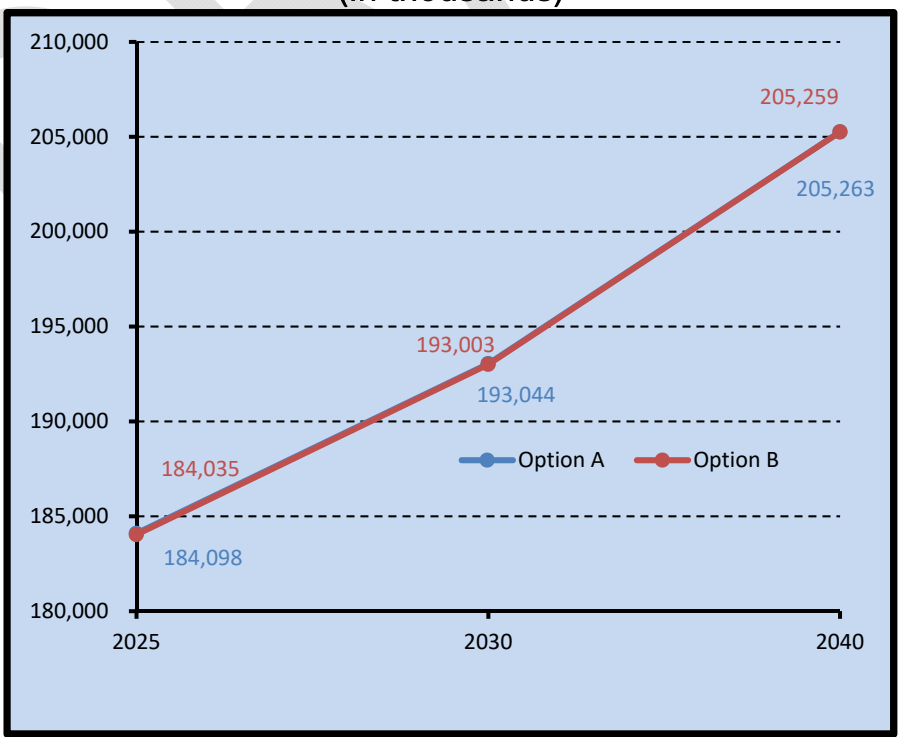


Exhibit 4 shows Vehicle Miles Traveled (VMT) results through time for each conformity analysis year, for the two alternatives.

EXHIBIT 4
Modeled Area Vehicle Miles Traveled
(in thousands)

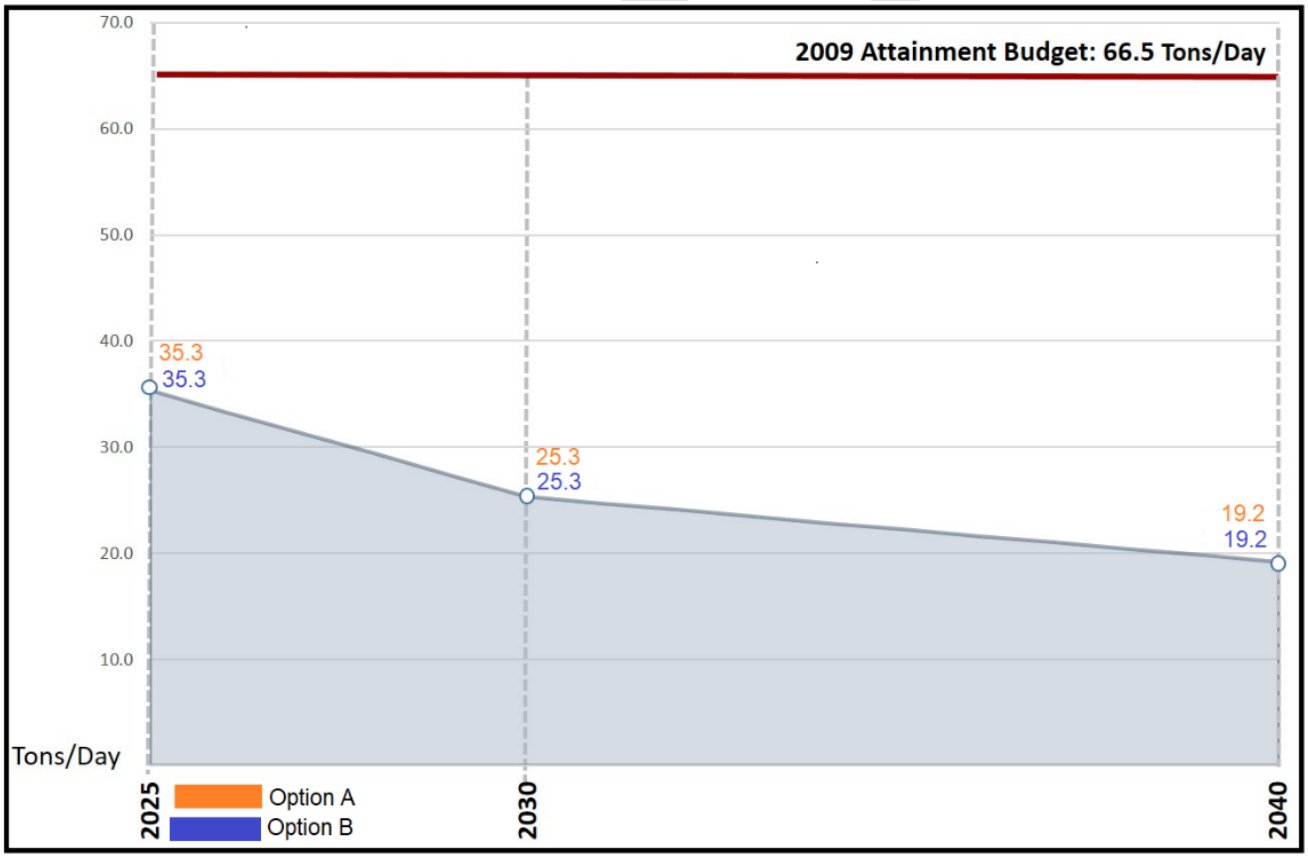


Emissions Inventories

Emissions estimates were developed using the MOVES2014a model which was released by EPA in November 2015. Inputs to the MOVES model were the same as those used in the 2016 CLRP, except for some minor updates to the state Inspection and Maintenance (I/M) program and fuel usages in Maryland.

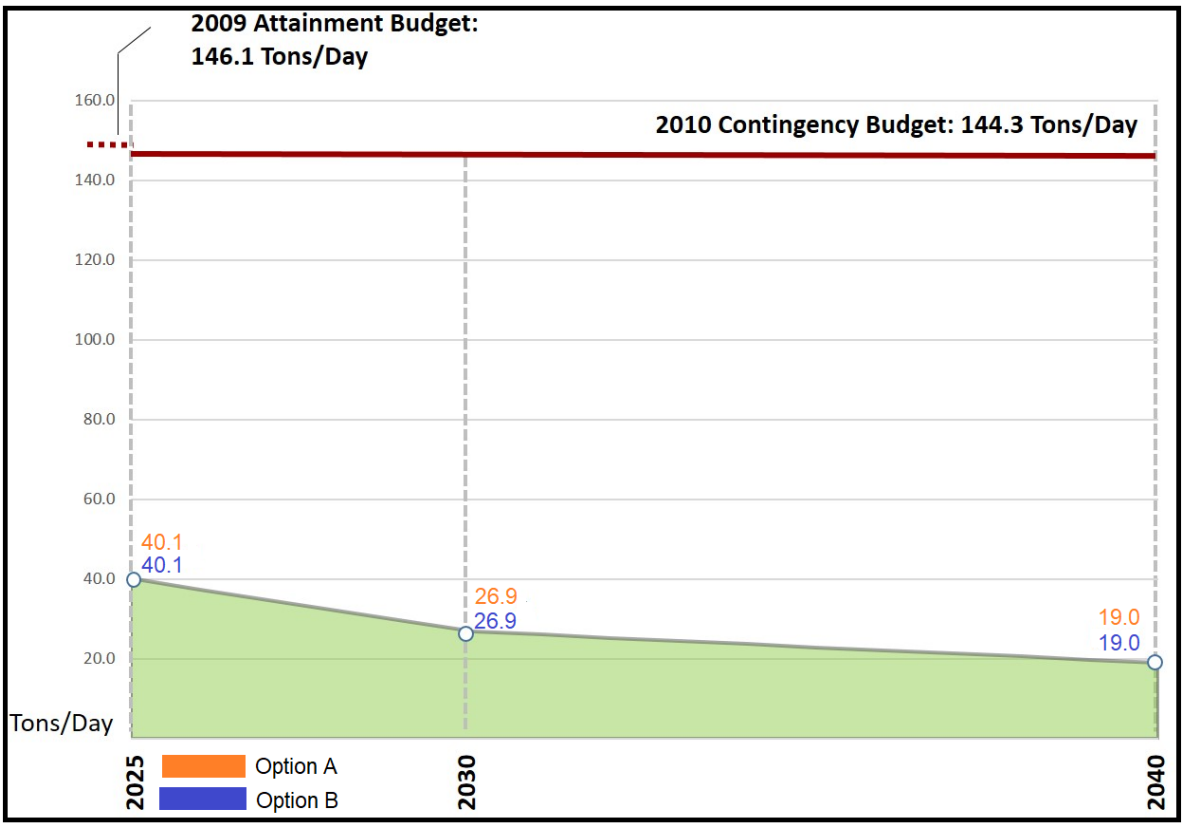
Ozone season emissions totals are illustrated in Exhibits 5 and 6. The emissions are shown in relation to the approved mobile budget for each pollutant. Ozone Season emissions reductions through time are attributed to cleaner vehicles and fuel standards, including those from Tier 2 and Tier 3 federal programs. The charts show that the mobile emissions are within the mobile budgets for ozone season VOC and NOx for all forecast years.

EXHIBIT 5
Mobile Source Emissions
OZONE SEASON VOC



TCM and TERMS are not included in totals.

EXHIBIT 6
Mobile Source Emissions
OZONE SEASON NOx



TCM and TERMS are not included in totals.

4. COMMENTS/RESPONSE TO COMMENTS

5. CONCLUSION

The analytical results described in this air quality analysis provide a basis for a determination by the TPB of conformity of the VDOT and MDOT Amendment to the 2016 CLRP.

APPENDIX A

Amendments

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Lyn Erickson, TPB Plan Coordination and Program Director

SUBJECT: Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP)

DATE: April 13, 2017

The project submissions for inclusion in the Air Quality Conformity Analysis of the off-cycle amendment to the CLRP were released for public comment on March 9, 2017. The attached materials summarizing the projects were presented to the board at its March 29 meeting.

The public comment period ended on April 8. All comments received can be reviewed online at mwcog.org/TPBcomment. The board will be presented with a summary and compilation of the comments received and the responses provided by the implementing agencies and TPB staff. The board will be asked to approve the projects for inclusion in the Air Quality Conformity Analysis of the CLRP on April 19.

SUMMARY OF PROJECTS

VDOT is proposing to construct an off-ramp from the northbound I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road. More information can be found on this project on the CLRP project description form starting on page 5.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project in Fairfax and Loudoun Counties to reflect changes to the "preferred alternative" which was included in the 2016 CLRP. These proposed changes would modify the locations of various access points between the HOT lanes and general purpose lanes, as well as some other roadways. More information can be found on this project on the CLRP project description form starting on page 9.

Maryland has recently approved funding to advance construction of the Governor Harry W. Nice Bridge Improvement Project. The Governor Harry W. Nice Bridge connects Charles County, Maryland to King George County, Virginia over the Potomac River, and this project will replace the existing 2-lane structure with a new 4-lane structure. This project is already included in the current 2016 Constrained Long Range Plan (CLRP). However, MDOT is proposing modifications to the construction timeline to reflect an earlier completion date of 2023 instead of 2030. More information can be found on this project on the CLRP project description form starting on page 23.

NEXT STEPS

Following the TPB approval of the project inputs on April 19, the Air Quality Conformity Analysis will be conducted between April and September. Draft results will be published in September at the commencement of a second public comment period. Following that, the TPB will be asked to approve the Air Quality Conformity Analysis and the off-cycle CLRP amendment on October 18, 2017.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 7, 2017

The Honorable Bridget Newton, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Off-Cycle Amendments to the Constrained Long Range Plan and Air Quality Conformity Analysis

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the National Capital Region Transportation Planning Board's Constrained Long Range Plan (CLRP) and Air Quality Conformity Analysis (AQC) for two projects:

1.) I-66 Corridor Improvements Project Outside the Beltway
2) I-95 Express Lanes Marine Base Quantico Access at Russell Road.

We have provided CLRP project description forms and air quality conformity input data as documentation of these requests. We understand that reasonable charges for TPB staff's evaluation of these amendments will be assessed against VDOT's TPB Technical Assistance budget.

The Commonwealth of Virginia has entered into a Public Private Partnership (P3) to design, build and operate the I-66 Outside the Beltway Express Lanes. The proposed CLRP Amendment reflects two potential access option scenarios for future direct access ramps to and from the Express Lanes. Both access option scenarios are being considered by the Commonwealth and its P3 partner. We are requesting evaluation of the two options, and one option will be selected by the Virginia P3 prior to the Board's final action on the Amendment. The requested amendments are limited to the Express Lane access changes detailed in the attached CLRP project description form and Air Quality Conformity Inputs and a change in completion date for Phase 1 of the project from 2021 to 2022. Otherwise, the project description as approved by the TPB Board of Directors, including descriptions of transit services, reservation of space in the median for future transit extensions, and bike-pedestrian facilities, remains in effect.

The Russell Road I-95 Express Lanes Access project is part of the larger Atlantic Gateway initiative. The Atlantic Gateway is a package multi-modal of projects focused on the I-95/I-395 corridor

between Washington, D.C., and Fredericksburg, VA. Atlantic Gateway project component 3A consists of a southern extension of the I-95 Express Lanes. VDOT is conducting an analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10- mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system. Almost all of this work will be within the Fredericksburg Area Metropolitan Planning Organization (FAMPO) region and will be outside the boundaries of the TPB CLRP planning area.

Both projects will be fully funded by a combination of Federal, State and private sources assembled by the Commonwealth, so the amendments will not affect the fiscal constraint status of the CLRP or TIP. VDOT requests that both matters be placed on the March, 2017 agendas of the Citizens Advisory Committee and the Transportation Planning Board in order to initiate the Amendment process. VDOT's representative will attend the Transportation Planning Board meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

Renée N. Hamilton

for Helen Cuervo, P.E.
District Administrator
Northern Virginia District, VDOT

cc:
Ms. Ms. Renée Hamilton, VDOT-NoVA
Ms. Susan Shaw, P.E., VDOT-NoVA
Ms. Amanda Baxter, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA, VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. Submitting Agency: Virginia Department of Transportation
2. Secondary Agency: n/a
3. Agency Project ID: **UPC 110527**
4. Project Type: X Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: X System Expansion; ☐ System Maintenance; X Operational Program; X Study; ☐ Other
6. Project Name: **I-95 Express Lane Extension to Fredericksburg**
7. Facility: **Interstate 95**
8. From (☐at): **Exit 148: Russell Road (Prince Wm Co, VA)**
9. To: **0.25 mile south of Exit 148 (Stafford Co, VA)**
10. Description: Project components include:

VDOT is conducting analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

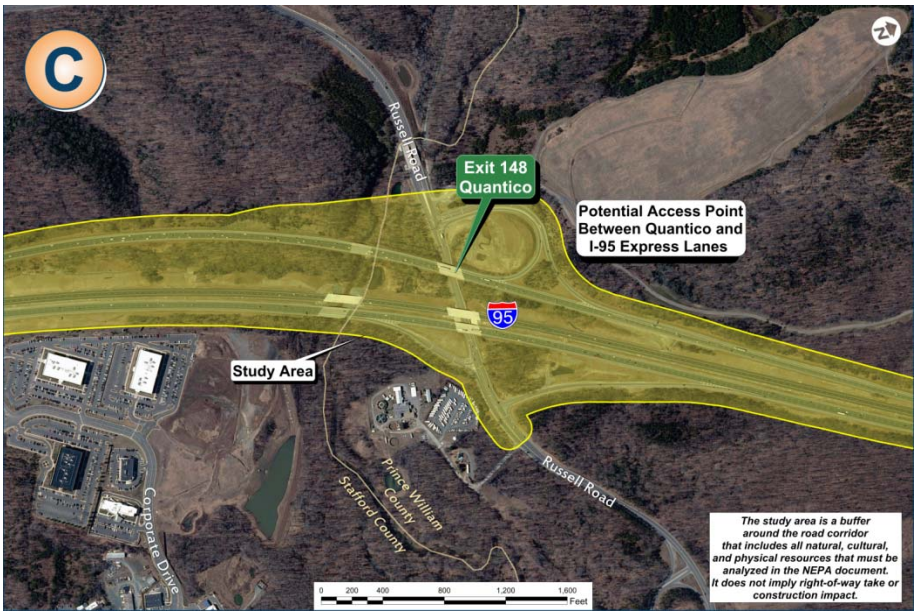
As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10- mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system.

11. Projected Completion Year: **2022**
12. Project Manager: **Amanda Baxter**
13. Project Manager E-Mail: **Amanda.Baxter@vdot.virginia.gov**
14. Project Information URL:

http://www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp

15. Total Miles: **0.25 mile (approximate)**

16. Schematic (file upload):



17. State/Local Project Standing (file upload):

18. Jurisdictions: Prince William and Stafford Counties, VA

19. Baseline Cost (in Thousands): **16,500** cost estimate as of 02/01/2017

20. Amended Cost (in Thousands): N/A cost estimate as of MM/DD/YYYY

21. Funding Sources: X Federal; X State; ☐ Local; X Private; ☐ Bonds; ☐ Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

XSingle Driver	XCarpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	XExpress/Commuter bus	☐Metrobus	☐Local Bus
☐Bicycling	☐Walking	☐Other	

X Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
X Does this project begin or end in an Activity Center?
☐ Does this project connect two or more Activity Centers?
X Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
X Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
X Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
X Is this project expected to contribute to reductions in emissions of criteria pollutants?
X Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

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

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

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

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

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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

d. X Increase **accessibility and mobility** of people.

e. X Increase accessibility and mobility of **freight.**

f. X 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.

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

h. X Promote efficient system **management and operation**.

i. X Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; X No
    a. 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

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? X Yes; ☐ No
    b. If so, is the congestion recurring or non-recurring? X Recurring; ☐ Non-recurring
    c. If the congestion is on another facility, please identify it: **I-95 Northbound – General Purpose Lanes**
32. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? X Yes; ☐ No
    b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    X The number of lane-miles added to the highway system by the project totals less than one lane-mile
    X The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
    ☐ The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. ☐ Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM
BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**

2. Secondary Agency: **Virginia Department of Rail & Public Transportation**

3. Agency Project ID: **0066-96A-297, P101 UPC#105500, UPC#110496**

4. Project Type:
   X Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped
   X Transit ☐ CMAQ **X** ITS ☐ Enhancement ☐ Other
   ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination
   ☐ TERMs

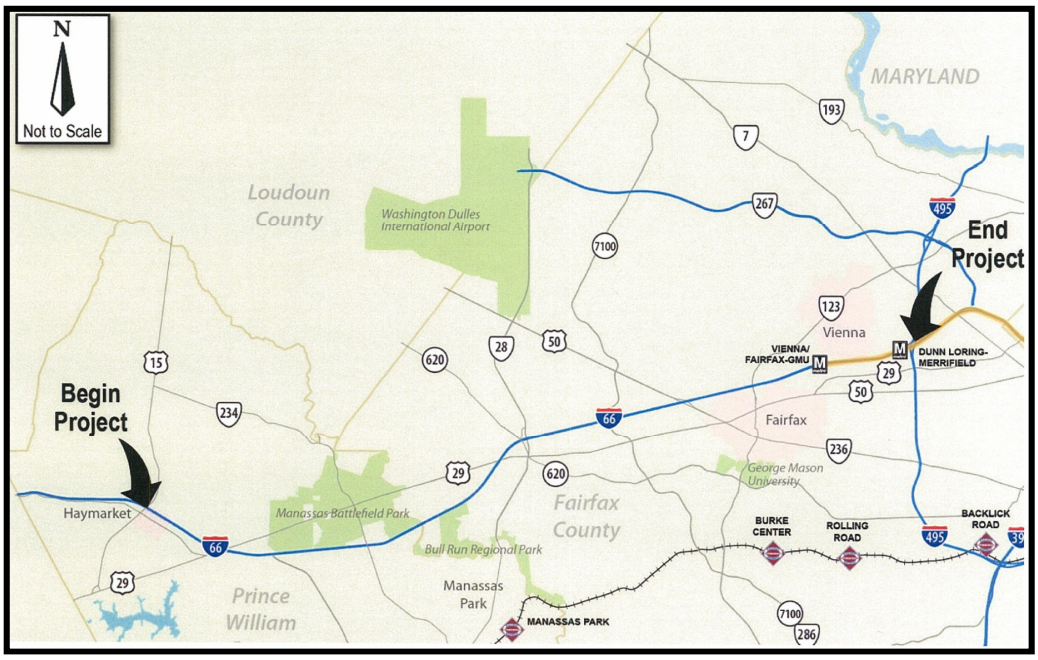
5. Category:
   X System Expansion; ☐ System Maintenance; **X** Operational Program;
   ☐ Study; ☐ Other

6. Project Name: **I-66 Corridor Improvements Project Outside the Beltway**
   Prefix Route Name Modifier

7. Facility: **I-66**

8. From: **US 15, Prince William County**

9. To: **I-495, Fairfax County**



10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, and a subsequent FY16 submission provided minor modifications to the project, based on the Commonwealth Transportation Board's (CTB's) selection of a Preferred Alternative on October 27, 2015. The adopted 2016 CLRP amendment that includes these modifications was approved by the TPB on November 16, 2016.

The project CTB's Preferred Alternative in the most recently adopted CLRP includes the following elements:

- Three general purpose lanes in each direction between US 15 in Haymarket and I-495 / Capital Beltway (with auxiliary lanes between interchanges where needed: between US 29 Gainesville and VA 234 Bypass / Prince William Parkway; and between US 29 Centreville and I-495 / Capital Beltway);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- A phased approach to construction that includes express lanes from Gainesville to I-495 in the first phase (opening in 2022), with the remaining portion of the corridor express lanes between Gainesville and Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket and US 29 Centreville;
- New or expanded commuter park and ride lots in the corridor;
- New high-frequency bus service with more predictable travel times; and
- Direct access ramps to and from the Express Lanes.

Under the P3 project development process, the Virginia Department of Transportation (the Department) has partnered with a P3 developer to design, construct, and operate the I-66 Express Lanes. Modifications for future direct access ramps to and from the Express Lanes, under two potential access option scenarios, are being considered by the P3 developer and the Department. "Access Update Option A" reflects the proposed access point configuration included in the P3 developer's technical proposal for the project. "Access Update Option B" includes the access points in Update A, plus potential additional access points that are under consideration by the P3 developer and the Department:

"Access Update Option A":

- Haymarket - west of US 15 – to / from east and west*
- Gainesville - US 29 – for Phase 1, the eastbound entrance from the General Purpose lanes to the I-66 Express lanes and the westbound exit from the I-66 Express lanes to the General Purpose lanes are located east of US 29
- Gainesville - at University Boulevard – to / from east
- VA 234 Bypass / Prince William Parkway – to / from west*
- Cushing Road Park and Ride Lot / VA 234 Bypass – to / from east*
- Manassas - Balls Ford Road Park and Ride Lot – to / from east
- East of Sudley Road - I-66 mainline transition ramps to allow (i) eastbound movement from General Purpose lanes to I-66 Express lanes

and (ii) westbound movement from I-66 Express lanes to General Purpose lanes
- Centreville – VA 28 – to / from east and west (access between west and south excluded)
- Centreville – I-66 mainline transition ramps to allow all movements between I-66 General Purpose lanes and I-66 Express lanes
- Centreville – Stringfellow Road – to / from east
- Fair Oaks – Monument Drive – to / from east and west
- Fairfax – US 50 – to / from east (I-66) and northwest (US 50)
- Fairfax – VA 123 – to / from east and west
- Vienna – Vaden Drive – to / from west
- Dunn Loring – from Eastbound I-66 General Purpose lanes to Eastbound I-66 Express lanes
- I-495 interchange – all movements towards the west of the I-495 interchange are provided: (i) from northbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (ii) from southbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (iii) from eastbound I-66 Express lanes to northbound I-495 General Purpose lanes and I-495 Express lanes and (iv) from eastbound I-66 Express lanes to southbound I-495 General Purpose lanes and I-495 Express lanes

** Ramps implemented in ultimate phase of Preferred Alternative by 2040; all other access is part of Phase 1, constructed by 2022.*

"Access Update Option B":

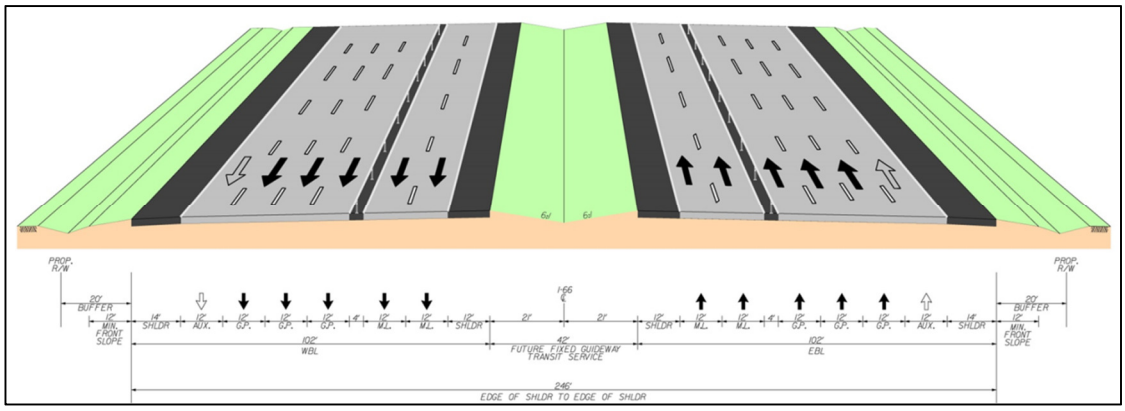
Includes all access points in Access Update Option A plus:

- *VA 234 Bypass / Prince William Parkway – to / from east*
- *Centreville – West of US29 – I-66 mainline transition ramps to allow (i) eastbound movement from I-66 Express lanes to General Purpose lanes and (ii) westbound movement from General Purpose lanes to I-66 Express lanes*
- *Fairfax – VA 286 – to west (I-66) from south (VA 286)*
- *Fairfax – US 50 – to / from east (I-66) and southeast (US 50)*
- *East of US 50 - I-66 mainline transition ramps to allow (i) eastbound movement from eastbound General Purpose lanes to I-66 Express lanes and (ii) westbound movement from I-66 Express lanes to General Purpose lanes*
- *Nutley Street - to / from east and west*

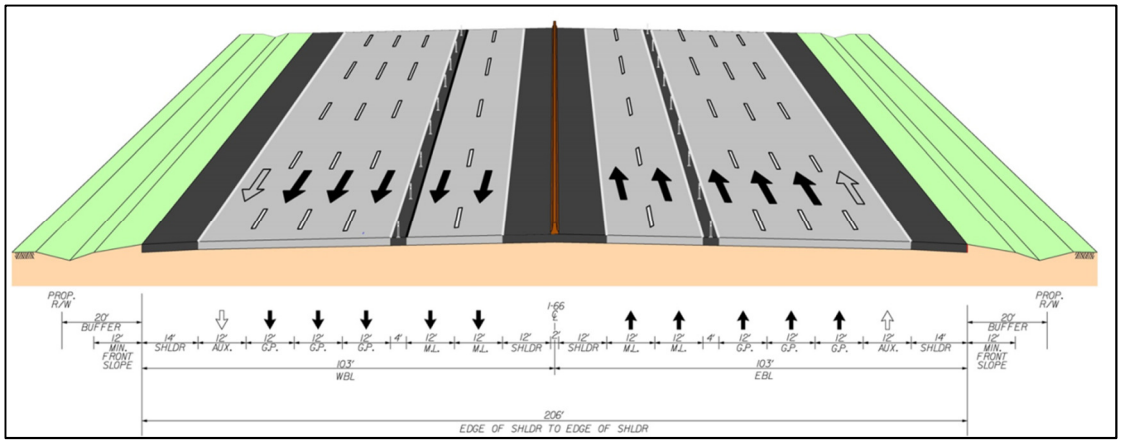
Ramps shown under Update Option B implemented in Phase 1, by 2022.

Below are two typical sections that will be implemented along the corridor. The first typical section illustrates the alternative selected by the Commonwealth Transportation Board for the Preferred Alternative. The second typical section illustrates the alternative that will be initially utilized as part of a phased construction approach, from east of US 29 Gainesville to US 29 Centreville only, under Phase 1. Once the entire project is constructed, the cross section will be reconfigured where needed to allow for future transit.

Preferred Alternative – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Phase 1 (Opening Year Configuration) – Flexible Barrier with Buffer and No Median Between US 29 Gainesville and US 29 Centreville



Access to the I-66 Express Lanes will be available to automobiles, motorcycles, emergency vehicles, buses and transit vehicles, and multi-axle vehicles. A high-level preliminary assessment of multi-axle vehicles in the I-66 Express Lanes has been performed by VDOT[1]. Heavy-trucks with two or more trailers will not be allowed to use the I-66 Express Lanes. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law.

The facility will be operated and enforced for HOV3+ occupancy and toll payment in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of

[1] VDOT White Paper "Preliminary analysis of multi-axle vehicles in the I-66 Express lanes between Haymarket and the Beltway"; October 5, 2016.

3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations. Multi-axle vehicle toll rates are required to be not less than five times the two-axle toll rate during peak periods and not less than three times the two-axle rate during all other times.

Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on I-495 and I-95. The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

The project includes a robust transit component, consisting of new and expanded commuter bus services providing one-seat rides between park and ride lots and major regional destinations on I-66 to complement Metrorail in the corridor. New and expanded park and ride lots are included throughout the corridor, with easy or direct access to the managed lanes. Finally, to promote and incentivize alternative modes in the corridor, new and enhanced corridor transportation demand management strategies will be included as part of the project.

Bicycle and Pedestrian accommodations in the corridor are included as part of the Preferred Alternative, and will be consistent with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations (www.virginiadot.org/bikepedpolicy/).

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("P3 Developer"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes

project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period. The I-66 Express Lanes will have a posted speed limit of 70 mph. The general purpose lanes have posted speeds ranging from 55 mph – 65 mph throughout the corridor.

Schedule

Construction of the Phase 1 Project is projected to begin in in late 2017. The facility is expected to enter operations in 2022. The remaining elements of the Preferred Alternative will be implemented by 2040.

Federal Environmental Review ("NEPA") Process

The completed Tier 2 Environmental Assessment for the Preferred Alternative built upon and included a combination of concepts identified in the Tier 1 Environmental Impact Statement. It evaluated site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The Tier 2 Final Environmental Assessment was approved on June 21, 2016, and FHWA issued a Finding of No Significant Impact on June 22, 2016. A reevaluation of the approved Environmental Assessment for the proposed project modifications, in compliance with Federal (NEPA) and state regulations, is planned to be completed in late 2017.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the P3 Developer will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements (now incorporated into I-66 project)

- Route 28 / I-66 interchange improvements (now incorporated into I-66 project)
- US 15 / I-66 interchange improvements

Financial Plan

The total cost for the proposed Project is estimated to be approximately $2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with TIFIA funding as a form of subordinated debt.

The P3 Developer will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs, state police costs, transit costs, support for future corridor improvements and return on equity. Toll revenue will be the main source of revenue. The Commonwealth entered into a Comprehensive Agreement with the P3 Developer, authorizing the P3 Developer to raise the necessary funds to construct the Project, on December 8, 2016.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) has been actively engaged in project development. There have been numerous opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items. The project outreach has included 2 sets of Public Information Meetings and two sets of Public Hearings. VDOT has had over 300 meetings with various stakeholders so far and this will continue throughout the duration of the project. Public Information Meetings and a Design Public Hearing are planned in 2017.

11. Projected Completion Year: **2022 for Phase 1 / 2040 for Preferred Alternative**

12. Project Manager: **Ms. Susan Shaw, P.E.**

13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**

14. Project Information URL: **http://www.transform66.org**

15. Total Miles: **23 miles for Phase 1 / 26 miles for Preferred Alternative**

16. Schematic: **See figures in items 9 and 10 above, as well as attached roll maps.**

17. Documentation: **The graphics included in the response to items 9 and 10 above have been uploaded to allow a more readable version. All project documentation may be accessed electronically at: http://outside.transform66.org/**

18. Jurisdictions: **Fairfax County, Prince William County**

19. Baseline Cost (in Thousands): **$2,000,000 - $3,000,000 (approximately 2 to 3 $billion) combined public & private cost estimate as of 11/10/2014**

20. Amended Cost (in Thousands): **$2,400,000 (Phase 1) / approximately $3,100,000 (Preferred Alternatives) - combined public & private cost as of 2/23/2017**

21. Funding Sources: **X** Federal; **X** State; **X** Local; **X** Private; **X** Bonds; ☐ Other

Regional Policy Framework

22. **Provide a Comprehensive Range of Transportation Options**
Please identify all travel mode options that this project provides, enhances, supports, or promotes.

X Single Driver **X** Carpool/HOV **X** Metrorail **X** Commuter Rail ☐Streetcar/Light Rail
X BRT **X** Express/Commuter bus **X** Metrobus **X** Local Bus **X** Bicycling **X** Walking ☐Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) **X** Yes ☐No

23. **Promote Dynamic Activity Centers**
Does this project begin or end in an Activity Center? **X** Yes ☐No
Does this project connect two or more Activity Centers? **X** Yes ☐No
Does this project promote non-auto travel within one or more Activity Centers? **X** Yes ☐No

24. **Ensure System Maintenance, Preservation, and Safety**
Does this project contribute to enhanced system maintenance, preservation, or safety?
X Yes ☐No

25. **Maximize Operational Effectiveness and Safety**
Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? ☐Yes **X** No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?
X Yes ☐No

26. **Protect and Enhance the Natural Environment**
Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? **X** Yes ☐No

27. **Support Interregional and International Travel and Commerce**
Please identify all freight carrier modes that this project enhances, supports, or promotes.
X Long-Haul Truck **X** Local Delivery ☐Rail ☐Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail **X** Intercity bus

28. **Additional Policy Framework**

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Outside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: ***Provide a Comprehensive Range of Transportation Options***. This innovative project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, new and expanded park and ride lots and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. Moreover, the project is being designed to reserve opportunities for future westward extension of Metrorail or other high quality transit services. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Preferred Alternative, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the *Draft Tier1 Environmental Impact Statement* for I-66 Outside the Beltway. This document concluded that there was not a "single mode" solution to the problems associated with I-66. Adding enough freeway lanes to insure reliable travel was not feasible, while it was determined that the mix of modes, strategies and technologies embodied in what became the Preferred Alternative would provide improved and expanded travel opportunities.

MAP-21 PLANNING FACTORS

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

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

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

i. Is this project being proposed specifically to address a safety issue? Yes; **X** No
ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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

d. **X** Increase **accessibility and mobility** of people.

e. **X** Increase accessibility and mobility of **freight.**

f. **X** 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.

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

h. **X** Promote efficient system **management and operation**.

i. **X** Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? **X** Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?
☐ Air Quality; **X** Floodplains; **X** Socioeconomics; **X** Geology, Soils and Groundwater; ☐

Vibrations;
☐ Energy; **X** Noise; ☐ Surface Water; **X** Hazardous and Contaminated Materials;
X Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?
X Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? **X** Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **X** Yes; ☐No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

X None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one 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, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:

34. ☐ Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt Governor

Pete K. Rahn
Secretary

March 2, 2017

The Honorable Bridget Donnell Newton, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) and the air quality conformity analyses. The amendment reflects the following change proposed by MDOT on behalf of the Maryland Transportation Authority (MDTA):

- Change the year of completion of the Governor Harry W. Nice Bridge Replacement from 2030 to 2023.

The Governor Harry W. Nice Bridge Replacement project will replace the current two-lane bridge with a four-lane bridge with bike and pedestrian accommodations. This project is already included in the current regional Air Quality Conformity for the 2016 CLRP. The proposed change has been determined to be regionally significant for air quality conformity purposes as per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since the completion of this project is moving up seven years, MDOT is requesting, in coordination with the Virginia Department of Transportation's (VDOT) request, an off-cycle conformity analysis to meet requirements necessary to modify the construction timeline for the Governor Harry W. Nice Bridge Replacement. Additionally, the updated completion date needs to be reflected in the CLRP so that the MDTA can complete the loan application for Transportation Infrastructure Finance and Innovation Act (TIFIA) funds.

The MDOT also requests that this proposed amendment be included in the appropriate public participation process started for VDOT's amendment. This would involve being included in the public comment period starting on March 9, 2017 and subsequently briefing the TPB on this proposed amendment request and the scope of work at the March 15, 2017 Board meeting.

The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2017 Unified Planning Work Program (UPWP).

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

BASIC PROJECT INFORMATION

1. Submitting Agency: Maryland Transportation Authority
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☒ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: ☒ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: Governor Harry W. Nice Bridge Improvement Project

	Prefix	Route	Name	Modifier
7. Facility:	US	301	Bridge over the Potomac River	
8. From (☐at):	US	301	Charles County, MD	
			King George County, VA	

9. To:
10. Description: Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.
11. Projected Completion Year: 2023
12. Project Manager: Mr. Glen Smith
13. Project Manager E-Mail: gsmith2@mdta.state.md.us
14. Project Information URL: http://www.mdta.maryland.gov/Nicebridge/nice_index.html
15. Total Miles:
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. Baseline Cost (in Thousands): $768,600 cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal; ☐ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐Single Driver	☐Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	☐Metrobus	☐Local Bus
☐Bicycling	☐Walking	☐Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
    - ☐ Does this project begin or end in an Activity Center?
    - ☐ Does this project connect two or more Activity Centers?
    - ☐ Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
    - ☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
    - ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
    - ☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
    - ☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
    - ☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

    Please identify all <u>freight carrier modes</u> that this project enhances, supports, or promotes.

    ☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air

    Please identify all <u>passenger carrier modes</u> that this project enhances, supports, or promotes.

    ☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

    Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

<u>MAP-21 PLANNING FACTORS</u>

29. Please identify any and all planning factors that are addressed by this project:
    - a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    - b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
      - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No
      - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    - c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    - d. ☒ Increase **accessibility and mobility** of people.
    - e. ☐ Increase accessibility and mobility of **freight.**
    - f. ☐ 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.
    - g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    - h. ☒ Promote efficient system **management and operation**.
    - i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☒ Yes; ☐No
    a. 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

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
    b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
    c. If the congestion is on another facility, please identify it:
32. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☐ No
    b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    ☐ The number of lane-miles added to the highway system by the project totals less than one 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, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
    ☐ The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. ☐ Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator: P. Fleming
37. Created On: 1/4/2008
38. Last Updated by: Glen Smith
39. Last Updated On: 3/2/2017
40. Comments:

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Jane Posey, TPB Transportation Engineer

SUBJECT: I-66 Updates – Follow-up to April TPB Resolution R20-2017

DATE: May 17, 2017

At the April 19, 2017 meeting, the TPB adopted Resolution R20-2017 approving projects submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) to be included in an off-cycle air quality conformity analysis of the 2016 Constrained Long Range Plan (CLRP) Amendment and the FY2017-2022 Transportation Improvement Program (TIP). The resolution is included as Attachment A. VDOT's inputs included updates to the I-66 Outside the Beltway project. Prior to approval, the resolution was amended to state that the TPB staff would not include access points east of the US Route 50 interchange in the air quality conformity analysis until the Fairfax County Board of Supervisors had a chance to meet and act on those points. The amendment further stated that if the Board of Supervisors moved to change any access points, TPB staff would follow that instruction.

VDOT's inputs included two options for the I-66 Outside the Beltway project, Option A and Option B. Option A reflects the technical proposal provided by the developer. Option B includes the access points in Option A, plus some potential additional access points that are currently under consideration by the developer and VDOT. VDOT will select one of these options before the TPB is asked to approve the conformity analysis in October.

On May 16, 2017, the Fairfax County Board of Supervisors approved a resolution taking a position on proposed changes to access points on I-66 outside the Beltway east of the US Route 50 interchange. The resolution is included as Attachment B. Two elements in the resolution affect the inputs to the air quality conformity analysis. These are: 1) the prohibition of multi-axle vehicles with a single trailer on the proposed Vaden Drive ramps in Option A and Option B, and 2) the removal of the proposed ramps on the west side (east-bound off and west-bound on) of the Nutley Street interchange from Option B. As a follow-up to TPB's Resolution R20-2017, these changes will now be incorporated as inputs to the off-cycle conformity analysis. Other elements of the Fairfax County Board of Supervisors resolution are outside of the TPB's process, but will be addressed by VDOT as part of the project design process.

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

May 16, 2017

Mr. Kanathur Srikanth, Staff Director
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Reference: I-66 Express Lanes Access Points East of U.S. Route 50

Dear Mr. Srikanth:

On May 16, 2017, the Board of Supervisors approved the attached resolution regarding the I-66 Express Lanes access points east of U.S. Route 50. If you have any questions or need additional information, please call me at (703) 877-5663.

Sincerely,

Tom Biesiadny
Director

Attachment: a/s

Cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Sung Shin, Engineer IV, Fairfax County Department of Transportation

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
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At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, May 16, 2017, at which meeting a quorum was present and voting, the following resolution was approved:

RESOLUTION

WHEREAS, the National Capital Region Transportation Planning Board (TPB) met on April 19, 2017, and approved a resolution regarding off-cycle air quality conformity analysis submissions for the 2016 Fiscally Constrained Long Range Plan (CLRP) Amendment and the FY 2017-2022 Transportation Improvement Program (TIP), and

WHEREAS, the TPB resolution indicated that TPB staff will not include access points for the I-66 Express Lanes Project (Outside the Beltway) east of the Route 50 interchange in the air quality analysis until the Fairfax County Board of Supervisors has a chance to meet and act on these access points; and

WHEREAS, the TPB resolution also indicated that if the Fairfax County Board of Supervisors moves to change any of the access points from the analysis, that the TPB will do so; and

WHEREAS, the Fairfax County Board of Supervisors' Transportation Committee met on May 9, 2017, to discuss the I-66 Express Lanes Project (Outside the Beltway) and the access points east of U.S. Route 50;

NOW, THEREFORE, BE IT RESOLVED THAT the Board of Supervisors of Fairfax County, Virginia:

- As has been previously transmitted to the Secretary of Transportation on September 20, 2016, does not support use of the proposed Express Lanes ramps to/from Vaden Drive (at the Vienna Metrorail Station) by multi-axle vehicles with a single trailer (including tractor-trailers, fuel tankers, and other hazardous material vehicles), since the neighborhood around Vaden Drive is primarily residential; the local roadway network was not designed to support these types of vehicles; and the County's Comprehensive Plan specifically refers to prohibiting these vehicles on Vaden Drive; therefore, multi-axle vehicles with a single tractor should be eliminated from the Vaden Ramp in the air quality analysis;

- Although Option A for the I-66/Nutley Street Interchange ("diverging-diamond") was developed to provide for a tighter footprint, allow traffic to function more efficiently, and reduce conflict points, the Board agrees to allow Option B (traditional "urban-diamond" interchange) for Nutley Street to be included in the air quality analysis provided that it has no greater impact on adjoining neighborhoods and functions as

efficiently or more efficiently than Option A from traffic operations and bicycle/pedestrian operations perspectives;

- Transmits the following additional concerns regarding Option B at the Nutley Street Interchange:

    - The revised design for this interchange should be developed and presented to the County and the community as soon as possible;

    - If included in the design, the impacts of an additional signal on Nutley Street (above the number included in Virginia Department of Transportation (VDOT) conceptual design plans for the project) should be mitigated;

    - Information about the functionality of moving traffic along Nutley Street through the revised interchange (including intersection delay information) should be provided;

    - Revised bicycle and pedestrian facilities should be clearly identified;

    - The revised design should not use any additional right-of-way;

    - Since the Virginia Center Pond in the Northwest quadrant of the interchange serves as a regional facility, its function must be maintained or improved;

    - Any impacts of the revised design on Briarwood Trace Park should not be greater than Option A;

    - The west facing ramps should be eliminated, due to the constrained cross-section for I-66 at this location and the difficulty of providing adequate signage for drivers; and

    - The direct ramps to and from westbound I-66 and Country Creek Road/Virginia Center Boulevard should be retained to facilitate traffic movement into and out of the Vienna Metrorail Station;

- Agrees to including Express Mobility Partners' (EMP) alternative technical concept for the interchange at I-495 in the air quality analysis, so long as the two additional ramps proposed by EMP do not result in a wider footprint for the entire interchange or increased height over the level previously identified in VDOT's conceptual design plans; and

- Submits the following additional concerns regarding all interchanges:

    - All interchanges should be designed to maximize safety, especially taking into account the use of the Express Lanes by multi-axle vehicles with a single trailer, if trucks continue to be included in the project;

    - Interchanges should be designed to ensure functionality of all modes;

    - Noise from the Express Lanes and ramps, especially from trucks, should be mitigated;

    - Special care should be given to the location of signage to minimize driver confusion and distraction; and

    - Special care should be given to lighting to ensure that existing neighborhoods are protected.

Adopted this 16th day of May, 2017, Fairfax, Virginia.

ATTEST: Catherine A. Chianese

Catherine A. Chianese
Clerk to the Board of Supervisors

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date	VDOT Preferred Alternative Access Update Option A or B
MARYLAND												
	MP18		Construct	US 301 Governor Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	~~2030~~ ***2023***	N/A
VIRGINIA												
			Construct	***I-95 HOT lanes Ramp***	***0.25 miles south of Russell Rd. (Exit 148)***	***Russell Road (Exit 148)***	***0***	***1***	***0***	***1***	***2022***	N/A
718	VI1Y	105500	Widen / Revise Operations	I-66	I-495	US 50	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak HOV lane is closed)	In each direction: 3 general purpose + 1 Auxiliary + 2 express ***(multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)***	~~2021~~ ***2022***	A & B
851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 1 Auxiliary (2 Aux per direction btwn VA 286 & VA 28 only) + 2 express ***(multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)***	~~2021~~ ***2022***	A & B
852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for express lanes only)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express ***(multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)***	~~2021~~ ***2022***	A & B

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for express lanes only)	US 15 (1.2 miles west of)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express ***(multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph)*** (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2040	A & B
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP ***EB Expr to NB GP*** NB GP to WB Expr ***SB GP to WB Expr*** SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	~~2021~~ ***2022***	***A***
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	~~2021~~ ***2022***	***A***
754			Relocate / Reconstruct	I-66 Interchange	***Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)***	@ I-495	1	1	2	2	~~2021~~ ***2022***	***A***
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	~~2021~~ ***2022***	***A***
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	~~2021~~ ***2022***	***A***
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP ***EB Expr to NB GP*** NB GP to WB Expr ***SB GP to WB Expr*** SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	~~2021~~ ***2022***	***B***
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	~~2021~~ ***2022***	***B***

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date	VDOT Preferred Alternative Access Update Option A or B
754			Relocate / Reconstruct	I-66 Interchange	***Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)***	@ I-495	1	1	2	2	~~2021~~ ***2022***	***B***
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	~~2021~~ ***2022***	***B***
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	~~2021~~ ***2022***	***B***
			Construct	***I-66 Interchange***	***EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes (in this alternative, the interchange would not be converted to a diverging diamond interchange)***	***@ Nutley Street (VA 243)***	***1***	***1***	***—***	***—***	~~2021~~ ***2022***	***B***
757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	~~2021~~ ***2022***	***A***
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	~~2021~~ ***2022***	***A***
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						~~2021~~ ***2022***	***A***
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	~~2021~~ ***2022***	***B***
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						~~2021~~ ***2022***	***B***
762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	~~2021~~ ***2022***	***A***
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes ***EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ Chain Bridge Road (VA 123)	0	1	0	1	~~2021~~ ***2022***	***A***

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date	VDOT Preferred Alternative Access Update Option A or B
762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	~~2021~~ ***2022***	***B***
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes ***EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ Chain Bridge Road (VA 123)	0	1	0	1	~~2021~~ ***2022***	***B***
			Construct	***I-66 slip ramp***	***EB general purpose lanes to EB express lanes***	***0.5 mile east of US50***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
			Construct	***I-66 slip ramp***	***WB express lanes to WB general purpose lanes***	***0.5 mile east of US50***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
			Construct	***I-66 Express Lanes Interchange Ramps***	***EB express lanes on-ramp from US50 NB; WB express lanes off-ramp to SB US50***	***@ US50***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	***EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50***	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	~~2021~~ ***2022***	***A***
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	***EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50***	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	~~2021~~ ***2022***	***B***
~~***766***~~	~~***NRS***~~		~~***Reconstruct***~~	~~***I-66 Interchange***~~	~~***Reconfigure interchange to replace NWB to WB loop ramp with flyover***~~	~~***@ Lee Jackson Mem Highway (US 50)***~~	~~***1***~~	~~***1***~~	~~—~~	~~—~~	~~2021~~	***A***
~~***766***~~	~~***NRS***~~		~~***Reconstruct***~~	~~***I-66 Interchange***~~	~~***Reconfigure interchange to replace NWB to WB loop ramp with flyover***~~	~~***@ Lee Jackson Mem Highway (US 50)***~~	~~***1***~~	~~***1***~~	~~—~~	~~—~~	~~2021~~	***B***
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	***I-66 Express Lanes Interchange Ramps***	***Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	~~2021~~ ***2022***	***A***
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	***I-66 Express Lanes Interchange Ramps***	***Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	~~2021~~ ***2022***	***B***

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
			Construct	**I-66 Express Lanes Interchange Ramps**	**WB express lanes on-ramp from 286 NB**	**@ 286**	**0**	**1**	**0**	**1**	~~**2021**~~ **2022**	***B***
770	I66R17A		***Reconstruct / Revise Operations***	I-66 Express Lanes Interchange Ramps	***Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes***	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	~~2021~~ ***2022***	***A***
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	***1.5*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***A***
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	***2.5*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***A***
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***A***
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	***2*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***A***
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	~~2021~~ ***2022***	***A***
770	I66R17A		***Reconstruct / Revise Operations***	I-66 Express Lanes Interchange Ramps	***Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes***	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	~~2021~~ ***2022***	***B***
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	***1.5*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***B***
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	***2.5*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***B***
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***B***
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	***2*** mile west of VA 286	0	1	0	1	~~2021~~ ***2022***	***B***
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	*1*	~~2021~~ ***2022***	***B***
			Construct	**I-66 slip ramp**	**WB general purpose lanes to WB express lanes**	**0.5 mile west of US29 Centreville**	**0**	**1**	**0**	**1**	~~2021~~ ***2022***	***B***
			Construct	**I-66 slip ramp**	**EB express lanes to EB general purpose lanes**	**0.5 mile west of US29 Centreville**	**0**	**1**	**0**	**1**	~~2021~~ ***2022***	***B***
			Construct	**I-66 flyover ramp**	**EB general purpose to EB express lanes**	**.65 mile east of VA Bus 234**	**0**	**1**	**0**	**1**	~~2021~~ ***2022***	***A***
			Construct	**I-66 flyover ramp**	**WB express lanes to WB general purpose**	**.65 mile east of VA Bus 234**	**0**	**1**	**0**	**1**	~~2021~~ ***2022***	***A***

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VDOT AND MDOT AMENDMENT TO THE 2016 CLRP
AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date	VDOT Preferred Alternative Access Update Option A or B
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	*1*	~~2021~~ ***2022***	***A***
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	*1*	2040	***A***
			Construct	***I-66 flyover ramp***	***EB general purpose to EB express lanes***	***.65 mile east of VA Bus 234***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
			Construct	***I-66 flyover ramp***	***WB express lanes to WB general purpose***	***.65 mile east of VA Bus 234***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	*1*	~~2021~~ ***2022***	***B***
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	*1*	2040	***B***
			Construct	***I-66 Express Lanes Interchange Ramps***	***EB on-ramp, WB off-ramp to/from I-66 Express lanes***	***@ VA 234 Bypass to/from south of I-66***	***0***	***1***	***0***	***1***	~~2021~~ ***2022***	***B***
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	***EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ VA 234 Bypass to/from south of I-66	0	1	0	*1*	2040	***A***
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Bloulevard .75 mile east of US 29	0	1	0	*1*	~~2021~~ ***2022***	***A***
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	***EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes***	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	*1*	2040	***A***
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	*1*	2040	***A***
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	***EB off-ramp, WB on-ramp from/to I-66 Express lanes***	@ VA 234 Bypass to/from south of I-66	0	1	0	*1*	2040	***B***
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Bloulevard .75 mile east of US 29	0	1	0	*1*	~~2021~~ ***2022***	***B***
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	***EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes***	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	*1*	2040	***B***
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	*1*	2040	***B***

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

MEMORANDUM

TO: Transportation Planning Board

FROM: Lyn Erickson, TPB Plan Coordination and Program Director

SUBJECT: Proposed Amendments to the 2016 Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP)

DATE: May 11, 2017

At the April 19, 2017 meeting, the TPB adopted Resolution R20-2017 approving projects submitted by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) to be included in an out-of-cycle air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, as well as the scope of work for that analysis. Prior to approval, the resolution was amended to state that TPB staff would not include access points east of the US Route 50 interchange in the air quality conformity analysis until the Fairfax County Board of Supervisors had a chance to meet and act on those points. The amended resolution stated that if the Board of Supervisors moved to change any access points, that TPB staff would follow that instruction. Any decisions or instructions provided by Fairfax County and/or VDOT will be provided in writing to the TPB at the May 17 meeting.

Also at the April 19 meeting, the board was briefed on an additional project submitted by MDOT for inclusion in the air quality conformity analysis: the I-270 Innovative Congestion Management project. MDOT provided a project description and air quality conformity inputs for this project and these materials (attached) were released for public comment on April 13, 2017. Shortly after the comment period began, MDOT discovered an omission in the one of the 14 project elements, and subsequently provided the information in their April 25 letter (attached). This information was immediately posted to the public comment website. The TPB Technical Committee reviewed the project, including the omitted element, at its May 5 meeting.

The public comment period ends on May 13. All comments received can be reviewed online at mwcog.org/TPBcomment. The board will be presented with a summary and compilation of the comments received at the April 19 meeting. TPB staff evaluate each comment to determine if it is a comment that pertains to the TPB planning policies and process. If so, then the TPB staff will provide a response. If it is a comment that pertains to a specific project or pertains to corridor-specific details that are not directly associated with the TPB planning policies and process, TPB staff then works with the implementing agency to provide the best available information to assist the TPB members in deliberation and the TPB can then determine whether the comment or concern has been satisfactorily addressed. On May 17, the Board will be asked to accept the recommended responses to comments received for the project submissions for the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP. The board will also be asked to approve resolution R23-2017 which will approve the additional project for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP on May 17.

SUMMARY OF PROJECT

MDOT is proposing to implement the I-270 Innovative Congestion Management project between I-70 and I-495 in Frederick and Montgomery counties. The project includes 14 roadway improvements including extensions of acceleration and deceleration lanes, creating auxiliary lanes by connecting acceleration and deceleration lanes, reconfiguring exits, and restriping lanes. The project will also implement innovative technologies to manage congestion including adaptive ramp metering, active traffic management, and virtual weigh stations. More information can be found on this project on the CLRP project description form starting on page 7.

NEXT STEPS

Following the TPB approval of the project inputs on May 17, the air quality conformity analysis will be modified to include this project. The analysis will be conducted between May and September. Draft results will be published in September at the commencement of a second public comment period. Following that, the TPB will be asked to approve the air quality conformity analysis and the off-cycle CLRP Amendment on October 18, 2017.

TPB R23-2017
May 17, 2017

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON INCLUSION IN AN OFF-CYCLE AIR QUALITY CONFORMITY ANALYSIS OF AN ADDITIONAL PROJECT SUBMISSION FOR THE 2016 FINANCIALLY CONSTRAINED LONG RANGE PLAN (CLRP) AMENDMENT AND THE FY 2017-2022 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 Fixing America's Surface Transportation (FAST) Act 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 April 2012; and

WHEREAS, on November 16, 2016 the TPB adopted resolution R3-2017 determining that the 2016 CLRP Amendment and the FY 2017-2022 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R4-2017 approving the 2016 CLRP Amendment; and

WHEREAS, on April 19, 2017 the TPB adopted resolution R20-2017 approving projects submitted by the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) for inclusion in, and the scope of work for, an out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of April 12, 2017 MDOT requested that the CLRP be amended to include the I-270 Innovative Congestion Management project in the out-of-cycle air quality conformity analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, MDOT has submitted a project description and inputs for the air quality conformity analysis, which have been reviewed by the Technical Committee at its meeting on May 5, 2017; and

WHEREAS, on April 13, 2017, the additional project submission for the off-cycle CLRP Amendment was released for a 30-day public comment and interagency consultation period which ended May 13; and

WHEREAS, the TPB was briefed on the additional submission to the 2016 CLRP Amendment at its April 19, 2017 and at the May 17, 2017 meeting, the TPB was briefed on the public comments received on the additional submission for the out-of-cycle CLRP Amendment, and the responses provided to the public comments; and

WHEREAS, the adoption of the off-cycle CLRP Amendment by the TPB is scheduled for the October 18, 2017 meeting upon completion of a 30-day public comment and interagency consultation on the results of the regional air quality conformity analysis for the off-cycle CLRP Amendment beginning on September 14, 2017; and

WHEREAS, the additional project submission for the off-cycle CLRP Amendment has been developed to meet the financial constraint 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 off-cycle CLRP Amendment, the additional project submission as described in the attached memorandum.

Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 12, 2017

The Honorable Bridget Donnell Newton, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP), which will require an air quality conformity analysis, to include construction of the I-270 Innovative Congestion Management Project.

The I-270 Innovative Congestion Management Project (CLRP #3564) proposes an automated smart traffic system which includes roadway improvements and innovative technologies that will maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commute along I-270 between I-495 and I-70. This project already is included in the current 2016 CLRP as a part of a study for the I-270/I-495 West Side Corridor (CLRP #3281). The state funds for this project are included in the approved FY 2017-2022 Transportation Improvement Program (TIP). The project is now ready for implementation and the scope and scale of the project has been finalized. This amendment will add this project to the CLRP for construction and advance the completion date to 2019.

The proposed amendment to add the 1-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) reflects the following project elements:

- Fourteen roadway improvements (detailed in the attached CLRP form) that will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management and virtual weigh stations. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.
- The limits of this project are from I-495 to I-70 including the east and west spurs of I-270.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The proposed amendment has been determined to be regionally significant for air quality conformity purposes per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since this project is estimated to be completed in 2019, MDOT is requesting an off-cycle conformity analysis to meet requirements necessary to meet the construction timeline. MDOT requests that this amendment be included in the off-cycle air quality conformity analysis that is soon to be underway.

The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those costs for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2018 Unified Planning Work Program (UPWP).

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414, or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you.

Sincerely,

Heather Murphy
Director
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

BASIC PROJECT INFORMATION

1. Submitting Agency: **MDOT/State Highway Administration**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☑ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: ☑ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: I-270 Innovative Congestion Management

7. Facility:
8. From (☐at):
9. To:

Prefix	Route	Name	Modifier
I	270		/I-270Y
I	70		
I	495		

10. Description: The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today's recurring congestion, and the innovative technologies and techniques focus on managing today's recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.

- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a "right-sized", practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.

- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

See attachment for further project details.

11. Projected Completion Year: **2019**
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic (file upload): **See attachment**
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Montgomery County, Frederick County, City of Rockville**
19. Baseline Cost (in Thousands): **$105,000** cost estimate as of **12/1/2016**
20. Amended Cost (in Thousands): cost estimate as of
21. Funding Sources: ☐ Federal; ☑ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☑Single Driver	☑Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☑Express/Commuter bus	☑Metrobus	☑Local Bus
☐Bicycling	☐Walking	☐Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
☑ Does this project begin or end in an Activity Center?
☑ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
☑ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
☑ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
☑ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☑ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☑Long-Haul Truck ☑Local Delivery ☐Rail ☐Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail ☑Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
    a. ☑ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. ☑ Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☑ No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. ☑ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. ☑ Increase **accessibility and mobility** of people.
    e. ☑ Increase accessibility and mobility of **freight.**
    f. ☑ 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.
    g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. ☑ Promote efficient system **management and operation**.
    i. ☑ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐No
    a. 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

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? ☑ Yes; ☐ No
    b. If so, is the congestion recurring or non-recurring? ☑ Recurring; ☐ Non-recurring
    c. If the congestion is on another facility, please identify it:
32. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☑ Yes; ☐ No
    b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    ☑ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    ☐ The number of lane-miles added to the highway system by the project totals less than one 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, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
    ☐ The construction costs for the project are less than $10 million.
    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

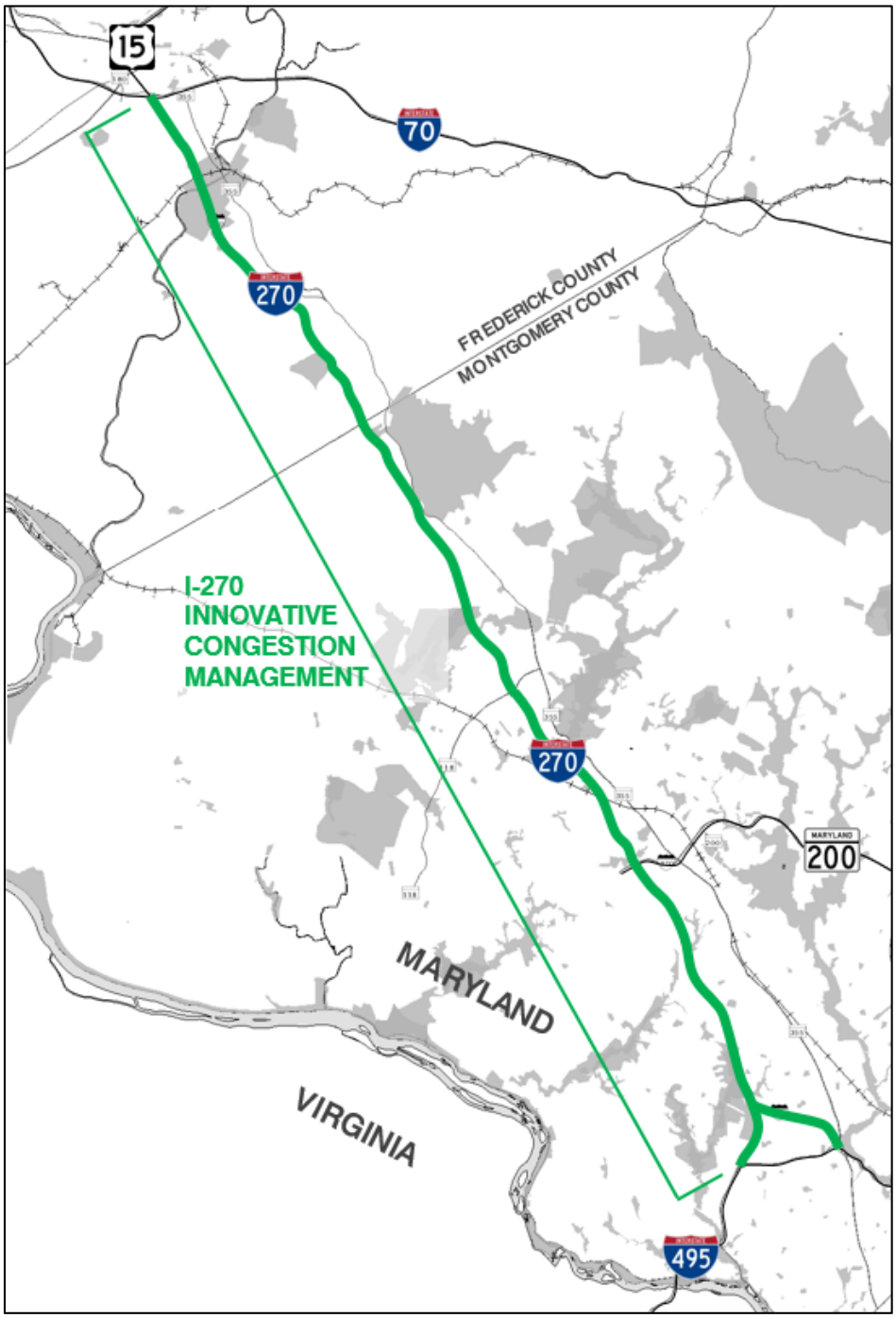
RECORD MANAGEMENT

33. Completed Year:
34. ☐ Project is being withdrawn from the CLRP
35. Withdrawn Date:
36. Record Creator: **Matt Baker**
37. Created On: **4/11/2017**
38. Last Updated by: **Matt Baker**
39. Last Updated On:**4/12/2017**
40. Comments:

Maryland Department of Transportation

State Highway Administration
I-270 Innovative Congestion Management

The I-270 Innovative Congestion Management Project proposes a two-pronged approach of roadway improvements and innovative technologies and techniques to maximize vehicular throughput, minimize vehicle travel times, and create a more predictable commuter trip along I-270 between I-70 and I-495. While the components address both recurring and nonrecurring congestion, the roadway improvements focus on relieving today's recurring congestion, and the innovative technologies and techniques focus on managing today's recurring and non-recurring congestion and extending the lifespan of the roadway improvements into the future.



Maryland Department of Transportation
I-270 Innovative Congestion Management

- 14 roadway improvements (detailed below) will increase capacity and vehicle throughput and address safety deficiencies by strategically eliminating existing bottlenecks, the key element limiting vehicular throughput along the corridor, coupled with the impact of crashes and other incidents. The strategy takes a "right-sized", practical design approach focused on minimizing impacts to maximize the improvements that can be provided throughout the corridor.
- Innovative technologies and techniques, comprised of adaptive ramp metering, active traffic management (ATM), and virtual weigh stations, that will work as a system to reduce congestion by improving traffic flow and safety. These three technologies and techniques constitute an automated smart traffic flow management system that combines real-time communication to drivers, traffic monitoring with cameras and sensors, and intelligent signal systems.

Implementing this approach will provide I-270 motorists with significant congestion relief and maximize the available budget. The approach addresses recurring congestion by reducing the severity and duration of peak periods, as well as non-recurring congestion by improving safety and providing demand management tools that can help to reduce incident impacts on travel times. As a result, travel time reliability will be improved throughout the corridor.

The following table provides descriptions of the proposed program of roadway improvements:

Improvement	Description
Southbound (SB) 1	**Extend acceleration and deceleration lanes at MD 80:** This improvement consists of two distinct components: extending the length of the deceleration lane for the exit to MD 80 and extending the length of the acceleration lane for the entrance from MD 80. The existing merge location at the MD 80 entrance ramps is an identified bottleneck during the AM peak period. Under this concept, a longer distance for entering traffic to merge is provided. The deceleration lane from southbound I-270 to MD 80 is identified as a frequent crash area. By extending the length of the deceleration lane, vehicles are provided a longer, safer distance to reduce their speeds.
SB 2	**Extend acceleration lane at MD 109:** This improvement involves extending the length of the acceleration lane for the entrance from MD 109 to southbound I-270. The existing acceleration length does not meet AASHTO design guidelines and the reduced speed of entering traffic from MD 109 at the merge with high speed traffic on I-270 contributes to congestion during the AM peak period. This concept provides a longer distance for entering traffic to accelerate and merge.
SB 5A	**Reconfigure exit lanes to I-370:** This improvement involves restriping southbound I-270 approaching the exit to I-370 so the outside lane becomes the right lane on the two-lane exit ramp to I-370. The interior lane next to the right lane on I-270 will become a choice lane for vehicles to exit on the ramp to I-370 or continue south on I-270. In the existing configuration where no choice lane is provided, vehicles in the right lane reduce speed approaching the exit ramp and contribute to congestion on this section of I-270. This concept eliminates the need to develop a deceleration lane for the exit to I-370 and vehicles will not need to slow down on I-270 approaching the exit.
SB 6	**Create auxiliary lane in local lanes south of Shady Grove Road:** This improvement involves creating a third local lane by providing an auxiliary lane between the slip ramps south of Shady Grove Road. The entrance slip ramp from the express lanes will be connected to the first exit slip ramp to the express lanes. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept the auxiliary lane will provide additional capacity at this bottleneck.

Improvement	Description
SB 7	**Create auxiliary lane in local lanes between MD 28 and MD 189:** This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 28 to the exit to MD 189. AM peak period traffic volumes in the local lanes approach capacity of the existing two lane section, resulting in recurring congestion. Under this concept, the auxiliary lane will provide additional capacity between the two interchanges.
SB 10	**Maintain three lanes from I-270 and drop right lane on I-495 at I-270/I-495 merge:** This improvement involves restriping the I-495 outer loop at the merge with the southbound I-270 west spur. Instead of dropping the inside (left) lane from the I-270 spur, the three lanes from I-270 would continue on I-495 and the right lane on I-495 would drop to maintain five lanes. During the AM peak period, recurring congestion at the I-270/I-495 merge results in queues that spill back onto the I-270 west spur. This improvement maintains capacity in three continuous lanes on the I-270 spur, the heavier traffic movement, and provides an expected merge on the right side of the highway with minimal impacts to I-495 outer loop operations approaching the merge.
SB 12	**Create additional travel lane between Montrose Road and Democracy Boulevard:** This improvement consists of restriping southbound I-270 to provide an additional travel lane within the existing typical section from the slip ramp entrance to the express lanes north of Montrose Road to the interchange at Democracy Boulevard on the west spur, a distance of approximately 3.1 miles. The large volume of weaving movements on the section of southbound I-270 between the express/local lane merge and the Y-split interchange results in substantial friction and reduced speeds during the AM peak period. In addition, the I-270 West Spur operates over capacity during the AM peak. Under this improvement, the added travel lane provides additional capacity on southbound I-270 and the I-270 West Spur. This concept uses performance-based practical design principles to continue to provide a right shoulder throughout the concept area.
Northbound (NB) 1	**Create additional travel lane between Democracy Boulevard and Montrose Road:** This improvement involves restriping northbound I-270 to provide an additional travel lane within the existing typical section between the entrance from Democracy Boulevard on the I-270 West Spur to the slip ramp exit to the local lanes just north of Montrose Road, a distance of approximately 2.7 miles. Traffic volumes on this section of northbound I-270 approach capacity of the existing lanes during the PM peak period. Under this improvement, the added travel lane provides additional capacity on the west spur and on the express lanes on northbound I-270.
NB 2	**Create auxiliary lane in local lanes between MD 189 and MD 28:** This improvement involves creating an auxiliary (third) lane in the local lanes by connecting the entrance from MD 189 to the exit to MD 28. This concept also involves restriping the northbound express lanes within the existing typical section to create an auxiliary lane by connecting the entrance slip ramp from the local lanes south of MD 28 with the exit slip ramp to the local lanes north of MD 28. Traffic volumes approach capacity of the existing two local lanes between MD 189 and MD 28 during the PM peak period. Under this improvement, the auxiliary lane provides additional capacity between the two interchanges. On northbound I-270 within the MD 28 interchange, traffic volumes exceed capacity of the existing three general purpose express lanes during the PM peak period. This improvement provides additional capacity in this section.

Improvement	Description
NB 3	**Close loop ramp from NB Shady Grove Road to NB I-270; close slip ramp to express lanes north of Shady Grove Road:** This improvement involves closing the existing loop ramp from northbound Shady Grove Road to northbound I-270. Northbound Shady Grove Road will be reconfigured to provide dual left turn lanes in the median north of the existing bridge over I-270, and a new left turn spur will be constructed at the existing intersection to connect with the existing entrance ramp from southbound Shady Grove Road. The existing configuration of ramp and slip ramp entrances within the Shady Grove Road interchange contributes to considerable friction and recurring traffic congestion during the PM peak period. This improvement eliminates the friction by removing a merge point on northbound I-270. This improvement also involves closing the slip ramp exit from the local lanes on northbound I-270 to the express lanes south of the I-370 interchange. The left (third) local lane that drops at the slip ramp in the existing configuration will be extended to connect with the exit to I-370. PM peak volumes approach capacity of the existing two local lanes between the exit slip ramp and I-370 and there is a short weaving movement between the Shady Grove Road entrance ramp and the exit to the express lanes. These improvements will eliminate the weave and provide additional capacity.
NB 4	**Create auxiliary lane between MD 124 and Watkins Mill Road and between Watkins Mill Road and WB Middlebrook Road:** This improvement consists of two improvements: an auxiliary lane will be provided in the northbound local lanes by connecting the entrance from MD 124 to the exit at the new Watkins Mill Road interchange and an auxiliary lane will be provided along northbound I-270 by connecting the entrance from Watkins Mill Road with the exit to westbound Middlebrook Road (loop ramp). Traffic volumes on northbound I-270 between MD 124 and Middlebrook Road exceed capacity of the existing three general purpose lanes during the PM peak period. Under this improvement, the added travel lane will provide additional capacity in the general purpose lanes.
NB 5	**Extend third lane to Comus Road overpass:** This improvement extends the right (third) lane drop from its current location north of MD 121 to Comus Road, a distance of approximately 0.8 miles. The additional lane will be provided by widening into the median. The lane drop north of MD 121 is a major source of congestion during the PM peak period. Extending the point of the lane drop, including further separating it from the end of the HOV lane will provide more distance for vehicles to merge into the two lane section.
NB 7	**Extend deceleration lane at MD 118:** This improvement involves extending the length of the deceleration lane for the exit to eastbound MD 118. The existing deceleration length is substandard and the exit is identified as a frequent crash area. Extending the deceleration lane will provide additional length for vehicles to slow down off of the through lanes.

The proposed program of technology/ATM improvements are as follows:

Active Traffic Management (ATM) strategies involve the use of technologies to dynamically manage recurring and non-recurring congestion based on prevailing and predicted traffic conditions. The specific ATM strategies proposed for I-270 include:

- **Dynamic speed limits (DSL)**, also known as variable speed limits, to adjust speed limit displays based on real-time traffic, roadway, and/or weather conditions. DSL can be speed advisories or regulatory limits, and they will be applied to an entire roadway segment. This "smoothing" process helps minimize the differences between the lowest and highest vehicle speeds.
- **Queue warning (QW)** to provide real-time displays of warning messages (on DMS) along I-270 to alert motorists that queues or significant slowdowns are ahead. QW is also used to provide additional information to motorists as to why the speed limit is being reduced.

Adaptive Ramp Metering will automatically set the optimum vehicle rate of release at each ramp based on a variety of parameters including mainline traffic flow conditions in the vicinity of the ramp, mainline traffic flow conditions along other segments along I-270 both upstream and downstream of the ramp, queue length at the ramp, and queue lengths at other metered ramps located within the corridor. Time-of-day/day-of week scheduling can be implemented as necessary.

Ramp metering in other states has been shown to reduce mainline congestion and overall delay, while increasing mobility through the freeway network and traffic throughput. Travel times, even when considering time in queue on the ramp, have generally been reduced when ramp metering is implemented. Many regions have experienced increased travel time reliability (reduced variations in day to day travel times) due to ramp metering.

Ramp meters help break up platoons of vehicles that are entering the freeway and competing for the same limited gaps in traffic. By allowing for smooth merging maneuvers, collisions on the freeway can be avoided. Many regions have reported significant reductions in crash rates after implementing ramp metering.

Ramp metering is adaptive to provide effective ramp queue management. This adaptive metering can prevent queues from spilling onto the adjacent arterial and clogging up the local street network with stopped vehicles that are waiting to enter the freeway.

Ramp meters smooth the flow of traffic entering the freeway so vehicles can merge with mainline traffic with minimal disruption to traffic flow. Eliminating prolonged periods of stop and go conditions due to congestion can reduce vehicle emissions and fuel consumption on the freeway. Though difficult to measure, many regions have attributed reductions in carbon emissions and fuel consumption to ramp metering implementation.

Virtual Weigh Stations (VWS) are used to pre-screen trucks at highway speeds for weight and height violations. Scaling equipment embedded in the pavement of the travel lanes and adjacent height sensors measure the weight and height of a vehicle and an infrared camera photographs the vehicle and the license plate. Within seconds, a report is transmitted wirelessly to the computer of an enforcement officer located downstream of the VWS so the officer can determine if the vehicle is violating any regulations. If the vehicle is in violation, the officer can choose to pull over the vehicle for inspection and/or static weighing.

Transit

The proposed improvements will not only benefit the vehicles utilizing I-270, but transit routes, such as WMATA's Metrobus I-270 Express Line. Transit routes utilizing I-270 will see reduced travel time and increased travel time reliability which will provide better service to riders along with the potential ability to increase the number of service trips without the need for additional buses.

Schedule

Improvements with no environmental, right-of-way or utility impacts are generally scheduled for design completion within 6 to 12 months from Notice to Proceed (NTP). Improvements requiring more rigorous regulatory agency review, or with utility impacts, are scheduled for design completion within 12 to 18 months from NTP. Construction is expected to begin as early as winter of 2017-2018, and be completed by the end of 2019.

Federal Environmental Review (NEPA) Process

The program of improvements will likely be implemented as a series of distinct and separate projects. This approach affords the opportunity to streamline the process ensuring swift approvals. The design-builder will support MDOT by recommending an appropriate purpose and need addressing logical termini and critical elements such as noise analysis and Section 4(f)/park land coordination. The MDOT will ensure that all stakeholders are involved throughout the process. Also, coordination will occur with the environmental regulatory agencies. Any impacts that are unavoidable in the design process will be mitigated as required by environmental regulatory agencies.

Transportation Management Plan

Consistent with MDOT's commitment to keeping traffic flowing during construction in a safe and efficient manner, a Transportation Management Plan (TMP) will be developed with stakeholder input, including input from local jurisdictions, emergency responders, transit service providers, etc.

Coordination with Other Projects

The program of improvements is fully compatible with the Watkins Mill Interchange, located about 2,000 feet north of the I-270/MD 124 interchange. No modifications to I-270/Watkins Mill Interchange configuration are proposed; however, ramp meters will be evaluated to be added to the project. Along northbound I-270, an auxiliary lane between MD 124 and Middlebrook Road will be constructed. Some of this pavement will overlap pavement to be constructed as part of the Watkins Mill Interchange. It will be necessary to coordinate construction schedules between the two projects to determine the most effective manner to complete construction.

Public Involvement

A comprehensive Public Involvement Plan (PIP) will be provided. The plan will include regular progress updates, public meetings, displays to communicate proposed improvements, a website, etc. The project includes Maryland's first application of adaptive ramp metering as part of an active traffic management system; therefore, public education will be an important component of the PIP to familiarize the public with the technology and how to safely and efficiently navigate the new system in accordance with traffic laws.

Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 25, 2017

The Honorable Bridget Donnell Newton, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requested an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) on April 12, 2017. This change required an air quality conformity analysis to include construction of the I-270 Innovative Congestion Management Project. One of the project elements was left out of the official project amendment submission, and we are requesting that this element be added to the project inputs for the air quality conformity analysis and added to the information out for public comment.

The proposed amendment to add the 1-270 Innovative Congestion Management Project as a new CLRP project (CLRP #3564) is missing the following project element:

- Southbound 8 (SB 8): Reconfigure local lanes between MD 189 and Montrose Road. This improvement involves developing a third lane in the local lanes by connecting the entrance ramp from MD 189 with the exit ramp to Montrose Road. The existing inside (left) local lane becomes a dedicated exit at the slip ramp to the express lanes north of Montrose Road and two lanes continue to the exit to Montrose Road. AM peak period traffic volumes in the local lanes exceed capacity of the existing two lane section, resulting in reduced speeds and queuing. Under this concept, the third lane provides additional capacity between the two interchanges.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414, or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you.

Sincerely,

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

APPENDIX B

Scope of Work

National Capital Region
Transportation Planning Board

AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN

SCOPE OF WORK

I. INTRODUCTION

The Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) have requested an amendment to the 2016 Constrained Long Range Plan (CLRP). The VDOT update includes the construction of an additional off-ramp from the I-95 High Occupancy Toll (HOT) lanes in southern Prince William County, and modifications to the I-66 Outside the Beltway HOT lanes project (two alternatives). The MDOT update involves a change in the completion date for the construction of a new Governor Harry Nice bridge in Charles County, Maryland. The proposed changes affect the air quality conformity analysis, and will therefore require a new demonstration of air quality conformity before they can be adopted as Plan elements by the Transportation Planning Board (TPB).

VDOT is proposing to construct an additional northbound off-ramp from the I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project to reflect changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT allowed bidders to either provide a proposal for the CTB's preferred alternative, or to provide a proposal with variations to the CTB's preferred alternative. The winning bidder proposed modifications to the CTB's preferred alternative, which VDOT is proposing to include in the CLRP as the first alternative. VDOT and the developer are also considering some additional access points, and are requesting that the TPB include a second alternative in the air quality conformity analysis. The Access Update Option A reflects the winning bidder's technical proposal. The Access Update Option B includes the access points in Option A, plus the potential additional access points that are currently under consideration by the developer and VDOT.

The MDOT project involving the construction of a new 4-lane Governor Harry Nice bridge to replace the current 2-lane structure is already included in the current 2016 Constrained Long Range Plan (CLRP). MDOT is proposing modifications to the construction timeline to reflect a completion date of 2023 instead of 2030.

This scope of work reflects the tasks and schedule designed for the air quality conformity analysis leading to adoption of the plan amendment on October 18, 2017. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NOx) as ozone precursor pollutants).

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA

and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. FEDERAL REQUIREMENTS

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions
2. Provide expeditious implementation of TCMs
3. Contribute to annual emissions reductions.

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

CONFORMITY CRITERIA & PROCEDURES	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

§ 93.110 Criteria and procedures: Latest planning assumptions - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

§ 93.111 Criteria and procedures: Latest emissions model - The conformity determination must be based on the latest emission estimation model available.

§ 93.112 Criteria and procedures: Consultation – The Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

§ 93.113 Criteria and procedures: Timely implementation of TCMs - The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

§93.114 Criteria and procedures: Currently conforming transportation plan and TIP - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

§93.115 Criteria and procedures: Projects from a plan and TIP - The project must come from a conforming plan and program.

§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

§93.118 Criteria and procedures: Motor vehicle emissions budget - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets - The FHWA/FTA project must satisfy the interim emissions test(s).

Assessment Criteria:

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the most recently approved 8-hour ozone area VOC and NOx mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

III. POLICY AND TECHNICAL APPROACH

The table below summarizes the key elements of the Policy & Technical Approach:

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	Budget Test: Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.
Vehicle Fleet Data	2014 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.0
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond MD: All HOV facilities remain HOV2+ through 2040
Transit Constraint	Metrorail "capacity constraint" procedures - 2020 constrains later years
Analysis Years	2025, 2030, 2040 for Alternatives A and B
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.66 or latest

IV. CONSULTATION

A 30-day comment / interagency consultation period followed by response to comments will be provided for the following milestones:

- Project review & air quality conformity scope of work
- Conformity report

V. WORK TASKS

The work tasks associated with the VDOT and MDOT 2016 CLRP Amendment air quality conformity analysis are as follows:

1. Prepare forecast year highway and transit networks:
   - 2025, 2030, 2040 for Options A and B

2. Execute travel demand modeling
   - 2025, 2030, 2040 for Options A and B

3. Estimate Mobile Emissions
   - 2025, 2030, 2040 for Options A and B

4. Analyze and summarize results

5. Assess conformity and document results in a report

   - Document methods
   - Draft conformity report
   - Forward to technical committees, policy committees
   - Make available for public and interagency consultation
   - Receive comments
   - Respond to comments and present to TPB for action
   - Finalize report and forward to FHWA, FTA, and EPA

SCHEDULE: OFF-CYCLE CONFORMITY ANALYSIS FOR THE VDOT AND MDOT AMENDMENT to the 2016 Constrained Long Range Plan (CLRP)

March 3	Tech Committee is briefed on off-cycle conformity analysis: Project inputs and draft Scope of Work
March 9	Project inputs and draft Scope of Work released for **30-day comment period**
March 29*	TPB is briefed on project inputs and draft Scope of Work
April 8	Comment period ends
April 19*	TPB reviews comments and is asked to approve project inputs and draft Scope of Work
September 8	Technical Committee reviews VDOT and MDOT Amendment to the 2016 CLRP and draft conformity analysis
September 14	VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis are released for **30-day comment period** at Citizens Advisory Committee (CAC) meeting
September 20*	TPB is briefed on the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis
October 14	Comment period ends.
October 18*	TPB reviews comments and responses to comments, and is presented with the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis for adoption.

* Regularly scheduled TPB meeting.

APPENDIX C

Interagency Consultation and Public Involvement Process

TPB Consultation and Public Comment Opportunities for the Air Quality Conformity Analysis of the VDOT and MDOT amendment to the 2016 CLRP

The following lists TPB consultation and public comment opportunities during the air quality conformity analysis:

- March 3th, 2017 – TPB Technical Committee presentation on a draft scope of work for an air quality conformity assessment for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include project and funding updates for projects in Northern Virginia;
- March 9th, 2017 – Project inputs and draft scope of work released for 30-day public comment that concluded on April 8th, 2017 and documents posted on web;
- March 10th, 2017 – Monthly conformity consultation letter referenced the proposed draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects requested by Maryland Department of Transportation (MDOT) and Virginia Department of Transportation (VDOT);
- March 15th, 2017 – Opportunity for the public comment at the TPB meeting;
- March 15th, 2017 – TPB presentation on the draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects as requested by MDOT and VDOT;
- March 24th, 2017 – MWAQC Technical Advisory Committee (TAC) presentation on draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment and the FY2017-2022 TIP to include the projects requested by MDOT and VDOT;
- April 7th, 2017 – TPB Technical Committee presentation on public comments and summary of public comments to date regarding the proposed off-cycle amendment to the 2016 CLRP and the air quality conformity analysis for the amendment to the 2016 CLRP and 2017-2022 TIP;
- April 12th, 2017 – Monthly conformity consultation letter referenced the proposed draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP Amendment off-cycle and the FY2017-2022 TIP to include the projects as requested by MDOT and VDOT. In addition, MDOT has requested an amendment to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495 that requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis;
- April 19th, 2017 – Opportunity for the public comment at the TPB meeting;

- April 19th, 2017 – TPB presentation on the comments received and approval of the project submissions for the off-cycle air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP as requested by MDOT and VDOT. Another presentation to the TPB was a notice item requested by MDOT for an additional amendment to the 2016 CLRP to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495.This amendment requires an air quality conformity analysis and this analysis can occur as of part of the off-cycle conformity analysis. A 30-day public comment period that ends on May 13, 2017;
- May 5th, 2017 – TPB Technical Committee presentation on the I-270 Innovative Congestion Management project and summary of public comments to date regarding the proposed off-cycle air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP;
- May 12th, 2017 – Monthly conformity consultation letter reference MDOT I-270 Innovative Congestion Management project submitted for inclusion in an air quality conformity analysis for the amendment to the 2016 CLRP and FY2017-2022 TIP, which was released for a 30-day public comment period that ended May 13;
- May 17th, 2017 – Opportunity for the public comment at the TPB Meeting;
- May 17th, 2017 – TPB responded to comment received during public comment period and approved to accept the MDOT I-270 Innovative Congestion Management project for inclusion in the air quality conformity analysis for the Amendment to the 2016 CLRP and FY2017-2022 TIP;

National Capital Region
Transportation Planning Board

April 12, 2017

TO: Transportation Planning Board
(United States Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, Metropolitan Washington Air Quality Committee, Air Quality Public Advisory Committee, and Transportation Planning Board Citizens Advisory Committee)

FROM: Kanti Srikanth, COG Transportation Planning Director

SUBJECT: Consultation with respect to TPB Plans and Programs

Enclosure:
1) Agenda for April 19, 2017 TPB meeting

This memo transmits the agenda for the April TPB meeting, which is relevant to TPB consultation with respect to air quality conformity. Materials associated with each agenda item are available on the TPB web site www.mwcog.org under *Dates and Events*. As always, you are welcome to attend the TPB meetings (and/or any meetings of the TPB committees and their subcommittee). A schedule of monthly meetings is listed in the Calendar of Events in *TPB NEWS*.

The April TPB agenda items relevant for transportation conformity and consultation are identified below.

Item 8 is an action item in which the Board will be asked to approve three Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) projects submitted for inclusion in an out-of-cycle air quality conformity analysis for an amendment to the 2016 Constrained Long Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program (TIP). The projects were released for a 30-day public comment period that ended April 8th. The Board will be briefed on the comments received and recommended responses.

Item 9 is an action item in which the Board will be asked to approve a proposed draft scope of work for an air quality conformity analysis for an amendment to the 2016 CLRP to include the projects described in item 8, as requested by VDOT and MDOT. At its March 29th meeting the Board was briefed on the draft scope of work, which was released for a 30-day public comment period that ended April 8th. The Board will be briefed on the comments received.

Item 11 is an action item in which the Board will be asked to amend the FY 2017-2022 TIP to add two new projects, as requested by VDOT. These projects are the I-66 Outside the Beltway project and the I-395 Express Lanes Northern Extension. These projects are already included in the air quality conformity analysis of the 2016 CLRP Amendment.

Item 12 is action item in which the Board will be asked to approve a letter to the Metropolitan Washington Air Quality Committee (MWAQC) with recommendations related to motor vehicles emissions budgets. MWAQC is preparing a request to EPA for redesignation of the Washington, DC-MD-VA non-attainment area to attainment status for the 2008 ozone standard, along with a maintenance plan demonstrating compliance with the 2008 ozone standard through 2030. The Board will be briefed on the ozone maintenance plan and on the establishment of motor vehicle emissions budgets in the plan.

Item 15 is a notice item in which the Board will be briefed on a proposed amendment to the 2016 CLRP. MDOT has requested an additional amendment to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495. This amendment requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis as identified in Item 9. Following a 30-day public comment period which ends on May 13, the Board will be asked to approve this project submission at the May 17 meeting.

National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

Wednesday, April 19, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

SPECIAL WORK SESSION

2:15 P.M. – 4:00 P.M. Meeting of the Long-Range Plan Task Force
(Walter A. Scheiber Board Room)

AGENDA

12:00 P.M. **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.

12:20 P.M. **2. APPROVAL OF THE MINUTES OF THE MARCH 29, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman

- Minutes from the March 29, 2017 Meeting

12:25 P.M. **3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman

- Technical Committee Highlights

12:30 P.M. **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman

12:40 P.M. **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director

This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.

- Steering Committee Actions and Report of the Director

12:45 P.M. **6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

ACTION ITEMS

12:50 P.M. **7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2017 PROCLAMATION**
Nicholas Ramfos, TPB Operations Programs Director

In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 86 locations in the region for Friday May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

Action: Approve the Bike to Work Day 2017 Proclamation.

- Approve the Bike to Work Day 2017 Proclamation
- Presentation - Approve the Bike to Work Day 2017 Proclamation

1:00 P.M. **8. REVIEW OF COMMENTS RECEIVED AND APPROVAL OF VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) AND MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) PROJECT SUBMISSIONS FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
Andrew Austin, TPB Transportation Planner

At the March 29 meeting, the board was briefed on the three VDOT and MDOT projects submitted for inclusion in an air quality conformity analysis for the Amendment to the 2016 Constrained Long-Range Plan (CLRP) and FY 2017-2022 TIP, which were released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis.

Action: Adopt Resolution R20-2017 to approve the project submissions for inclusion in the out-of-cycle air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP.

- Approve project submission for inclusion in the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

1:10 P.M. **9. BRIEFING ON DRAFT SCOPE OF WORK FOR THE OUT-OF-CYCLE AIR QUALITY CONFORMITY ANALYSIS FOR THE AMENDMENT TO THE 2016 CLRP AND THE FY 2017-2022 TIP**
Jane Posey, TPB Transportation Engineer

At the March 29 meeting, the board was briefed on the draft scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP which was released for a 30-day public comment period that ended April 8. The board will be briefed on the comments received and recommended responses, and asked to approve the scope of work for the air quality conformity analysis.

Action: Approve the scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

- Approve the scope of work for the air quality conformity analysis for the Amendment to the 2016 CLRP and FY 2017-2022 TIP

1:15 P.M. **10. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2018 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS**
John Swanson, TPB Transportation Planner

A portion of the federal Transportation Alternatives Set Aside Program (also referred to as the Transportation Alternatives Program) is sub-allocated to the TPB for project selection in Northern Virginia. The board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2018 project solicitation conducted by the Virginia Department of Transportation, and asked to approve the recommended projects.

Action: Adopt Resolution R21-2017 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018.

- Approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018
- Presentation - Approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Northern Virginia for FY 2018

1:30 P.M. **11. APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO ADD NINE NEW PROJECTS TO THE FY 2017-2022 TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**
Rene'e Hamilton, VDOT

VDOT has requested an amendment to add the I-66 Outside the Beltway project and the I-395 Express Lanes Northern Extension and related projects to the FY 2017-2022 TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment. On April 7, 2017, the Steering Committee reviewed the amendment and recommended approval.

Action: Approve Resolution R22-2017 to amend the FY 2017-2022 TIP

- Approve the amendment the FY 2017-2022 TIP as Requested by VDOT

1:35 P.M. **12. BRIEFING ON OZONE MAINTENANCE PLAN AND APPROVAL OF LETTER TO MWAQC WITH RECOMMENDATIONS RELATED TO MOTOR VEHICLE EMISSIONS BUDGETS**
Jane Posey, TPB Transportation Engineer

The Metropolitan Washington Air Quality Committee (MWAQC) is preparing a request to EPA for redesignation of the Washington, DC-MD-VA non-attainment area to attainment status for the 2008 ozone standard, along with a maintenance plan demonstrating compliance with the 2008 ozone standard through 2030. The board will be briefed on the ozone maintenance plan and on the establishment of motor vehicle emissions budgets in the plan.

Action: Approve letter to the Metropolitan Washington Air Quality Committee

providing recommendations related to the establishment of motor vehicle emissions budgets in the ozone maintenance plan

- Approve letter to MWAQC with recommendations related to motor vehicle emissions budgets
- Presentation - Briefing on the Ozone Redesignation Request and Approve letter to MWAQC with recommendations related to motor vehicle emissions budgets

INFORMATION ITEMS

1:40 P.M. **13. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT**

Eric Randall, TPB Transportation Engineer

The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for setting targets for transit asset management, by providers of public transportation and by metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region will be presented. In May, the board will be asked to adopt transit asset management targets for the region.

- Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management
- Presentation - Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management

1:50 P.M. **14. LONG-RANGE PLAN TASK FORCE STATUS REPORT**

Bridget Donnell Newton, TPB Chairman

In March, the board formally established the Long-Range Plan Task Force and charged it to accomplish several activities. The Task Force met on April 10 and discussed regional goals and challenges. The board will be updated on the schedule and progress made to date of the task force activities.

- Long-Range Plan Task Force status report

NOTICE ITEM

1:55 P.M. **15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP), AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

Lyn Erickson, TPB Plan Development and Coordination Program Director

As described in the attached materials, MDOT has requested an additional amendment to the 2016 CLRP to include the construction and implementation of the I-270 Innovative Congestion Management project between I-70 and I-495. An amendment to include this project in the Plan requires an air quality conformity analysis and this analysis can occur as part of the off-cycle conformity analysis as identified in Item 9. Following a public comment period which ends on May 13, 2017, the Board will be asked to approve this project submission at the May 17, 2017 meeting. The draft conformity results for all of the projects are scheduled to be released for public comment on September 14, 2017 and the TPB is

scheduled to adopt the entire plan amendment and conformity analysis at its October 18, 2017 meeting.

- Notice of Proposed Amendment to the 2016 CLRP as requested by MDOT and MDOT

2:00 P.M. **15. ADJOURN**

The next meeting is scheduled for May 17, 2017.

MEETING AUDIO

Stream live audio of TPB meetings and
listen to recorded audio from past meetings at:
www.mwcog.org/TPBmtg

TPB March 29, 2017 Meeting Public Comment Period

Concerned Northern Virginia residents spoke out against proposed changes to VDOT's I-66 plans

People living near I-66 in Northern Virginia spoke during the public comment period at the TPB's March 29 meeting to oppose changes to a Virginia Department of Transportation (VDOT) plan to add Express Lanes to I-66 outside the Capital Beltway. The proposed changes would significantly increase the height of new overpass ramps at the interchange between I-66 and the Capital Beltway and Gallows Road and Nutley Street, the commenters said.

the first speaker, said she represented hundreds of nearby residents who oppose the design changes. She explained that VDOT had previously removed the higher design heights from consideration after public feedback and should not be allowed to go back on their promises to residents.

"You should know that these two ramps were originally eliminated by VDOT's own designers during the public discussion process," Heier said. "We are concerned, and frankly disheartened, to see them reintroduced by the private partner and want assurances that the public's concerns and VDOT's promises to the public are being kept," she added.

Heier also criticized the state for not reaching out to the public or elected officials with information on the proposed change before coming to the TPB for approval.

"Despite very high public interest in this project, we received zero communication from VDOT that such changes were being considered," Heier said. "And we later learned that our state and county representatives had not been notified either. But they know now."

Board member **Linda Smyth** (Fairfax County) was one of the officials not briefed by the agency.

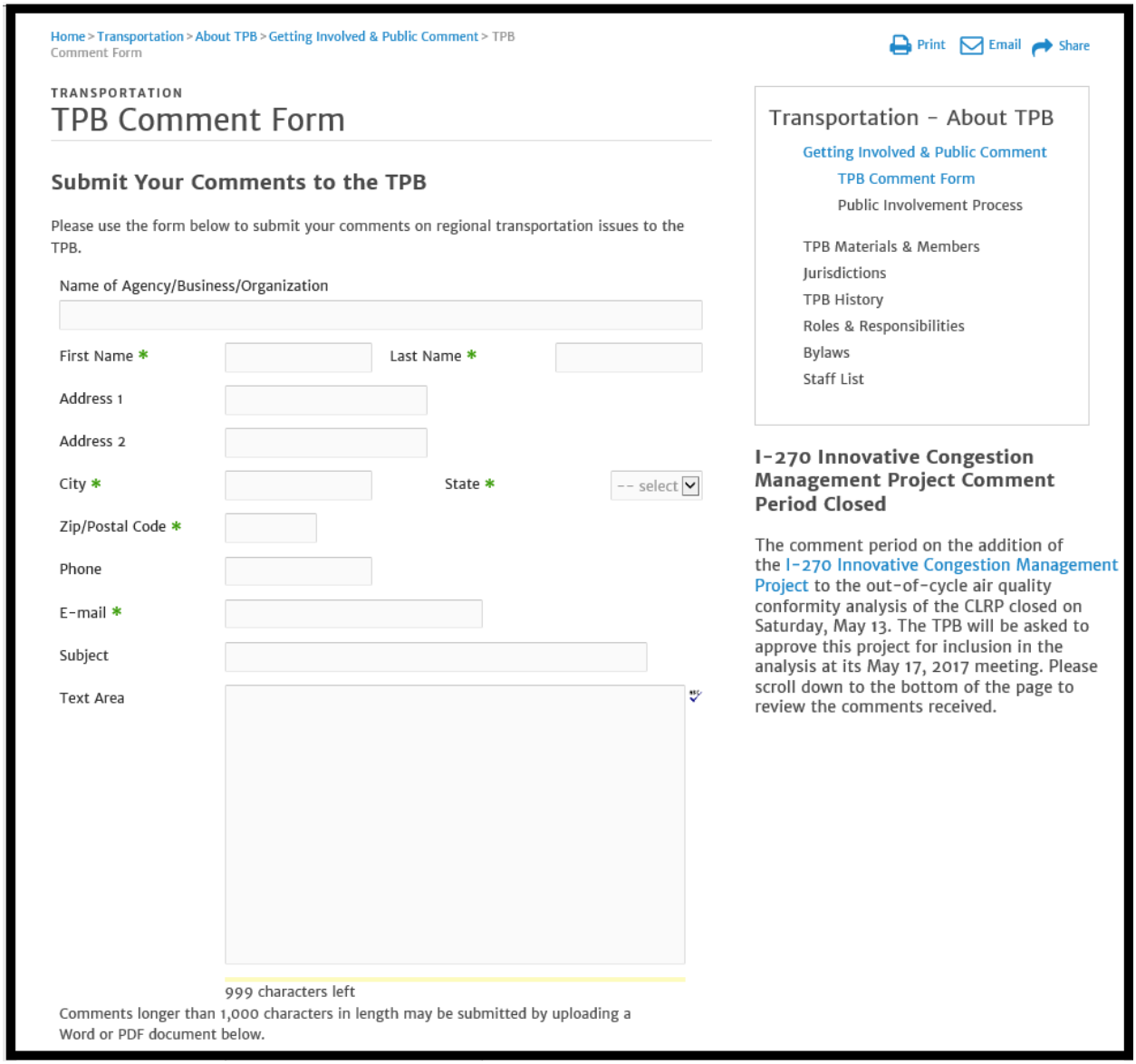
"What the public speakers had to say today is actually quite accurate," Smyth said. "The Fairfax County Board of Supervisors has not been briefed. I have not been briefed. The state delegates have not been briefed. And these changes are significant," she said.

Board member and VDOT representative **Rene'e Hamilton** assured Smyth that officials and the public would be brought into the process. "We are not MIA on this process," she said. "We have a new partner who is just moving into the region. They have not really done any detailed design plans yet. We will be getting with the public and with the elected officials on this."

Hamilton said that the agency has scheduled a series of three public information meetings for the week of June 12, though designs will be made public well in advance of that and agency representatives will be meeting with community groups. She said, too, that the final public hearing on the designs will take place in the fall of this year.

"We will be doing a NEPA reevaluation on everything, related to any access points that will be identified to move forward as we go into the public process."

TPB Public Comment Period
April 13 – May 13, 2017



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TPB Public Comment Period
April 13 – May 13, 2017

Comments Received

Use the searchable form below to review comments received on the addition of the I-270 Innovative Congestion Management Project to the out-of-cycle air quality conformity analysis of the CLRP.

Comments on Project Submissions Submissions

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- ○ I-270 Innovative Congestion Management Project
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Name of Agency/Business/Organization:

Subject:

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This comment is being submitted on behalf of:	This comment pertains to:	Name of Agency/Business/Organization	First Name	Last Name	City	State	Zip/Postal Code	Subject	File Upload
An Individual	I-270 Innovative Congestion Management Project				Frederick	Maryland	Frederick	I-270 Innovative Congestion Management Project	No file uploaded.

Comments:
This project is imperative to the economic prosperity of our region! It is currently one of the most congested roads in the country. In order to support regional economic strength and open Frederick and Montgomery markets to expansion, this project MUST be expedited!

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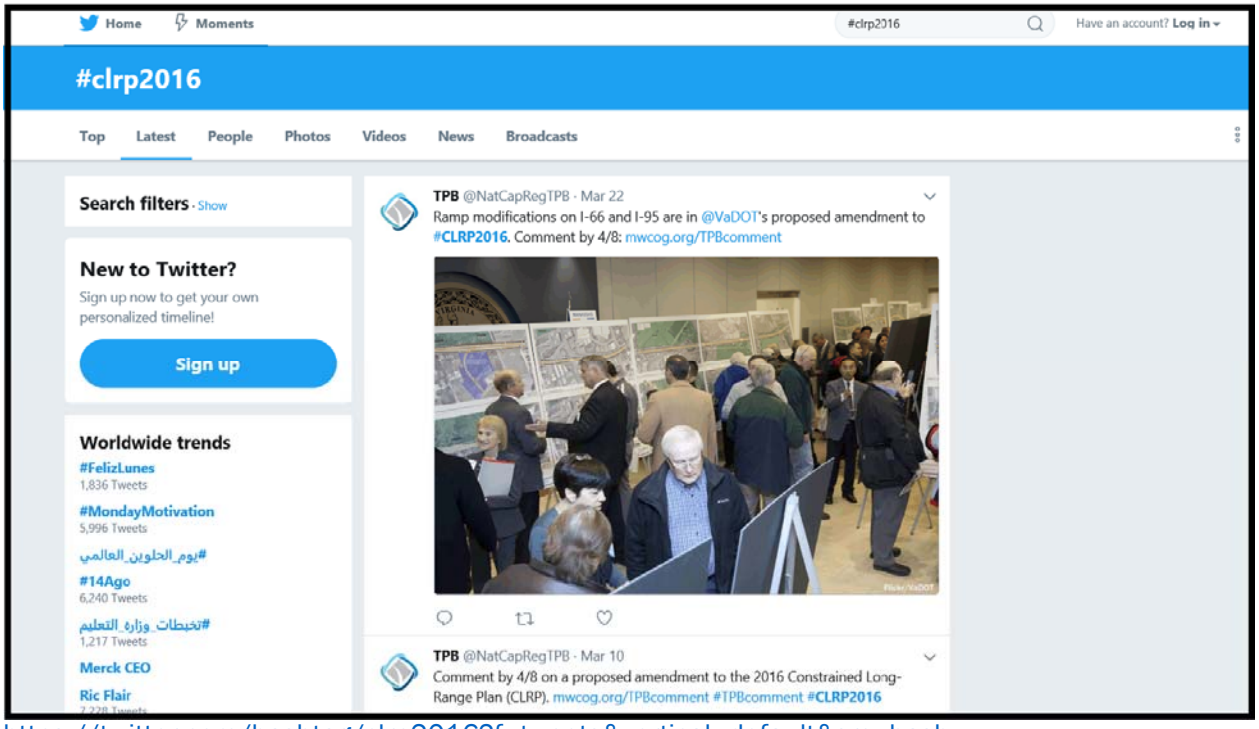
March 22, 2017 Public Meeting



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TPB NEWS

Controversial I-66 ramp changes advance—with assurances of more public consultation

Apr 25, 2017

A new ramp configuration proposed by VDOT as part of its I-66 Express Lanes project sparked sharp criticism from nearby residents at the April 19 TPB meeting. The board sought assurances from VDOT for more consultation before the ramp design is finalized. (Flickr/VaDOT)

The Transportation Planning Board met on **Wednesday, April 19**, and took action on several items, including a proclamation of this year's regional Bike to Work Day event and selecting several bicycle and pedestrian projects in Northern Virginia to receive federal funding.

Much of the meeting was spent discussing a new ramp configuration proposed by VDOT as part of its plan to add Express Lanes to I-66 outside the Capital Beltway. The proposed configuration has drawn sharp criticism from nearby residents as well as elected officials representing the affected communities.

At its April 19 meeting, the TPB gave its conditional approval to a controversial change in the design of a new ramp planned as part of the I-66 Express Lanes project in Northern Virginia.

The proposed design change, made public by the Virginia Department of Transportation (VDOT) in March, would significantly increase the height of a ramp planned near the Dunn Loring Metro station—a change VDOT says is necessary to avoid having to relocate a Metro power sub-station.

MORE: Get all the details about the proposed design change

People who live nearby say the design change would cause the ramp to tower over their homes, an elementary school, and public shopping areas, irreversibly changing the visual character of the area for the worse and bringing more noise and air pollution to their communities.

"Where was the public input in the design process?"

Nine people opposed to the change attended the TPB's April meeting and voiced a range of concerns about the new ramp design. Many also expressed a concern about the lack of public consultation in the design process. One of those was **Deanna Heier**, who first spoke about the design changes at the TPB's March meeting.

"You should know that these two ramps were originally eliminated by VDOT's own designers during the public discussion process," Heier said in March. "We are concerned, and frankly disheartened, to see them reintroduced by the private partner and want assurances that the public's concerns and VDOT's promises to the public are being kept," she added.

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