

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

**RESOLUTION FINDING THAT AN AMENDMENT TO THE 2010 CONSTRAINED
LONG RANGE PLAN (CLRP) TO MODIFY THE I-95/395 HOV/HOT LANES
PROJECT, WIDEN I-66 BETWEEN US 29 AND ROUTE 15, AND ADD A RAMP
FROM THE HOV LANES OF I-395 TO SEMINARY ROAD CONFORM WITH THE
REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990,
APPROVING AN AMENDMENT TO 2010 CLRP TO INCLUDE THESE PROJECTS,
AND APPROVING AN AMENDMENT TO THE FY 2011-2016 TIP TO INCLUDE
FUNDING FOR THE I-66 PROJECT AS REQUESTED BY THE VIRGINIA
DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, on November 17, 2010, the TPB adopted resolution R6-2011 approving the 2010 CLRP; and

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, at the February 16, 2011 TPB meeting, notice was provided that VDOT had requested an amendment to the 2010 CLRP to remove the I-95/395 HOV/HOT lanes project and its components in its entirety, add a HOV/HOT lanes project on I-95 between I-495 and Garrisonville Road/Route 610 in Stafford County, and add a reversible one-lane ramp from the HOV lanes of I-395 to and from Seminary Road, and in a letter of March 4, 2011 VDOT requested that the widening of I-66 HOV and general purpose lanes between

US 29 and Route 15 also be included in this amendment to the 2010 CLRP; and

WHEREAS, information on the project submissions for this amendment and a draft air quality conformity analysis scope of work were released for a 30-day public comment period on February 10; and

WHEREAS, at its March 16, 2011 meeting, the TPB was briefed on the comments received and recommended responses, and adopted Resolution R15-2011 to approve the three project submissions for the air quality conformity assessment for the amendment to the 2010 CLRP and associated conformity assessment scope of work; and

WHEREAS, in a letter of June 14, 2011, VDOT provided additional details for the financial plan for the three projects that demonstrates that the forecast revenues reasonably expected to be available are sufficient to implement the projects, and this financial plan information is included in the air quality conformity report dated June 15, 2011; and

WHEREAS, at the June 15, 2011 meeting, the TPB was briefed on the draft conformity analysis for this amendment to the 2010 CLRP, and the draft conformity results for the amendment and financial plan information for the projects were released for a 30-day public comment period and inter-agency review; and

WHEREAS, in the attached July 1, 2011 letter, VDOT requested that the FY 2011-2016 TIP be amended to include FY 2011 construction funding for the I-66 project; and

WHEREAS, at its July 20 meeting, the TPB was briefed on comments received and recommended responses on the draft conformity results for the 2010 CLRP amendment, the proposed amendment and financial plan information for the projects; and the amendment to the FY 2011-2016 TIP to include FY 2011 construction funding for the I-66 project; and

WHEREAS, the analysis reported in *Air Quality Conformity Assessment Virginia Department of Transportation Amendments to the 2010 Constrained Long Range Plan for the Washington Metropolitan Region*, dated July 15, 2011 demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, carbon monoxide and fine particle emissions (PM_{2.5}), and demonstrates that PM_{2.5} emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan amendment with the requirements of the CAAA; and

WHEREAS, in the attached letter of June 22, 2011, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the *Air Quality Conformity Determination of the 2010 Constrained Long Range Plan Amendments for the Washington Metropolitan Region*, and also continued to “strongly urge state and local

governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new tighter ozone and particulate matter standards as soon as possible.”;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

- determines that an amendment to the 2010 Constrained Long Range Plan to remove the I-95/395 HOV/HOT lanes project and its components in its entirety, add a HOV/HOT lanes project on I-95 between I-495 and Garrisonville Road/Route 610 in Stafford County, widen I-66 to 8 lanes including HOV lanes between US 29 and Route 15, and add a reversible one-lane ramp from the HOV lanes of I-395 to and from Seminary Road conforms to all requirements of the Clean Air Act Amendments of 1990;
- approves an amendment to the 2010 CLRP to include these projects; and
- approves an amendment to the FY 2011-2016 TIP to include FY 2011 funding for the I-66 project, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on July 20, 2011