ITEM 14 – Notice
March 15, 2017

Notice of Proposed Amendment to the
2016 Constrained Long Range Plan (CLRP),
As Requested by the Virginia Department of Transportation (VDOT)
and the Maryland Department of Transportation (MDOT)

Staff Recommendation: Review proposed project submissions as an amendment to the 2016 CLRP

Issues: None

Background: As described in the attached materials, VDOT and MDOT have requested an amendment to the 2016 CLRP to update the I-66 outside the Beltway project, to add a new exit ramp from the northbound HOT lanes directly to Russell Rd in southern Prince William County, and to change the year of completion of the Governor Nice Bridge replacement in Charles County, MD from 2030 to 2023.

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: March 9, 2017

The Transportation Planning Board (TPB) approved the 2016 Constrained Long-Range Transportation Plan (CLRP) Amendment on November 16, 2016. The next scheduled update of the CLRP will occur in 2018. Since there is no scheduled update of the CLRP planned to occur before 2018, and the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) have projects that have progressed to a point where a CLRP update is needed in 2017, VDOT and MDOT have requested an amendment to the 2016 CLRP for three projects. The proposed changes are relatively minor, but will affect the Air Quality Conformity Analysis, and will therefore require a new demonstration of air quality conformity before they can be incorporated into the CLRP. This "off-cycle" conformity analysis is being requested so that the projects can remain on schedule. VDOT and MDOT will pay for this analysis out of their Technical Assistance portion of the 2017 Unified Planning Work Program.

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.

OPPORTUNITY FOR PUBLIC COMMENT

On March 9, 2017, the TPB released the projects and scope of work for a 30-day public comment period which will conclude at 11:59 P.M. on Saturday, April 8. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org

- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
  777 North Capitol Street, NE, Suite 300
  Washington, DC 20002-4239

The TPB will be asked to approve the proposed amendment for inclusion in the Air Quality Conformity Analysis of the CLRP at the April 19 meeting. A second comment period will be held in September 2017 after the results of the Air Quality Conformity Analysis have been finalized. The TPB will be asked to approve the Air Quality Conformity Analysis and the 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: ☒ 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-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).

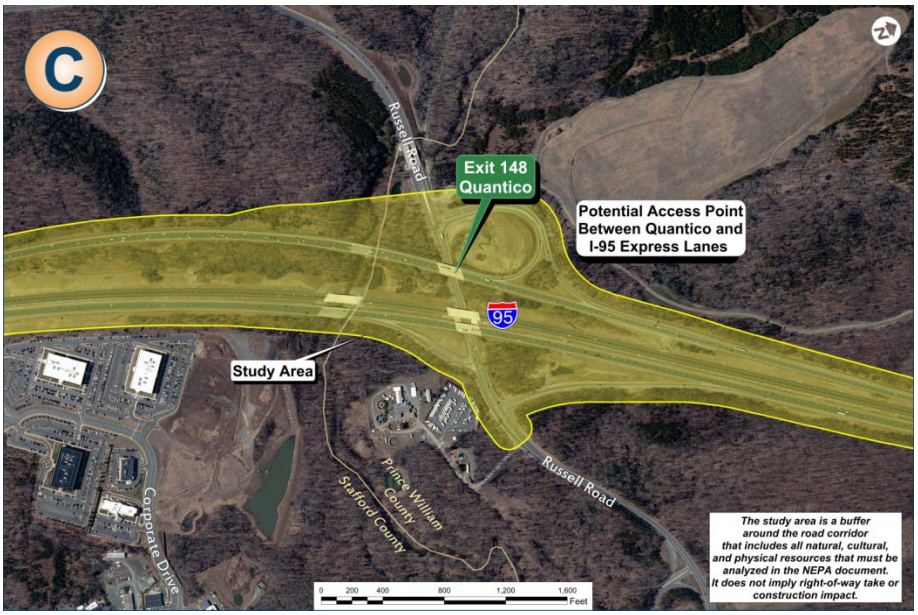
As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10- mile extension of the I-95 Express 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

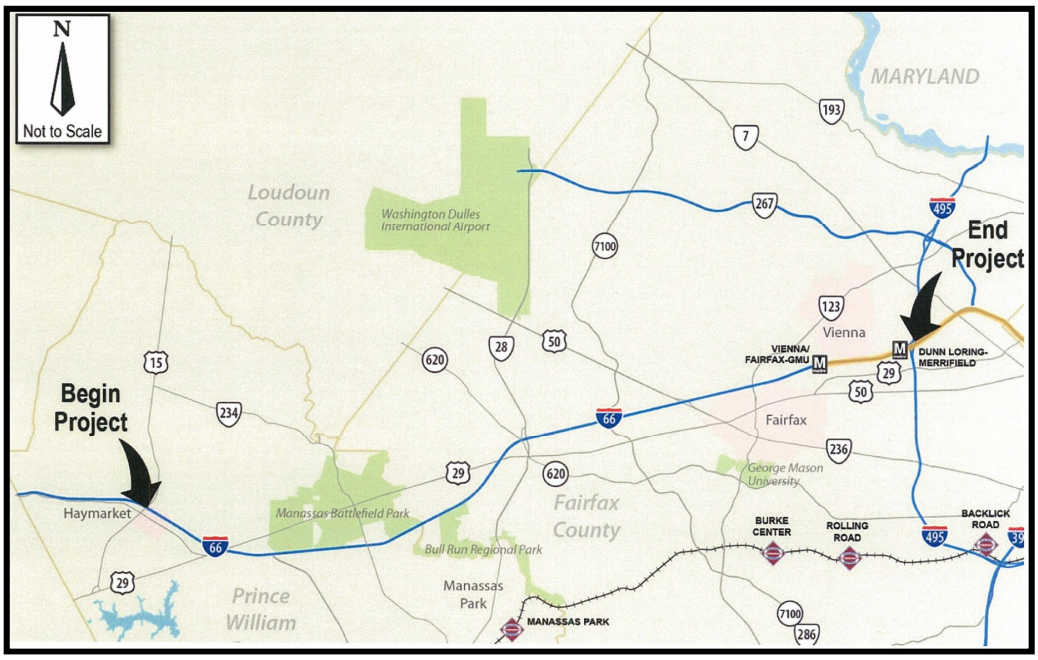
5. Category:
   X System Expansion; ☐ System Maintenance; **X** Operational Program;
   ☐ Study; ☐ Other

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":

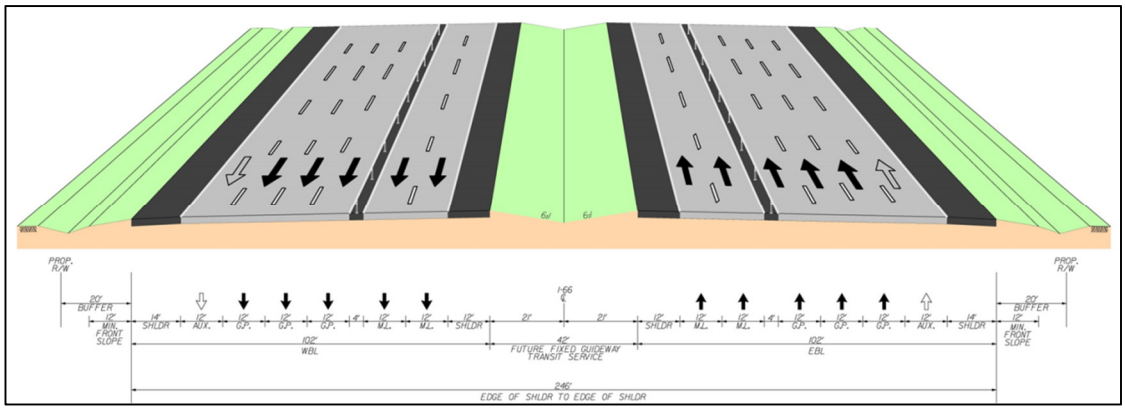
Includes all access points in Access Update Option A plus:

- *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*

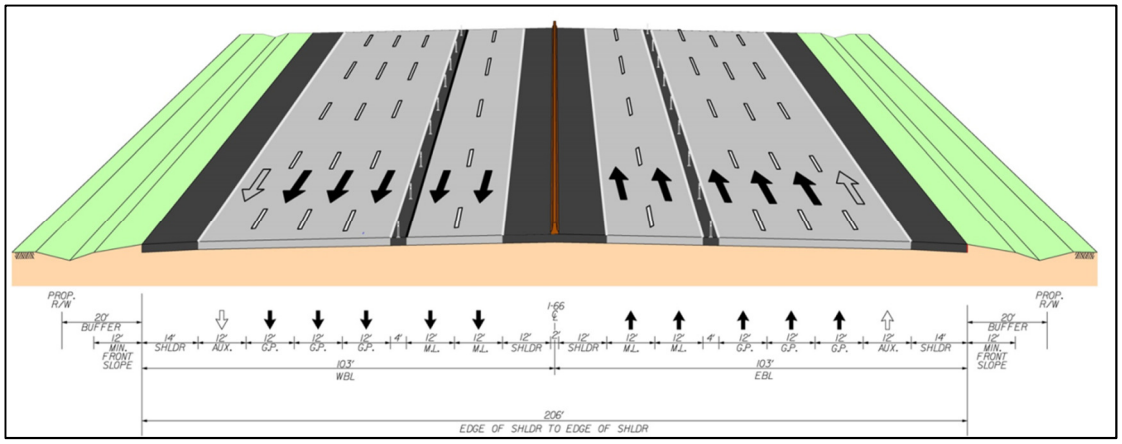
Ramps shown under Update Option B implemented in Phase 1, by 2022.

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:

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

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.

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
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***

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.

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***

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.

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***

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.

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
			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***

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.

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.