



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

December 3, 2016

Mr. Kanti Srikanth, Director  
Department of Transportation  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.  
Washington, D.C. 20001-4290

**RE: Interagency Consultation on Transforming I-66 Outside the Beltway**

I am writing to update the National Capital Region's Transportation Planning Board on the Virginia Department of Transportation's (VDOT) Transforming I-66 Outside the Beltway multi-modal project and to request your assistance in facilitating an Interagency Consultation review of the updates to the project.

The TPB adopted the 2015 Constrained Long Range Plan and approved the Regional Air Quality Conformity analysis for the 2015 CLRP and FY 2015-2020 TIP on October 21, 2015. At VDOT's request (September 3, 2015 letter to the TPB) the 2015 CLRP Amendment and the regional air quality conformity analysis included the Transforming I-66 Outside the Beltway multi-modal project with a project scope corresponding to what VDOT defined as Alternative 2B. At the time of adoption of the 2015 CLRP Amendment and approval of the air quality conformity analysis, VDOT informed the Board that the agency was developing a Preferred Alternative for the project but no final action had been taken on the Preferred Alternative. VDOT also committed to inform the TPB once the Preferred Alternative was officially selected and provide details of the chosen alternative.

I am pleased to inform you that Virginia's Commonwealth Transportation Board (CTB) approved the Preferred Alternative for the Transforming I-66 Outside the Beltway project at the October 28, 2015 meeting. As noted in VDOT's September 3, 2015 letter to the TPB, the Preferred Alternative approved by the CTB is very similar to Alternative 2B in terms of traffic access and operations. The project's design concept and scope have not changed significantly from those which were described in the transportation plan, or in a manner which would significantly impact use of the facility. The Preferred Alternative differs from Alternative 2B in three locations. At VA 234 Bypass / Gainesville the Preferred Alternative includes additional Express lanes access to/from the west. At US 50 west/north of I-66 / Fairfax, the Preferred Alternative includes additional direct Express lanes access to/from the east. Additionally, at the

US 28 Interchange, mainline express transition ramps connecting the Express lanes to general purpose lanes have been minimally modified to provide slip ramps in the Preferred Alternative.

The Preferred Alternative preserves the opportunity for future extension of the Metrorail Orange Line or other transit options in the median. The Preferred Alternative also retains the robust transit and bicycle and pedestrian improvements previously proposed. As stated in VDOT's September 3, 2015 letter, VDOT plans to revise the project elements in the CLRP and air quality conformity analysis to match the Preferred Alternative as defined in VDOT's NEPA document.

Exhibit 1, attached, presents a schematic of the Preferred Alternative as compared to Alternative 2B. As shown in Exhibit 1, the differences between the Preferred Alternative and Alternative 2B, as included in the TPB's conforming 2015 CLRP, are not significant. VDOT believes that the differences in travel demand metrics between Alternative 2B and the Preferred Alternative are not significant and would not materially affect the results of the determination of Air Quality Conformity for the Region. The attached Exhibit 2 provides summary regional travel demand statistics from the TPB regional model demonstrating that there is not a significant difference in the performance of Alternative 2B and the Preferred Alternative. Vehicle miles travelled (VMT) decreased by approximately two one-hundredths of a percent.

VDOT requests the Interagency Consultation partners review the documents provided and concur with VDOT's assessment that the differences between alternative 2B and the preferred Alternative are not significant and do not significantly impact the use of the facility. This determination will help VDOT complete the Environmental Assessment for the project and seek FHWA's timely approval of the NEPA document in the coming months.

Sincerely,

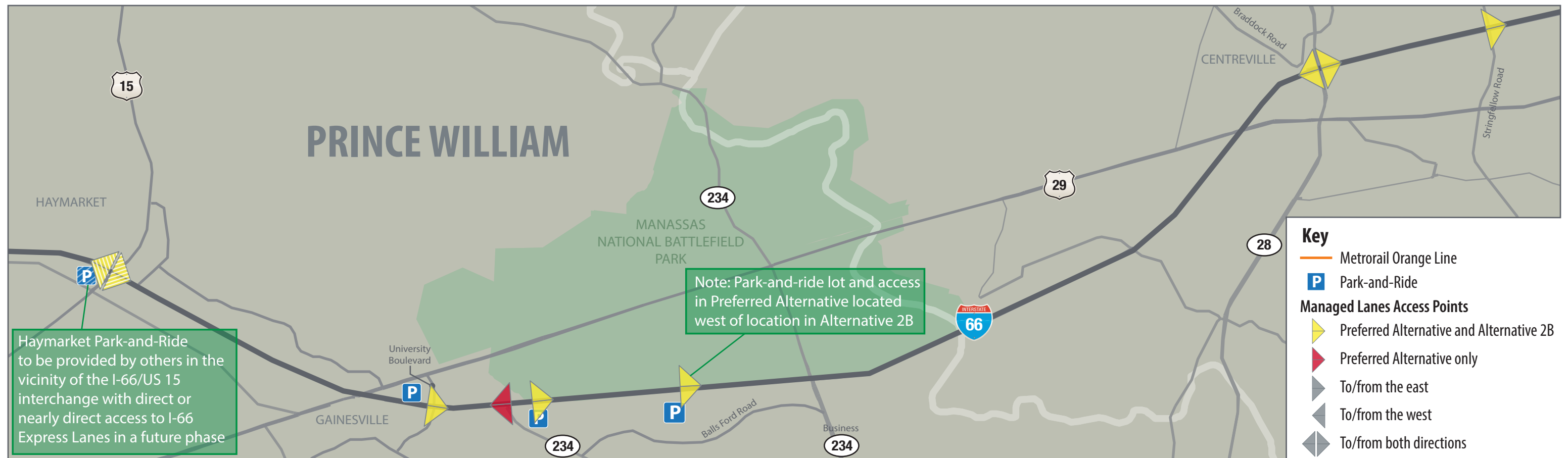
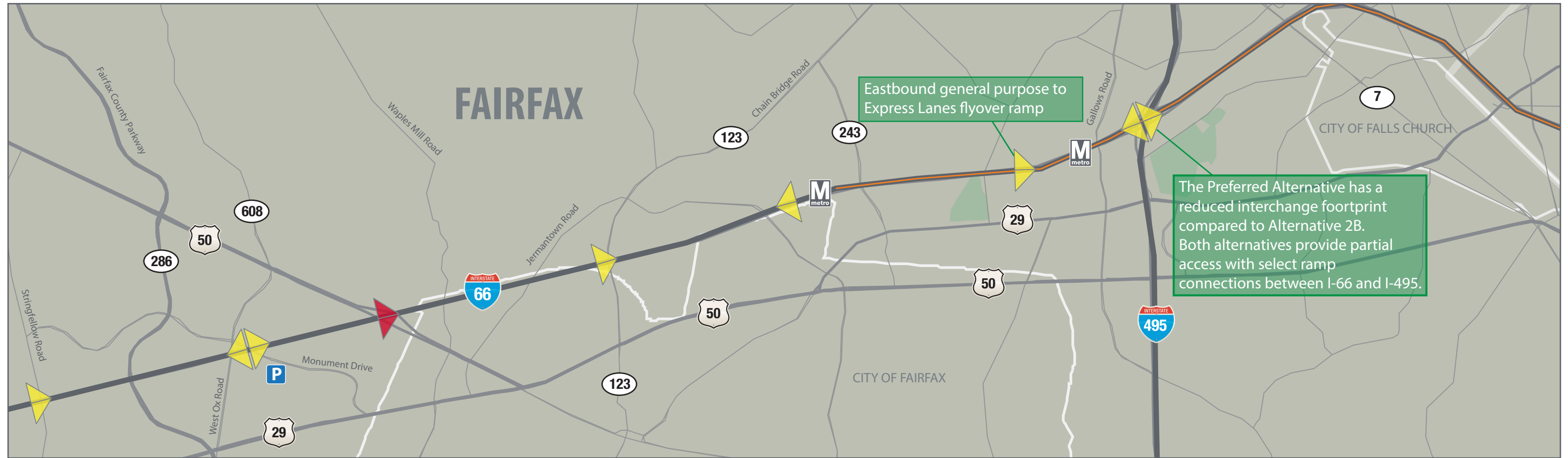


Helen L. Cuervo, P.E.

District Administrator  
NOVA District, VDOT

cc: Renée N. Hamilton  
Susan Shaw, P.E.  
Maria Sinner, P.E.  
Norman Whitaker, AICP

# EXHIBIT 1: TRANSFORM I-66 OUTSIDE THE BELTWAY: PREFERRED ALTERNATIVE AND ALTERNATIVE 2B COMPARISON



**Key**

- Metrorail Orange Line
- Park-and-Ride
- Managed Lanes Access Points**
- Preferred Alternative and Alternative 2B
- Preferred Alternative only
- To/from the east
- To/from the west
- To/from both directions

**Exhibit 2**  
**I-66 Outside the Beltway:**  
**Comparison of Preferred Alternative and Alt. 2B**  
**by Regional Demand Forecast Metrics**  
**(Average Weekday Traffic)**

	VMT	Person Trips	Transit Modal Share
<b>Alternative 2B</b>	201,694,000	23,430,000	6.76%
<b>Preferred Alternative</b>	201,647,000	23,428,000	6.77%
<b>VARIANCE</b>	-0.023%	-0.009%	0.148%