



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.

ATTACHMENT A

TPB R20-2017
April 19, 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
SUBMISSIONS 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 R4-2016 approving the 2016 CLRP Amendment; and

WHEREAS, in the attached letter of March 2, 2017 the Maryland Department of Transportation (MDOT) requested that the CLRP be amended to include updated information pertaining to the Governor Harry W. Nice Bridge Replacement project; and

WHEREAS, in the attached letter of March 7, 2017 the Virginia Department of Transportation (VDOT) requested that the CLRP be amended to include updated information pertaining to the I-66 Corridor Improvements Outside the Beltway project and a new off-ramp from the I-95 Express Lanes to Russell Road near Marine Base Quantico; and

WHEREAS, amending these projects into the CLRP would require that a new air quality conformity analysis be performed "off-cycle," prior to the next scheduled update of the CLRP in 2018; and

WHEREAS, both MDOT and VDOT have agreed to pay for this off-cycle air quality conformity analysis out of their Technical Assistance portion of the FY 2017 and FY 2018 Unified Planning Work Programs; and

WHEREAS, the transportation implementing agencies in the region have submitted project descriptions and inputs for the Air Quality Conformity Analysis, which have been reviewed by the Technical Committee at its meeting on March 3 and April 7, 2017; and

WHEREAS, on March 9, 2017, the project submissions for the off-cycle CLRP Amendment were released for a 30-day public comment and interagency consultation period which ended April 8; and

WHEREAS, the TPB was briefed on the submissions to the 2016 CLRP Amendment at its March 29, 2017 meeting during the public comment and interagency consultation period and at the April 19, 2017 meeting, the TPB was briefed on the public comments received on the submissions for the off-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 project submissions for the off-cycle CLRP Amendment have 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; and

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 project submissions as described in the attached memorandum.

BE IT FURTHER RESOLVED that TPB staff will not include access points east of the Route 50 interchange under both options A & B in the air quality analysis until the Fairfax County Board of Supervisors has a chance to meet and act on those points. If the Board of Supervisors moves to change any of the points from analysis, the TPB staff will do so.

Approved with amendments by the Transportation Planning Board at its regular meeting on April 19, 2017.

ATTACHMENT B



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

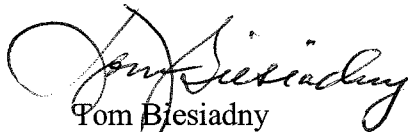
Mr. Kanathur Srikanth, Staff Director
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

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

Dear Mr. Srikanth: *Want:*

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 Blesiadny
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

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
Clerk to the Board of Supervisors