



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda item # 14

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
October 27, 2015
MOTION**

Made By: Mr. Garczynski

Seconded By: Mr. Williams

Action: Motion Carried, Unanimously

**Location Approval of Transform I-66 Outside the Beltway Project,
Fairfax and Prince William Counties**

WHEREAS, a Tier 1 Final Environmental Impact Statement (FEIS) for the I-66 corridor was completed in November 2013, in accordance with the National Environmental Policy Act (NEPA), resulting in the Federal Highway Administration (FHWA) issuing a Record of Decision (ROD) that described ten improvement concepts to be advanced for the I-66 corridor; and

WHEREAS, there is a critical need for transportation improvements to the I-66 Corridor as illustrated below:

- More than half of the corridor's peak direction roadway miles operate on a level of service (LOS) E or LOS F in the a.m. peak period;
- Nearly two-thirds of the corridor's peak direction roadway miles operate a LOS E or F in the p.m. peak period;
- Peak period congestion in the eastern portion of the corridor is 4 to 5 hours per day (in each direction) and is expected to increase to 8 to 10 hours by 2040;

WHEREAS, VDOT and the Virginia Department of Rail and Public Transportation ("DRPT"), initiated a Tier 2 Environmental Assessment (EA) in July 2014 to study a combination of multimodal improvements that include three regular lanes in each direction; two managed lanes (also referred to as Express Lanes) in each direction allowing HOV-3+ and buses to travel free, with congestion-based tolls for non-HOV vehicles; new, high quality bus transit service; and new and expanded park-and-ride facilities with access to the Express Lanes;

WHEREAS, in accordance with NEPA, the statutes of the Commonwealth of Virginia, and policies of the Commonwealth Transportation Board (CTB), Public Hearings were held for VDOT Project Number 0066-96A-297, P101 and Federal No. NH-066-1(300), with UPC 105500, for the purpose of considering a No Build alternative and improvement alternative concepts as documented and presented in a Draft Environmental Assessment and its associated technical reports on the following dates at the following locations:

- May 27, 2015 at the VDOT Northern Virginia District Office,
- May 28, 2015 at Oakton High School,

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- June 2, 2015 at Battlefield High School,
- June 3, 2015 at Bull Run Elementary School;

WHEREAS, following the Public Hearings and the public comment period (May 12 through June 18, 2015), and in close coordination with the numerous project stakeholder agencies and groups (including more than 160 meetings and a continuing public outreach program), a Preferred Alternative has been identified that includes the optimum features of the two Build Alternatives studied, and that represent a feasible scope for the Project that meets the goals of improving multimodal transportation options, relieving congestion by moving more people in the corridor, and enhancing transportation safety and travel reliability;

WHEREAS, on September 15, 2015, the CTB was briefed on the Preferred Alternative, project phasing, and completion of the NEPA process;

WHEREAS, the Preferred Alternative consists of multimodal improvements to 25 miles of I-66 from U.S. Route 15 in Haymarket to I-495, including the following major elements, as shown on the concept plans dated September 30, 2015:

- Three regular lanes and two express lanes in each direction of I-66, and a median for potential future transit in each direction
- Dedicated access points serving the managed lanes
- New and expanded park and ride facilities with access to the Express Lanes
- High-frequency bus service along the corridor
- Ramp-to-ramp connections between interchanges (auxiliary lanes) and interchange improvements at key bottleneck areas
- Corridor-wide bikeway, trail and sidewalk improvements
- Safety and operational improvements at key interchanges throughout the I-66 corridor;

WHEREAS, on October 20, 2015, the Fairfax County Board of Supervisors endorsed the Preferred Alternative;

WHEREAS, on October 21, 2015, the Transform 66 Outside the Beltway Project was adopted into the Metropolitan Planning Organization's Regional Constrained Long Range Plan (CLRP); and

WHEREAS, VDOT and DRPT are completing a thorough analyses of environmental impacts; future traffic conditions, anticipated multimodal needs, and a broad range of geometric and operational improvements that will be finalized in a Revised Environmental Assessment to be submitted to Federal Highway Administration for approval;

WHEREAS, the Project will continue to be refined with a Design Public Hearing anticipated in the future;

NOW, THEREFORE, BE IT RESOLVED, that the Preferred Alternative for Transform 66 Outside the Beltway be approved as presented to the CTB at their September 15, 2015 meeting.

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