



ARLINGTON COUNTY TRANSPORTATION COMMISSION

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February 6, 2015

Ms. Mary Hynes, Chair
Arlington County Board
2100 Clarendon Boulevard
Arlington, VA 22201

I-66 Inside the Beltway Multimodal Project Preliminary Recommendation

Dear Chairman Hynes,

At your December 17th Recessed meeting, the County Board directed the Transportation Commission to investigate VDOT's proposal for I-66 inside the beltway and report back with findings and recommendations. The commission intends to provide a more complete recommendation at your March meeting, but I am writing today to provide one important, time-sensitive initial recommendation.

At our February 5th, 2015 meeting, after hearing a presentation from VDOT, public testimony from five speakers and an extensive question and answer session with VDOT representatives, the Transportation Commission voted unanimously to adopt the following recommendation:

The Transportation Commission opposes the inclusion of additional lanes or widening of I-66 inside the Beltway in the Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region.

We thought it important to provide you with this initial recommendation in advance of the Transportation Planning Board's February 18th meeting where it will vote on whether to accept VDOT's I-66 proposal into the the 2015 CLRP update.

While support for the recommendation was unanimous, justification varied. Some felt that widening should not be entertained until we have seen the effects of the HOT conversion and various multimodal solutions recommended in the I-66 Multimodal Study; others felt that widening should never be entertained as it goes against Arlington's policy of moving more people with less traffic.

While we are still trying to reach consensus on other areas of the project, the Commission and many of the public speakers we heard speak are extremely worried that once widening is put into the CLRP, it becomes the baseline assumption of what will be done - the default choice - while all of the other solutions like 8 car trains on Metro, express buses, TDM measures and bike & pedestrian improvements face an uphill battle. We have seen first-hand with the I-66 spot improvements that once a project is in the CLRP it is difficult to stop it.

I am happy to answer any questions at 571-482-8454 or chris@dodgersden.com

Chris Slatt
Chairman