



HOPE HALLECK  
CLERK TO THE  
COUNTY BOARD

**ARLINGTON COUNTY, VIRGINIA**  
**OFFICE OF THE COUNTY BOARD**

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**MEMBERS**  
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CHAIR  
KATIE CRISTOL  
VICE CHAIR

CHRISTIAN DORSEY  
LIBBY GARVEY  
JOHN VIHSTADT

**CERTIFICATE OF THE CLERK  
OF THE COUNTY BOARD OF  
ARLINGTON COUNTY, VIRGINIA**

At a regular meeting of the County Board of Arlington County, Virginia, held on the 28<sup>th</sup> day of January, 2017 the following County Board members were present as shown:

**PRESENT:** Jay Fiset, Chair  
Katie Cristol, Vice Chair  
Christian Dorsey, Member  
Libby Garvey, Member  
John Vihstadt, Member

I hereby certify that on a motion by Ms. Cristol, seconded by Ms. Garvey and carried by a vote of 5 to 0, the voting recorded as follows: Mr. Fiset - Aye, Ms. Cristol - Aye, Mr. Dorsey - Aye, Ms. Garvey - Aye, and Mr. Vihstadt - Aye, the County Board of Arlington, Virginia adopted the attached **Resolution regarding the Virginia Department of Transportation's Transform66: Inside the Beltway Eastbound Widening of I-66 from the Dulles Connector to Fairfax Drive and the Environmental Assessment for that Project.**

Given under my hand this 30<sup>th</sup> day of January, 2017.

Hope L. Halleck, Clerk  
Arlington County Board

[SEAL]

**Resolution regarding the Virginia Department of Transportation's Transform66: Inside the Beltway Eastbound Widening of I-66 from the Dulles Connector to Fairfax Drive and the Environmental Assessment for that Project**

Adopted January 28, 2017

WHEREAS, the I-66 corridor is a crucial regional multimodal corridor in Northern Virginia, including the Metrorail Orange and Silver Lines, Arlington Boulevard, Lee Highway, and other important facilities; and

WHEREAS, the Virginia Department of Transportation's (VDOT) 2012 I-66 Multimodal Study proposed tolling, transit, and other multimodal options for improving I-66, including the explicit recommendation that VDOT implement a broad range of multimodal improvements prior to pursuing widening I-66; and

WHEREAS, VDOT is implementing the 2012 study with a multi-phase construction program called "Transform66: Inside the Beltway", consisting of dynamic tolling, conversion from HOV-2-to-HOV-3, multimodal transit and bicycle/pedestrian improvements funded by toll revenue administered by the Northern Virginia Transportation Commission (NVTC), and eastbound widening of I-66 between the Dulles Connector and Fairfax Drive, previously identified for completion by 2040; and

WHEREAS, for decades Arlington has consistently opposed widening the I-66 roadway due to the negative effects widening would have upon the community; and

WHEREAS the goals of the Transform66: Inside the Beltway Program are to (1) move more people, (2) enhance transportation connectivity, (3) improve transit service, (4) reduce congestion, and (5) increase transportation options; and

WHEREAS, Arlington recognizes the value of the Transform66 Program's multimodal components, which are crucial to the community; and

WHEREAS, in February 2016, Governor Terry McAuliffe and members from both parties and both chambers of the Virginia General Assembly announced a bipartisan agreement that changed the original plans for widening and instead immediately proceed with the eastbound widening of I-66 from the Dulles Connector to Fairfax Drive; and

WHEREAS, on November 16, 2016 the National Capital Region Transportation Planning Board adopted the Constrained Long Range Plan for the Washington metropolitan area, which included the Transform66 Program and updated the project schedule to advance the eastbound widening to 2020; and

WHEREAS, on November 18, 2016, VDOT released the Environmental Assessment and associated technical documentation related to the eastbound widening for a public comment period that closes on January 30, 2017; and

WHEREAS, the purpose of the I-66 eastbound widening, as identified in the Environmental Assessment, is to increase capacity in order to improve traffic operations and reduce congestion issues, as well as address safety needs between the Dulles Connector Road and Fairfax Drive; and

WHEREAS, a number of unresolved issues with eastbound widening component of VDOT's Transform66 Program, including the need to widen I-66 before assessing the impacts of the tolling and multimodal components, the impact of additional traffic from I-66 to Arlington County's multimodal road network, and the potential adverse environmental impacts from the installation of noise barriers, hamper Arlington's complete understanding of the full project impacts; and

WHEREAS, the Arlington Transportation Commission reviewed the Environmental Assessment documentation for the eastbound widening of I-66 from the Dulles Connector to Fairfax Drive on January 12, 2017, and voted 6-1-1 to recommend the Arlington County Board adopt this Resolution and identified the following issues: that VDOT will not assess either the functionality of the toll facility and multimodal improvements prior to widening I-66, or the induced traffic resulting from increased capacity on I-66; that the trail network be preserved and enhanced and remain operational during construction; and that VDOT not pursue any additional widening of I-66 until after an evaluation of the effectiveness of the tolling, widening, and multimodal improvements;

NOW, THEREFORE, BE IT RESOLVED THAT THE ARLINGTON COUNTY BOARD:

1. Endorses the goals of (1) moving more people, (2) enhancing transportation connectivity, (3) improving transit service, (4) reducing congestion, and (5) increasing transportation options; and
2. Endorses improvements to the regional trail network, specifically related to the Washington & Old Dominion Trail (W&OD) crossing at Lee Highway and the Custis Trail improvements at Bon Air Park, as well as continued coordination with VDOT on these elements of the project; and
3. Endorses the enhancements to the noise barrier system identified in the Noise Analyses Process and proposed as part of the project, including the replacement of failing noise barriers, improvements to existing noise barriers, and the completion of gaps between noise barriers, and encourage VDOT to collaborate with Washington Metropolitan Area Transit Authority (WMATA), the Federal Transit Administration (FTA) and other appropriate federal, state and local agencies in exploring opportunities to further enhance the noise barrier system to better account for the addition of Silver Line Metro service and new generations of Metro rail cars.
4. Asserts that the initial package of multimodal improvements and tolling would have been the optimal path to realize the stated goals of the Transform66: Inside the Beltway Program, and that the immediate eastbound widening of I-66 from the Dulles Connector to Fairfax Drive prior to an evaluation of tolling and multimodal improvements runs in conflict with County policy goals; and

5. Opposes any further widening of I-66 Inside the Beltway beyond those currently included in the adopted regional Constrained Long Range Plan.
6. Registers ongoing concerns regarding the aforementioned unresolved impacts of the Transform66 eastbound widening project on the County's multimodal street network and environmental resources.

The Board expects VDOT to honor its commitment to work cooperatively and in good faith with the County in achieving the following goals for the implementation of the eastbound widening of I-66 Inside the Beltway from the Dulles Connector to Fairfax Drive:

- A. That VDOT address the staff requests related to the analysis conducted in the draft Environmental Assessment and the impacts to Arlington County's multimodal road network resulting from the eastbound widening of I-66 be monitored by VDOT and mitigated in consultation with Arlington County;
  - a. That intersections identified within the I-66 Interstate Analysis Study Area, but not included in the VISSIM analysis for the draft Environmental Assessment, be included in the VISSIM analysis for the final Environmental Assessment;
  - b. That VDOT address that multimodal travel is not included in the VISSIM traffic model analysis and explain the potential impacts this lack of information could have on Arlington's multimodal road network operations, specifically in Ballston, where more trips occur by a mode other than single occupant vehicle;
  - c. That VDOT mitigate impacts identified in the traffic analysis for the draft Environmental Assessment, specifically in the vicinity of:
    - i. Washington Boulevard from Lee Highway to North Sycamore Street
    - ii. Fairfax Drive at Lee Highway
    - iii. Westmoreland Street at the I-66 off-ramp
    - iv. North Glebe Road and Fairfax Drive
  - d. That VDOT review the Lee Highway overpass of I-66 for pedestrian enhancements and include the County's design proposal for an additional northbound left turn lane on the Lee Highway overpass of I-66 and traffic signal operations related to the intersection, and also yield to the County final disposition of the mode of operation;
- B. That VDOT ensures a robust community process, including design charrette, will be incorporated into the design process for the grade-separated crossing of the W&OD Trail at Lee Highway, that negative impacts to the immediate community resulting from the structure be mitigated, and that elements of the I-66 widening in this area recognize and maintain consistency with Arlington County's 2011 East Falls Church Area Plan;
  - a. That VDOT demonstrate that all possible alternative routings of the W&OD Trail at Lee Highway were explored and deemed not feasible nor reasonable before

proceeding with the selected alternative of a trail bridge at Lee Highway immediately south of Fairfax Drive / Washington Boulevard;

- b. That VDOT develop with staff and the community a context-sensitive design that is appropriate in scale to the surrounding development and consistent with the urban form anticipated in the East Falls Church Area Plan;
  - c. That VDOT provide to County staff for review and comment overpass design criteria and specifications proposed to be included in any VDOT procurement of overpass design services, as well as review and comment on the final design.
- C. That VDOT ensure minimal impacts to natural resources as the project advances through design to construction, comply with all federal, state, and County regulations and parameters during the environmental review, design, and construction of the project, and shall mitigate any impacts in accordance with all federal, state, and County regulations and parameters, specifically related to the following:
- a. That any necessary stream and wetland mitigation be applied locally within Arlington;
  - b. That language related to encroachment of Resource Protection Areas, the County's Chesapeake Bay Preservation Ordinance, and the County's revised Resource Protection Area Map be incorporated in the Natural Resources Technical Report;
  - c. That Chesapeake Bay impacts outlined in the Natural Resources Technical Report should be expressed and evaluated based on local rather than Chesapeake Bay-wide impacts;
  - d. That the pond located within the Fairfax Drive Interchange, if required for stormwater mitigation, be impacted as minimally as possible;
  - e. That any new stormwater management facilities proposed with this project be adequately maintained, specifically that erosion and sediment controls should be outlined and contain information on inspections and enforcement actions;
  - f. That all plantings be native to Arlington and that replacement plantings be calculated per the Arlington County Tree Replacement Guidelines;
  - g. That all existing I-66 stormwater management infrastructure is designed to be fully functional and is adequately maintained thereafter.
- D. That VDOT work collaboratively with all jurisdictions in the affected corridor as it continues to advance the Noise Analysis Process to ensure that final design of possible noise barriers do not unduly or negatively impact cultural or natural resources; and