



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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*Agenda Item # 14*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**December 9, 2015**

#### **MOTION**

**Made By: Mr. Garczynski, Seconded By: Mr. Dyke**

**Action: Motion Carried, Unanimously**

#### **Next Steps on Potomac River Crossing Study**

**WHEREAS**, Northern Virginia is an economically important and fast growing region in the Commonwealth; and,

**WHEREAS**, the economic competitiveness and growth of Northern Virginia is linked to the broader Washington, DC metropolitan region; and,

**WHEREAS**, the Washington, DC metropolitan area has one of highest number of workers that cross jurisdictional boundaries to reach their place of employment; and,

**WHEREAS**, the Potomac River creates a significant barrier for Virginia residents to traveling to Maryland or Washington, DC for work and vice versa; and,

**WHEREAS**, due to these conditions the Commonwealth working with Maryland and the District of Columbia completed a study of the current and projected future conditions of the existing Potomac river crossings; and,

**WHEREAS**, the study found the following

- The American Legion Bridge, the 14<sup>th</sup> Street Bridge complex, the Woodrow Wilson Bridge and the WMATA Rosslyn Tunnel carry the highest number of daily travelers;
- Almost 35% of all Virginians crossing the Potomac River use Metrorail;
- That 32% of the travelers on the Wilson Bridge are headed to destinations east of the Washington, DC metropolitan region;
- The American Legion Bridge suffers from the worst congestion with drivers travel between 40% and 60% of the posted speed limited during the evening rush hours;

- The American Legion Bridge is expected to see the highest level of passenger growth between now and 2040; and,
- That 36% of all users of American Legion Bridge either start or end their trip in proximity to the I-495 corridor.

**NOW THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board finds that there is no single solution to addressing the regional mobility issues created by constraints of the existing Potomac River Crossing.

**BE IT FURTHER RESOLVED**, that, based on the current and projected future transportation conditions, the Board finds that the most pressing and immediate needs for improved Potomac River crossings include reducing congestion on the American Legion Bridge and expanding Metrorail capacity between Rosslyn and Foggy Bottom in Washington, DC.

**BE IT FURTHER RESOLVED**, that the Board recommends that the Office of the Secretary of Transportation initiate discussions with the State of Maryland regarding an improved American Legion Bridge to determine their interest in jointly developing a project to implement such improvements.

**BE IT FURTHER RESOLVED**, that the Board recommends that the Office of the Secretary initiate discussions with the State of Maryland and the District of Columbia regarding other regional mobility improvement options including expansion of the existing crossing of the 301 Nice Bridge and the addition of a new crossing west of the American Legion Bridge.

**BE IT FURTHER RESOLVED**, that the Board recommends the Office of the Secretary of Transportation initiate discussions with the District of Columbia and Maryland regarding expanding Metrorail capacity between Rosslyn and Foggy Bottom in Washington, DC.

**BE IT FURTHER RESOLVED**, that the Board encourages local and regional officials, the regional business community and other interested groups to provide their input on these mobility issues to the Office of the Secretary and to the appropriate decision makers in Maryland and the District.

**BE IT FURTHER RESOLVED**, that the Office of the Secretary shall report at appropriate intervals to the Board regarding the efforts identified in this resolution.