



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 10, 2018

MOTION

Made By: Ms. Hynes, Seconded By: Mr. Kasprowicz
Action: Motion Carried, Unanimously

Title: Limited Access Control Change (LACC)
Interstate 66 at the East Falls Church Metro Park and Ride Lot
Arlington County

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including Interstate 66 (I-66), to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, in connection with the project 0066-000-101, RW-201, the Commonwealth acquired certain limited access control easements from various landowners, and established certain limited access control as a design feature of the said project; and,

WHEREAS, The Commonwealth owns property at the East Falls Church Metro Station that has been used as a park and ride lot for many years; and

WHEREAS, VDOT, DRPT and Arlington County have identified the need for increased bus to rail transfer capacity at this metro station in the future; and

WHEREAS, the existing right of way and limited access control line is meandering and not well defined, preventing flexible future use of lands in and around the East Falls Church Metro Station; and

WHEREAS, the Department is requesting a shift in the line as a design correction and to allow more flexible use of these lands for bus transfer and other public transit purposes; and

WHEREAS, the LACC request is for a southerly shift of the existing right of way and limited access control line of I-66, from a point approximately 83 feet opposite Station 878+52.89 (I-66 WBL centerline) and continuing easterly along the north side of I-66, to a point along the North Sycamore Street right of way approximately 83 feet opposite Station 889+43.95 (I-66 WBL centerline) and continuing northerly along the west side of North Sycamore Street tying into the I-66 existing right of way and limited access line at a point 161.83 feet opposite Station 889+09.31 (I-66 WBL centerline), as shown on the attached exhibit; and

WHEREAS, the County of Arlington, by resolution, Item #33 from the Arlington County Board of Supervisor's December 26, 2017 agenda, supports the LACC; and

WHEREAS, VDOT's NOVA District has determined, with the Chief Engineer concurring, that the proposed shift in the limited access control of Interstate 66 will have no impact on the operation of the Interstate 66 right of way, the proposed LACC is appropriate from a safety and traffic control standpoint and no further traffic analysis is required; and

WHEREAS, VDOT's NOVA District has determined the location of the proposed LACC is within an air quality maintenance or non-attainment area, however, the proposed project does not qualify as being regionally significant and no air quality conformity review is required. In addition, the environmental impact analysis was reviewed and approved by the NOVA District and there will be no adverse environmental impacts; and

WHEREAS, public notices of willingness for comment were posted in the *Connection – Arlington Edition* newspaper on November 29, 2017; the *Washington Post* newspaper on November 30, 2017; and the *El Tiempo Latino* newspaper on December 1, 2017, with no comments received; and

WHEREAS, pursuant to Title 24, Agency 30, Chapter 401, Section 40 of the *Virginia Administrative Code*, Federal Highway Administration (FHWA) approval of this LACC is required prior to any consideration by the CTB; and

WHEREAS, the proposed LACC is in compliance with Title 24, Agency 30, Chapter 401, of the *Virginia Administrative Code*, with the exception that the Federal Highway Administration has not approved the change in limited access as required; and

WHEREAS, VDOT has determined that it is critical for the CTB to take action although the proposed LACC is not in compliance with Title 24, Section 30, Chapter 401, Section 40 of the *Virginia Administrative Code* in that the FHWA approval of the LACC is pending; and

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WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and

WHEREAS, all costs of engineering and construction, including all necessary safety improvements, will be borne by VDOT.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Section 33.2-401 of the *Code of Virginia* and Title 24, Section 30, Chapter 401, Section 10, et seq., of the Virginia Administrative Code, the CTB hereby finds and concurs with the determinations of VDOT, and approves said LACC, as set forth herein, subject to the above referenced conditions and contingent upon the approval of the FHWA cited above.

BE IT FURTHER RESOLVED, the CTB has determined that the requirement of Title 24, Agency 30, Chapter 401, Section 40 of the *Virginia Administrative Code* requiring FHWA action prior to consideration by the CTB is hereby waived for this proposed LACC.

BE IT FURTHER RESOLVED, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to comply with this resolution and shall include all appropriate provisions and conditions within said documents.

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CTB Decision Brief
Interstate 66 at the East Falls Church Park and Ride Lot
County of Arlington
Limited Access Control Change

Issues: The Commonwealth owns property at the East Falls Church Metro Station that has been used as a park and ride lot for many years. VDOT, DRPT and Arlington County have identified the need for increased bus to rail transfer capacity at this metro station in the future. In addition, the existing right of way and limited access control line is meandering and not well defined, preventing flexible future use of lands in and around the East Falls Church Metro Station. Therefore, the Department is requesting a shift in the line as a design correction and to allow more flexible use of these lands for bus transfer and other public transit purposes. This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and Title 24, Section 30, Chapter 401, Section 20 of the *Virginia Administrative Code*

Facts:

- On October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including Interstate 66 (I-66), to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- In connection with the project 0066-000-101, RW-201, the Commonwealth acquired certain limited access control easements from various landowners, and established certain limited access control as a design feature of the said project.
- The LACC request is for a southerly shift of the existing right of way and limited access control line of I-66, from a point approximately 83 feet opposite Station 878+52.89 (I-66 WBL centerline) and continuing easterly along the north side of I-66, to a point along the North Sycamore Street right of way approximately 83 feet opposite Station 889+43.95 (I-66 WBL centerline) and continuing northerly along the west side of North Sycamore Street tying into the I-66 existing right of way and limited access line at a point 161.83 feet opposite Station 889+09.31 (I-66 WBL centerline), as shown on the attached exhibit.
- The County of Arlington, by resolution, Item #33 from the Arlington County Board of Supervisor’s December 16, 2017 agenda, supports the LACC.
- VDOT’s NOVA District has determined, with the Chief Engineer concurring, that the proposed shift in the limited access control of Interstate 66 will have no impact on the operation of the Interstate 66 right of way, and the proposed LACC is appropriate from a safety and traffic control standpoint and no further traffic analysis is required.
- VDOT’s NOVA District has determined the location of the proposed LACC is within an air quality maintenance or non-attainment area, however, the proposed project does not qualify as being regionally significant and no air quality conformity review is required. In addition, the environmental impact analysis was reviewed and approved by the NOVA District and there will be no adverse environmental impacts.
- Public notices of willingness for comment were posted in the *Connection – Arlington Edition* newspaper on November 29, 2017; the *Washington Post* newspaper on November 30, 2017; and, the *El Tiempo Latino* newspaper on December 1, 2017, with no comments received.

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- The proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the *Virginia Administrative Code*, with the exception that the Federal Highway Administration has not approved the change in limited access as required.
- VDOT has determined that it is critical for the CTB to take action although the proposed LACC is not in compliance with Title 24, Section 30, Chapter 401, Section 40 of the *Virginia Administrative Code* in that the FHWA approval of the LACC is pending.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by VDOT.

Recommendation: VDOT recommends the approval of the proposed LACC subject to the referenced conditions and facts and contingent upon the approval of FHWA being granted. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB approving the recommended LACC. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The project will move forward as proposed and the Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1958

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard G. Rogers stating that he would not be able to attend because of illness.

On motion made and seconded, the minutes of the August 9-10 meeting were approved.

Moved by Mr. May, seconded by Mr. Barrow, that the permits issued from the August 9-10 meeting to date, inclusive, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the permits cancelled by the Commissioner from the August 9-10 meeting to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$14,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,435.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,100.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1581-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,900.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Warwick on additional streets totaling 11.20 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate standards is the control of access to these routes; Therefore, be it resolved that all routes on the National System of Interstate and Defense Highways within the confines of the Commonwealth of Virginia, upon determining the final location of said routes, including all necessary grade separations, interchanges, ramps, etc., are here and now designated Limited Access Highways, pursuant to Article 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 8, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could be handled by written agreement looking to appropriate Federal legislation.



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of December 16, 2017

DATE: December 7, 2017

SUBJECT: Request that the Commonwealth of Virginia Department of Transportation Revise the Alignment of the Interstate 66 Limited Access Line North of and Adjacent to the East Falls Church Metrorail Station.

C. M. RECOMMENDATION:

Adopt the attached Resolution requesting that the Commonwealth of Virginia Department of Transportation (VDOT) realign the Interstate 66 limited access line adjacent to the East Falls Church Metrorail Station Park and Ride Lot to allow for future transit needs to be accommodated at the East Falls Church Metrorail Station Park and Ride Lot.

ISSUES: As of the date of this report, there are no outstanding issues regarding approval of the Resolution.

SUMMARY: The limited access line for I-66 adjacent to the East Falls Church Metrorail Station Park and Ride Lot encompasses the entire VDOT-owned parcel of the Park and Ride Lot (see figure 1). Because use of land within an interstate limited access line is heavily restricted, the County is requesting that VDOT redraw this limited access line to be parallel with I-66 so that the remaining VDOT-owned parcel could be used in the future for purposes that support greater regional transportation mobility, congruent with VDOT's goal to move more people more efficiently.

BACKGROUND: VDOT amassed land as part of the construction of I-66 in the 1970s. Following construction of I-66 and the Metrorail Orange Line stations, VDOT retained excess I-66 right-of-way within the limited access lines of I-66. The land within the limited access lines, the boundaries of the interstate, have restricted uses to help maintain the safety, capacity, and functional integrity of a highway. In cooperation with the Washington Metropolitan Area Transit Authority (WMATA), the land within the limited access lines of I-66 north of the East Falls Church Metrorail Station was designated as a park and ride lot and bus loop; some of the land was provided to WMATA (see figure 1). In 2014, the Metrorail Silver Line opened for service,

County Manager:

County Attorney:

Staff: Sarah Crawford, DES-Transportation
Tim O'Hora, DES-Real Estate

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connecting Reston and Tysons to the WMATA system, with the first transfer station located at the East Falls Church Metrorail Station. In 2015, VDOT introduced the Transform I-66 Program, which includes three components, each designed to move more people through the entire I-66 corridor – the I-66 Express Lanes peak period toll project; the Northern Virginia Transportation Commission (NVTC) I-66 Commuter Choice Program, which provides funding from the toll revenues to multimodal projects that enhance travel in the corridor; and the I-66 eastbound widening between the Dulles Connector and Fairfax Drive.

Figure 1 – Land Ownership at the East Falls Church Metrorail Station Park and Ride Lot



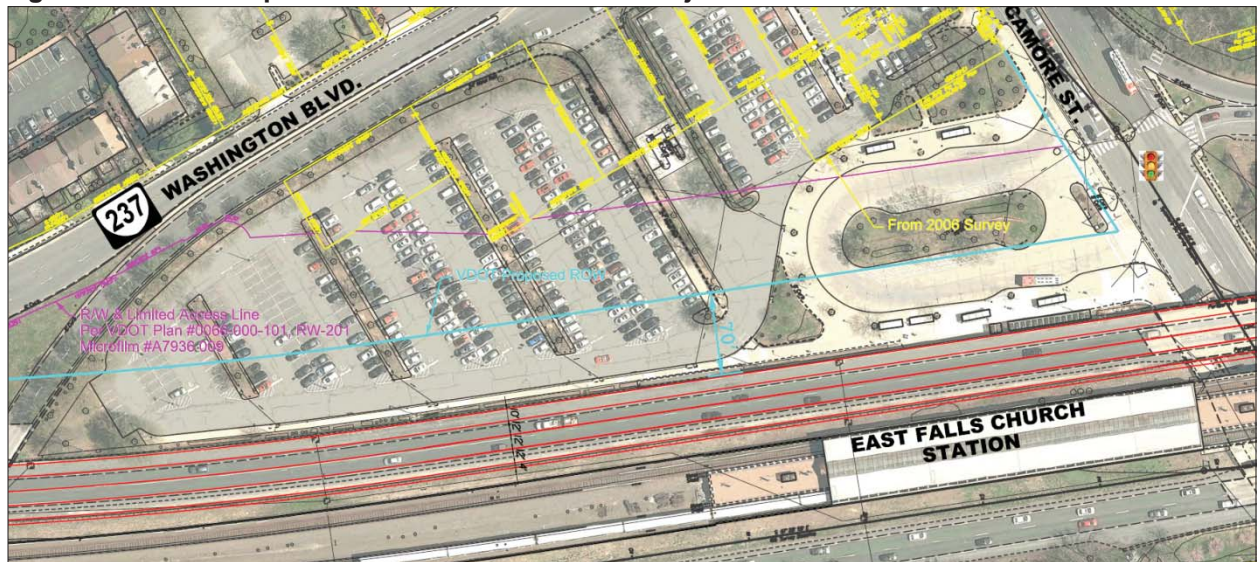
Figure 1 shows WMATA-owned parcels, highlighted in yellow. The remaining land on the Park and Ride Lot, including the bus loop in the lower-right corner of figure 1, is VDOT-owned and within the limited access lines of I-66.

DISCUSSION: Since 2015, the County has been engaged with VDOT on multiple VDOT projects that have the goal to move the most people on the region’s transportation network using the right-of-way, land, and resources at our disposal. The County has, per the FY 2017 – FY 2026 Capital Improvement Plan (CIP) and the 2016 Transit Development Plan, taken steps to address future transit needs. The Northern Virginia Transportation Authority (NVTA) approved a funding request from the County for \$7 million as part of the I-66 Outside the Beltway Concessionaire Payment to reconfigure and expand the bus loop at the East Falls Church Metrorail Station to increase bus-to-rail transfer capacity, a step that will address near-term bus-to-rail transfers, including those that are anticipated as part of the I-66 Outside the Beltway transit component. Additionally, the County has included in the CIP a \$100 million expansion to the East Falls Church Metrorail Station, which will add a second entrance to the west of the station and, based on preliminary concepts, is expected to include limited additional bus bays to meet mid-term bus-to-rail transfer needs. These two improvements, in concert, are anticipated to address near and long term local, regional, and commuter bus transfer needs at East Falls Church.

However, there are additional transit pressures that the County, WMATA, and VDOT will face in the future related to bus-to-rail transfer demand at the East Falls Church Metrorail Station. These include additional Metrobus and/or Fairfax Connector service anticipated in Fairfax County's Seven Corners Redevelopment Plan, as well as future implementation of the Envision Route 7 Bus Rapid Transit (BRT) route from Alexandria to Tysons, with a transfer connection planned at the East Falls Church Metrorail Station.

It is because of these myriad transit pressures, as well as ongoing coordination with VDOT related to moving more people more efficiently, that the County is requesting a change in the limited access line to allow for more land that can be used for purposes other than highway needs at the East Falls Church Metrorail Station. By enacting this shift now, the County can feasibly plan, with its partners, for future bus-to-rail transfer capacity at the East Falls Church Metrorail Station on land that is now used as a park and ride facility, and that will be used as a park and ride facility for the foreseeable future. VDOT has proposed shifting the limited access line to a distance of 70 feet from the existing shoulder (see figure 2, line shown in aqua), a distance that it justifies because of the future westbound widening identified in the Transportation Planning Board's 2016 Constrained Long Range Transportation Plan (CLRP) for implementation in the year 2040, as well as components of that anticipated widening, including possible sound barrier installation and maintenance needs.

Figure 2 – VDOT Proposal for Limited Access Line Adjacent to East Falls Church Metrorail Station



PUBLIC ENGAGEMENT: Due to the administrative change to VDOT's highway limited access line, public engagement was not conducted.

FISCAL IMPACT: There is no fiscal impact resulting from this action.

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

Request that the Commonwealth of Virginia, Department of Transportation Shift the Limited Access Line of Interstate 66 north of and adjacent to the East Falls Church Metrorail Station

WHEREAS, the Virginia Department of Transportation (VDOT) amassed land as part of the construction of Interstate 66 in the 1970s, and following construction of I-66 and the Metrorail Orange Line stations, VDOT retained excess I-66 right-of-way within the limited access lines of I-66; and

WHEREAS, VDOT transferred some of this land to the Washington Metropolitan Area Transit Authority (WMATA) and, in cooperation with WMATA, the land within the limited access lines of I-66 north of the East Falls Church Metrorail Station as well as the WMATA parcels were designated as a park-and-ride lot and bus loop; and

WHEREAS, in 2014, the Metrorail Silver Line opened for service, connecting Reston and Tysons to the WMATA system, with the first transfer station located at the East Falls Church Metrorail Station, increasing the rail frequency to roughly every four minutes during peak periods, making this station an efficient bus-to-rail transfer location, particularly due to the constrained bus-to-rail transfer capacity at Ballston-Marymount University Metrorail Station; and

WHEREAS, in 2015, VDOT introduced the Transform I-66 Inside the Beltway Program to expand capacity of the I-66 corridor through converting I-66 to a High-Occupancy Toll (HOT) facility during peak hours in peak directions, dedicating use of toll revenue to fund multimodal projects that support movement throughout the I-66 corridor, and widening four miles of eastbound I-66 from the Dulles Connector to Fairfax Drive; and

WHEREAS, the goals of the Transform I-66 Inside the Beltway Program are to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, and increase travel options; and

WHEREAS, VDOT also introduced the Transform I-66 Outside the Beltway Project, which will reconstruct I-66 outside the beltway to include two express lanes and three general purpose lanes on each direction, as well as a significant transit component, and a Concessionaire Payment for multimodal projects that support movement on the I-66 corridor; and

WHEREAS, WMATA, the Virginia Department of Rail and Public Transportation (DRPT), NVTC, Arlington County, Fairfax County, and the City of Falls Church have identified future local, regional, and commuter bus service expansion, including the Envision Route 7 BRT project, that will increase the need for bus-to-rail transfer facilities at the East Falls Church Metrorail Station; and

WHEREAS, the current space at the East Falls Church Metrorail Station for bus-to-rail transfers and the future capital projects to add capacity for bus-to-rail transfers will not meet the long-term needs for bus-to-rail transfers at this location; and

WHEREAS, it would be advantageous for both the traveling public and the County for the County gain flexibility to respond to changing future travel patterns in a timely fashion to maximize the use the land available at the East Falls Church Metrorail Station Park and Ride Lot.

NOW, THEREFORE BE IT RESOLVED, that the County Board of Arlington County, Virginia is requesting that VDOT shift the limited access lane north of I-66 and adjacent to the East Falls Church Metrorail Station Park and Ride Lot to allow for flexibility to plan for and implement future multimodal transportation uses, among others, on the Park and Ride Lot.

ARLINGTON COUNTY

N SYCAMORE ST

EAST FALL CHURCH STATION

WASHINGTON BLVD

LEE HWY

CRESCENT FALLS CHURCH

Washington Heights looking towards
Sycamore St Bridge

RVM Limited Access, Inc.
Site Plan #008900-101 RW-20
Arlington #A7936008



20'

15'



N WASHINGTON ST

LEWIS CHURCH

LIMITED ACCESS PER VDS #008900-101

N 1510 RD

N HENDERWOOD ST

RD N

EX. R/W

EX. W/MATA FENCE

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