



RESOLUTION #2291

- SUBJECT:** Authorize the Executive Director to Execute the Memorandum of Agreement for the Transform 66: Inside the Beltway Multimodal Project
- WHEREAS:** The Interstate 66 (I-66) corridor is a crucial, regional, multimodal corridor in Northern Virginia, that includes the Metrorail Orange and Silver Lines, Arlington Boulevard, Lee Highway, Route 7 and other important facilities that connect people and businesses to economic opportunity across the region;
- WHEREAS:** The Virginia Department of Rail and Public Transportation (DRPT) in its 2009 *Transportation Demand Management/Transit Report* and the Virginia Department of Transportation (VDOT) in its June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway* and August 2013 *Supplemental Report* identified transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of I-66 through a multiphase project now called *Transform 66: Inside the Beltway*;
- WHEREAS:** Based on the recommendations made in the studies, the Commonwealth Transportation Board (CTB), VDOT and DRPT initiated a multimodal transportation program, Transform 66, which includes the *Transform 66: Inside the Beltway Project*, beginning at the intersection of I-66 and I-495 (the "Beltway") and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia;
- WHEREAS:** The *Transform 66: Inside the Beltway Project* consists of dynamic tolling, conversion from HOV-2-to-HOV-3, transit service, technology upgrades and infrastructure improvements that increase the number of people traveling in the corridor; an evaluation of their effectiveness on I-66 and its related arterials; and funding for the widening of I-66 if objective criteria are met;
- WHEREAS:** Revenue from the tolling component of the *Transform 66: Inside the Beltway Project* will fund projects that benefit those using I-66, including crucial transit services; technology upgrades; roadway, intersection and park-and-ride lot improvements; carpools and vanpools; and other improvements that will move more people by better connecting transportation systems, improving transit services and travel options, and reducing roadway congestion;
- WHEREAS:** On October 21, 2015, the National Capital Region Transportation Planning Board adopted the Constrained Long Range Plan (CLRP), which includes the *Transform 66: Inside the Beltway Project* and requires "the Commonwealth Transportation Board adopt a policy that: (1) ensures toll revenues are used to support multimodal improvements that benefit the users of the corridor, and (2) that the widening component of such project would only take place after an evaluation of the effectiveness of the tolling and multimodal components, and the performance of the facility including parallel roadways, to be conducted no sooner than two years after conversion to HOV-3;"
- WHEREAS:** To ensure that the investments funded by toll revenues benefit the toll payers and reflect the Region's priorities, the Commonwealth proposes a partnership with the Northern Virginia Transportation Commission (NVTC), a regional body charged with ensuring that high-quality, high-capacity transit connects people and business to economic opportunity;

WHEREAS: NVTC is comprised of 20 Commissioners, representing the counties of Arlington, Fairfax and Loudoun, the cities of Alexandria, Fairfax and Falls Church, and the Commonwealth; two rail systems, Metrorail and the Virginia Railway Express, which it co-owns with the Potomac Rappahannock Transportation Commission; local and regional bus systems, including DASH, ART, CUE, Fairfax Connector, Loudoun County Transit, and Metrobus; and the Vanpool Alliance;

WHEREAS: NVTC – through funding, planning, programming and financing – supports all forms of transit and related activities, including express and commuter bus, local bus, bus rapid transit, commuter rail, Metrorail, vanpool and carpool programs, technology, design standards and roadway investments that maximize the person throughput of existing infrastructure, and investments that provide transit customers safe, affordable and reliable service;

WHEREAS: The Commonwealth proposes that VDOT control and manage tolling on I-66 Inside the Beltway, with toll revenues being used and distributed according to the attached Memorandum of Agreement to support the tolling operations and tolling maintenance of I-66 Inside the Beltway and fund components selected by NVTC and approved by the CTB;

WHEREAS: In addition, the CTB intends to finance the widening of the I-66 between Exits 67 and 71 from I-66 toll revenues, subject to the conditions in the Memorandum of Agreement;


WHEREAS: Secretary of Transportation Aubrey Layne, in his letter of March 25, 2015, designated NVTC as the regional authority to identify and help deliver the multimodal components of this project to maximize the transportation benefits of this project, as measured by the number of persons that are able to travel through the corridor;

WHEREAS: NVTC shall have the responsibility for component selection; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public; and

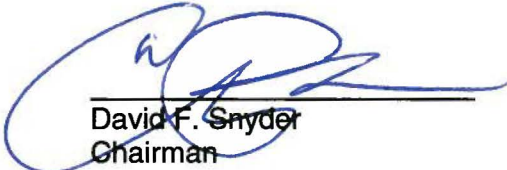
WHEREAS: This delegation to NVTC shall not constitute approval by NVTC of the Commonwealth's actions to impose tolling along the Facility.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the Executive Director to execute the attached *Memorandum of Agreement Transform 66: Inside the Beltway Project*.

Approved this third day of December 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman