

Revised 5/19/04

**ITEM 8 - Action**

May 19, 2004

Approval of Amendment to the  
FY 2004- 2009 Transportation Improvement Program (TIP) that is  
Exempt from the Air Quality Conformity Requirement to Include a  
Feasibility Study for Improving Mobility  
Westbound in the I-66 Corridor Inside the Capital Beltway from  
Rosslyn to the Dulles Airport Access Road as  
Requested by the Virginia Department of Transportation (VDOT)

**Staff**

**Recommendation:** Adopt Resolution R16-2004 to amend the  
FY 2004-2009 TIP to include the feasibility  
study as requested by VDOT.

**Issues:** None

**Background:** VDOT has requested an amendment the  
FY 2004-2009 TIP to provide funding  
from a recently available Federal  
earmark for a feasibility study for  
improving mobility westbound in the I-66  
corridor inside the Capital Beltway from  
Rosslyn to the Dulles Airport Access  
Road, as described in the attached  
materials.

**VDOT has submitted a revised letter  
dated May 18 which has a new second  
paragraph with additional information  
clarifying the study. This new  
information is highlighted on the**

**associated pages in the attached materials.**

TPB R16- 2004  
May 19, 2004

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO INCLUDE A FEASIBILITY STUDY FOR IMPROVING MOBILITY WESTBOUND IN  
THE I-66 CORRIDOR INSIDE THE CAPITAL BELTWAY FROM ROSSLYN TO THE  
DULLES AIRPORT ACCESS ROAD AS REQUESTED BY  
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, on December 17, 2003 the TPB adopted the 2003 Constrained Long-Range Transportation Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP); and

**WHEREAS**, in the attached letter of May 18, 2004, VDOT has requested an amendment to the FY 2004-2009 TIP to include an initial allocation of \$724,000 in funding (from a total allocation of \$1,243,000) in National Corridor Planning and Development funds in a FY 2004 Federal earmark for a feasibility study for improving mobility westbound in the I-66 corridor inside the Capital Beltway from Rosslyn to the Dulles Airport Access Road, as described in the attached materials; and

**WHEREAS**, this study is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2004-2009 TIP to include an initial allocation of \$724,000 in funding (from a total allocation of \$1,243,000) in National Corridor Planning and Development funds in a FY 2004 Federal earmark for a feasibility study for improving mobility westbound in the I-66 corridor inside the Capital Beltway from Rosslyn to the Dulles Airport Access Road, as described in the attached materials.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

May 18, 2004

PHILIP A. SHUCET  
COMMISSIONER

THOMAS F. FARLEY  
DISTRICT ADMINISTRATOR

National Capital Region  
Transportation Improvement Program Amendment

The Honorable Christopher Zimmerman  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.; Suite 300  
Washington, DC 20002-4201

Dear Chairman Zimmerman:

The Virginia Department of Transportation (VDOT), consistent with the attached letter from Governor Warner, requests an amendment (copy attached) to the FY 2004-2009 Transportation Improvement Program (TIP). This amendment will provide funding (a total of \$994,000, with an initial allocation of \$579,000) in a Federal earmark, that was recently made available by the FHWA for a feasibility study for improving mobility westbound in the I-66 corridor inside the Capital Beltway from Rosslyn to the Dulles Airport Access Highway. With the required 20% match provided, initial funding for this study will be \$724,000 and eventually (once FHWA authorizes the full earmark allocation) total funding will be \$1,243,000. Table 1 provides additional information on this TIP amendment, including the reason for the amendment, the project's conformity status, and funding implications associated with the amendment.

This proposed study, which is not the same study amended into the TIP by the TPB several years ago, will be a technical study to identify the pros and cons of various alternatives in order to provide decision makers with factual information upon which to base future decisions regarding corridor improvements. Jointly led by VDOT and FHWA, the study will employ a "context-sensitive" approach to evaluation potential improvements and will evaluate these alternatives using a "consumer report" style of ranking similar to that used in the 2001 ATLAS (Alternative Transportation and Land Use Activities Strategies) study. As requested by the Governor, any proposed improvements will be limited to the existing rights-of-way. The study scope outlined in the attached TIP and CLRP description sheets reflects the revisions desired by the Northern Virginia Transportation Authority following its discussion of this study at its May 13, 2004, meeting.

The Honorable Christopher Zimmerman  
May 18, 2004  
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"Technical studies" are listed in Table 2 of 40 CFR §93.126 as an activity that is "... exempt from the requirement that a conformity determination be made." Since this project's scope has been modified from the I-66 study project that was removed from the FY-04 TIP on May 21, 2003, we have revised the CLRP and TIP description sheets for this feasibility study. Copies of the CLRP and TIP description sheets are attached. VDOT requests that this amendment be approved by the TPB at its meeting on May 19, 2004

Please call Jo Anne Sorenson at (703) 383-2461, if you need further information. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Ms. Marsha Flol, Acting Division Chief, for VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,

*Jo Anne Sorenson*  
*Asst. Dist. Engr. for*

Thomas F. Farley

attachments

**NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

PROPOSED TIP AMENDMENT - 5/19/2004

FY 2004-2009  
Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	FY03 TIP Entry	Carry Over	Annual Element FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Source	Funding Shares Fed/st/lo
<b>VDOT INTERSTATE</b>													
56996	Facility: I-66 WB From: Rosslyn To: Dulles Airport Access Highway Arlington & Fairfax Counties	P. E. ROW Const	2,500 0 0	0 0 0	724 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$724 Earmark	80% 20%
Conduct a feasibility study using a community-based planning process to develop "context-sensitive" transportation alternatives that will improve mobility westbound in the I-66 corridor within the cited limits.													

Earmark - FY-04 National Corridor Planning and Development funds that have recently become available.

## Table 1

### Background Information on NoVA Projects Proposed for Amendment into the FY-04 TIP

Presented to the Transportation Planning Board  
May 18, 2004

Facility / Project:	I-66 WB
Jurisdiction:	Arlington & Fairfax Counties
Limits / Location:	Rosslyn to the Dulles Airport Access Highway
Project Description:	Conduct a feasibility study to evaluate various transportation alternatives to improve mobility westbound in the I-66 corridor, within existing rights-of-way, in accordance with the Governor's request.
Agency Project ID:	56996
New CLRP Description Sheet required?	Yes, a copy is included in the amendment package.
New TIP Description Sheet required?	Yes, a copy is included in the amendment package.
Reason(s) for Amendment:	To gain access to a Federal earmark that was specifically designated for this segment of the I-66 Corridor.
Conformity Status:	"Technical studies" are listed in Table 2 of 40 CFR §93.126 as an activity that is "... exempt from the requirement that a conformity determination be made."
Financial Implications:	Source of funds will be an initial allocation of \$579,000 (total allocation of \$994,000) in National Corridor Planning and Development funds (requires 20% state match), an FY-04 Federal earmark that was recently made available by the FHWA.



## CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form  
FY 2004 - 2030

1. Location and Jurisdiction

Facility: **I-66 WB**  
From/At: **Rosslyn**  
To: **Dulles Airport Access Highway**  
Jurisdiction: **Arlington & Fairfax Counties**

2. Submitting Agency: **VDOT**

Agency Project ID: **00056996**  
Last Modified On: **5/18/2004**

3. Project Type and Description

Construction  
Transportation Emissions Reduction Measure (TERM)

Study  
 Illustrative Project  
 Other Action/Strategy

Description of project or action:

**Conduct a technically-focused feasibility study using a community-based planning process to develop "context-sensitive" transportation alternatives that will improve mobility westbound in the I-66 corridor between Rosslyn and the Dulles Airport Access Highway. This study will be cognizant of the adjacent W&OD Trail, Custis Trail and other cyclist / pedestrian facilities as well as parks and environmental features.**

**VDOT's Northern Virginia District Administrator and Mr. Vince Mammano, Federal Highway Administration, will lead the study. This study will be a technical effort aimed at inventorying mobility alternatives in the study area and identifying the pros and cons of these alternatives. In addition to VDOT staff, representatives of the Northern Virginia Transportation Authority (NVTA), local jurisdictions and agencies, and WMATA will provide technical support.**

**A "consumer report" style of alternatives rating (previously used in the ATLAS study) is planned. The NVTA and the Commonwealth Transportation Board (CTB) will review and comment upon the study findings. Ultimately, this study will provide technical data for consideration by decision makers.**

**There will be an outreach effort, facilitated by a consultant with expertise in community outreach, aimed at maintaining and providing an exchange of information and ideas between the public, including community and business representatives, and the study's technical staff.**

**As requested by the Governor, the study scope will, at a minimum, consider the following alternatives: "no-build," a transit option(s), an HOV / HOT-lane option(s), and highway widening. Per the Governor's request, any proposed improvements will be located within the existing rights-of-way. This study will not be the detailed study approved by the TPB several years ago that was to result in a DEIS (Draft Environmental Impact Statement).**

**Bicycle/pedestrian accommodations included.**

4. Project Phasing

Project ID	TIP Improve.	Facility	From	To	Completion Date / In TIP
<b>00056996</b>	<b>Study</b>	<b>I-66 WB</b>	<b>Rosslyn</b>	<b>Dulles Airport Access Highway</b>	<b>2005 X</b>

**Note: "X" after Date indicates project is presently in TIP. Bold "X" denotes amendment into TIP.**

5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 1: If implemented, any improvements recommended as a result of the feasibility study will promote an economically strong regional core.**

6. Funding and Schedule Information

Cost (In Thousands): **\$724**

Date of completion or implementation: **2005 (complete study)**

Source: **Federal, State**

Cost and schedule remarks:

**Source of funds will be an initial allocation of \$579,000 (from a total allocation of \$994,000) in National Corridor Planning and Development funds, an FY-04 Federal earmark that was made available in late April, 2004 by the FHWA. A 20% match is required for these Federal funds, bringing the initial funding for the study to \$724,000 and an eventual total (once FHWA authorizes spending the total allocation) of \$1,234,000.**

**This technical study will not result in a DEIS (Draft Environmental Impact Statement) as was envisioned from the prior study scope removed from the FY04 TIP in 2003.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?

Yes      No

If yes, does this project require a CMS Documentation form under the given criteria?

Yes     No

If not, please identify the criteria that exempt the project here:

**Transportation Improvement Program (TIP)**  
Proposed Project or Action Description Form  
FY 2004-2010

1. Agency: **VDOT**

Last Modified On: **5/18/2004**

2. Location and Jurisdiction

Facility: **I-66 WB**  
From/At: **Rosslyn**  
To: **Dulles Airport Access Highway**  
Jurisdiction: **Arlington & Fairfax Counties**

3. Description of Project or Action

**Conduct a technically-focused feasibility study using a community-based planning process to develop "context-sensitive" transportation alternatives that will improve mobility westbound in the I-66 corridor between Rosslyn and the Dulles Airport Access Highway. This study will be cognizant of the adjacent W&OD Trail, Custis Trail and other cyclist / pedestrian facilities as well as parks and environmental features.**

**VDOT's Northern Virginia District Administrator and Mr. Vince Mammano, Federal Highway Administration, will lead the study. This study will be a technical effort aimed at inventorying mobility alternatives in the study area and identifying the pros and cons of these alternatives. In addition to VDOT staff, representatives of the Northern Virginia Transportation Authority (NVTA), local jurisdictions and agencies, and WMATA will provide technical support.**

**A "consumer report" style of alternatives rating (previously used in the ATLAS study) is planned. The NVTA and the Commonwealth Transportation Board (CTB) will review and comment upon the study findings. Ultimately, this study will provide technical data for consideration by decision makers.**

**There will be an outreach effort, facilitated by a consultant with expertise in community outreach, aimed at maintaining and providing an exchange of information and ideas between the public, including community and business representatives, and the study's technical staff.**

**As requested by the Governor, the study scope will, at a minimum, consider the following alternatives: "no-build," a transit option(s), an HOV / HOT-lane option(s), and highway widening. Per the Governor's request, any proposed improvements will be located within the existing rights-of-way. This study will not be the detailed study approved by the TPB several years ago that was to result in a DEIS (Draft Environmental Impact Statement).**

**Bicycle/pedestrian accommodations included.**

4. Project Status

**New / Modification of the I-66 study project that was removed from the FY-04 TIP on May 21, 2003. This technical study will not result in a DEIS (Draft Environmental Impact Statement) as was envisioned from the prior study scope.**

5. Environmental Review

**Not applicable – feasibility study.**

6. Funding and Schedule Information

Date of completion or implementation: **2005 (complete study)**

Source	FY	Amount (x \$1,000)	Phase	% Fed/State/Loc	
<b>Earmark</b>	<b>2004</b>	<b>724</b>	<b>P.E.</b>	<b>80</b>	<b>20</b>

7. Cost and schedule remarks:

**Source of funds will be an initial allocation of \$579,000 (from a total allocation of \$994,000) in National Corridor Planning and Development funds, an FY-04 Federal earmark that was made available in late April, 2004 by the FHWA. A 20% match is required for these Federal funds, bringing the initial funding for the study to \$724,000 and an eventual total (once FHWA authorizes spending the total allocation) of \$1,234,000.**

**This technical study will not result in a DEIS (Draft Environmental Impact Statement) as was envisioned from the prior study scope removed from the FY04 TIP in 2003.**



# COMMONWEALTH of VIRGINIA

Office of the Governor

Mark R. Warner  
Governor

September 4, 2003

The Honorable Frank R. Wolf  
U. S. House of Representatives  
241 Cannon House Office Building  
Washington, D. C. 20515

The Honorable Thomas M. Davis  
U. S. House of Representatives  
224 Cannon House Office Building  
Washington, D. C. 20515

Gentlemen:

Thank you for your June 18 letter relating to an additional westbound lane on I-66 from the Rosslyn Tunnel to the Dulles Connector. I appreciate your many contributions to improved transportation in Northern Virginia as we seek realistic, affordable transportation solutions in the region.

In the spring of 2000, the Commonwealth Transportation Board allocated funding to study a major widening of I-66 in both directions, between the Theodore Roosevelt Bridge and I-495. In June of this year, the Commonwealth Transportation Board eliminated funding for that proposal. As you acknowledged in your letter, the scope, cost, complexity, and controversy associated with that 2000 proposal is many times greater than your current proposal.

Even your more limited proposal has generated controversy. Arlington County opposes it, while Fairfax County has supported the widening of this segment of I-66.

This controversy provides an opportunity to try a different way of doing business in Northern Virginia. Assuming the U. S. Senate concurs with your I-66 budget amendment, I will ask VDOT to work directly with the Federal Highway Administration to develop a "context-sensitive solution" to the mobility and community problems in this corridor. The Federal Highway Administration advocates for, and can provide valuable technical assistance to, "context-sensitive" approaches to transportation problems.

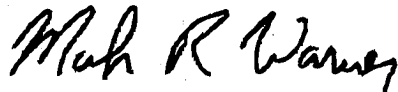
The Honorable Frank R. Wolf  
The Honorable Thomas M. Davis  
September 4, 2003  
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An open, inclusive process that involves citizens and businesses from Arlington and Fairfax, as well as other interests and concerns from around the region, is the only way to implement a realistic, affordable, and effective transportation solution in this corridor. My assumption is that the funds from your budget amendment would be available to support this community-based planning process, and that your budget amendment does not pre-suppose a particular outcome or result.

My only requests to VDOT and the Federal Highway Administration are that any improvements recommended as a result of this community-based planning process be located within the existing rights-of-way, and that the study consider all realistic options, including the widening you advocate, a "no build" option, one or more transit options, and one or more HOV/HOT lane options.

I trust this approach is acceptable to you and that this process will mark the beginning of a new way of doing business in Northern Virginia. I thank you for your continued support of the Commonwealth.

Sincerely,



Mark R. Warner

MRW/es

c: The Honorable James P. Moran  
The Honorable Whittington W. Clement, Secretary of Transportation  
The Honorable Paul Ferguson, Arlington County  
The Honorable Katherine K. Hanley, Fairfax County  
Ms. Karen J. Rae, Director, Virginia Department of Rail and Public  
Transportation  
Mr. Philip A. Shucet, Commissioner, Virginia Department of  
Transportation