

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**777 North Capitol Street, N.E.**  
**Washington, D.C. 20002**

**RESOLUTION ON AMENDMENTS TO  
THE FY 2005-2010 AND FY 2006-2011 TRANSPORTATION IMPROVEMENT  
PROGRAMS (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO ADD FUNDING TO THE IDEA 66 STUDY 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 November 17, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

**WHEREAS**, on October 19, 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 Transportation Improvement Program (TIP); and

**WHEREAS**, in the attached letter of January 12, 2006, VDOT has requested amendments to the FY 2005-2010 and FY 2006-2011 TIPs to add \$992,000 from a Federal earmark and \$8,600,000 in Federal obligation authority funds for the next phase of the Idea 66 Study to conduct preliminary engineering and analyses of the spot improvements recommended for westbound I-66 in Arlington and Fairfax Counties as described in the attached materials; and

**WHEREAS**, the Northern Virginia Transportation Authority (NVTA) has reviewed the next phase of the Idea 66 Study to be conducted by VDOT and has identified the following six points of clarification to be incorporated into the next phase of the study as described in the attached letter of January 17, 2006:

- “1. Coordination with the planned extension of Metrorail to Tysons Corner and ensure that spot improvements don't preclude a third Metrorail track and express bus operations.
2. Certification by VDOT that all aspects of the project are in full compliance with all requirements of the National Environmental Policy Act (NEPA);
3. Clarification of the I-66 right-of-way boundaries to assure that any proposed construction can occur within the existing right-of-way and maintain any adjacent parkland or the Custis Trail;
4. Evaluation of HOV enforcement areas, a continuous 12-foot shoulder, signing, Traffic Management Systems (TMS) and ramp metering.

5. The planning and design studies for the I-66 spot improvements should also include coordination with the ongoing efforts to develop a regional emergency evacuation plan. The Metropolitan Washington Council of Governments and the Transportation Planning Board, the U.S. Department of Homeland Security and Arlington County's Fire, Police, and Emergency Rescue Departments are some of the participants in this regional effort.
6. Safety will not be degraded by the project.”; and

**WHEREAS**, at the January 18, 2006 meeting, the TPB directed that the following comments in the NVTA letter of January 17, 2006 be included in this resolution:

“Separate from the action on this TIP amendment, at its January 12, 2006, meeting, NVTA asked that funding be sought for a long-range multimodal environmental document that will address the public transportation needs for the I-66 Multimodal Corridor. This document will include a comprehensive and objective evaluation of long-term public transportation needs in the I-66 multimodal corridor. Most importantly, analysis must address any potential conflicts between the proposed improvements and the planned extension of Metrorail to Tysons Corner. This evaluation should also address the ability to accommodate third and fourth Metrorail tracks in the median of I-66 inside the Beltway, should they be required for express service for the planned 23-mile Dulles Rail Extension into Loudoun County, or for the planned Orange Line extension to Centreville or Gainesville, or to maintain adequate Metrorail capacity within Arlington County.

As part of the multimodal environmental document, VDOT should study value pricing and relatively low-cost traffic-operation, solutions such as provision of express bus service and HOV-3.”; and

**WHEREAS**, this project 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 2005-2010 and FY 2006 TIPs to add \$992,000 from a Federal earmark and \$8,600,000 in Federal obligation authority funds for the next phase of the Idea 66 Study to conduct preliminary engineering and analyses of the spot improvements recommended for westbound I-66 in Arlington and Fairfax Counties, and to incorporate the six points of clarification identified by the NVTA and listed above into the next phase of the Idea 66 Study, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on January 18, 2006.**

**Northern Virginia Transportation Authority**  
c/o Northern Virginia Regional Commission  
3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

January 17, 2006

The Honorable Michael Knapp, Chairman  
Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Reference: Amendment to TPB SR9-2006 (Idea-66 Spot Improvements)

Dear Chairman Knapp:

On January 12, 2005, the Northern Virginia Transportation Authority approved the following motion regarding the scope of work for projects included in the referenced Transportation Improvement Program (TIP) amendment:

The spot improvements project will include:

1. Coordination with the planned extension of Metrorail to Tysons Corner and ensure that spot improvements don't preclude a third Metrorail track and express bus operations.
2. Certification by VDOT that all aspects of the project are in full compliance with all requirements of the National Environmental Policy Act (NEPA);
3. Clarification of the I-66 right-of-way boundaries to assure that any proposed construction can occur within the existing right-of-way and maintain any adjacent parkland or the Custis Trail;
4. Evaluation of HOV enforcement areas, a continuous 12-foot shoulder, signing, Traffic Management Systems (TMS) and ramp metering.
5. The planning and design studies for the I-66 spot improvements should also include coordination with the ongoing efforts to develop a regional emergency evacuation plan. The Metropolitan Washington Council of Governments and the Transportation Planning Board, the U.S. Department of Homeland Security and Arlington County's Fire, Police, and Emergency Rescue Departments are some of the participants in this regional effort.
6. Safety will not be degraded by the project.

Please incorporate these items into your approval of the amendment.

Separate from the action on this TIP amendment, at its January 12, 2006, meeting, NVTA asked that funding be sought for a long-range multimodal environmental document that will address the public transportation needs for the I-66 Multimodal Corridor. This document will include a comprehensive and objective evaluation of long-term public transportation needs in the I-66 multimodal corridor. Most importantly, analysis must address any potential conflicts between

The Honorable Michael Knapp, Chairman  
January 17, 2006  
Page Two

the proposed improvements and the planned extension of Metrorail to Tysons Corner. This evaluation should also address the ability to accommodate third and fourth Metrorail tracks in the median of I-66 inside the Beltway, should they be required for express service for the planned 23-mile Dulles Rail Extension into Loudoun County, or for the planned Orange Line extension to Centreville or Gainesville, or to maintain adequate Metrorail capacity within Arlington County.

As part of the multimodal environmental document, VDOT should study value pricing and relatively low-cost traffic-operation, solutions such as provision of express bus service and HOV-3.

Sincerely,

/s/

David Snyder, Chairman  
Northern Virginia Transportation Authority

cc: Members, Northern Virginia Transportation Authority  
Virginia Members, Transportation Planning Board