



# 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.

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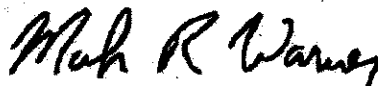
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An open, inclusive process that involves citizens and businesses from Arlington and Fairfax, as well as other interests and concerns from around the region, is the only way to implement a realistic, affordable, and effective transportation solution 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