

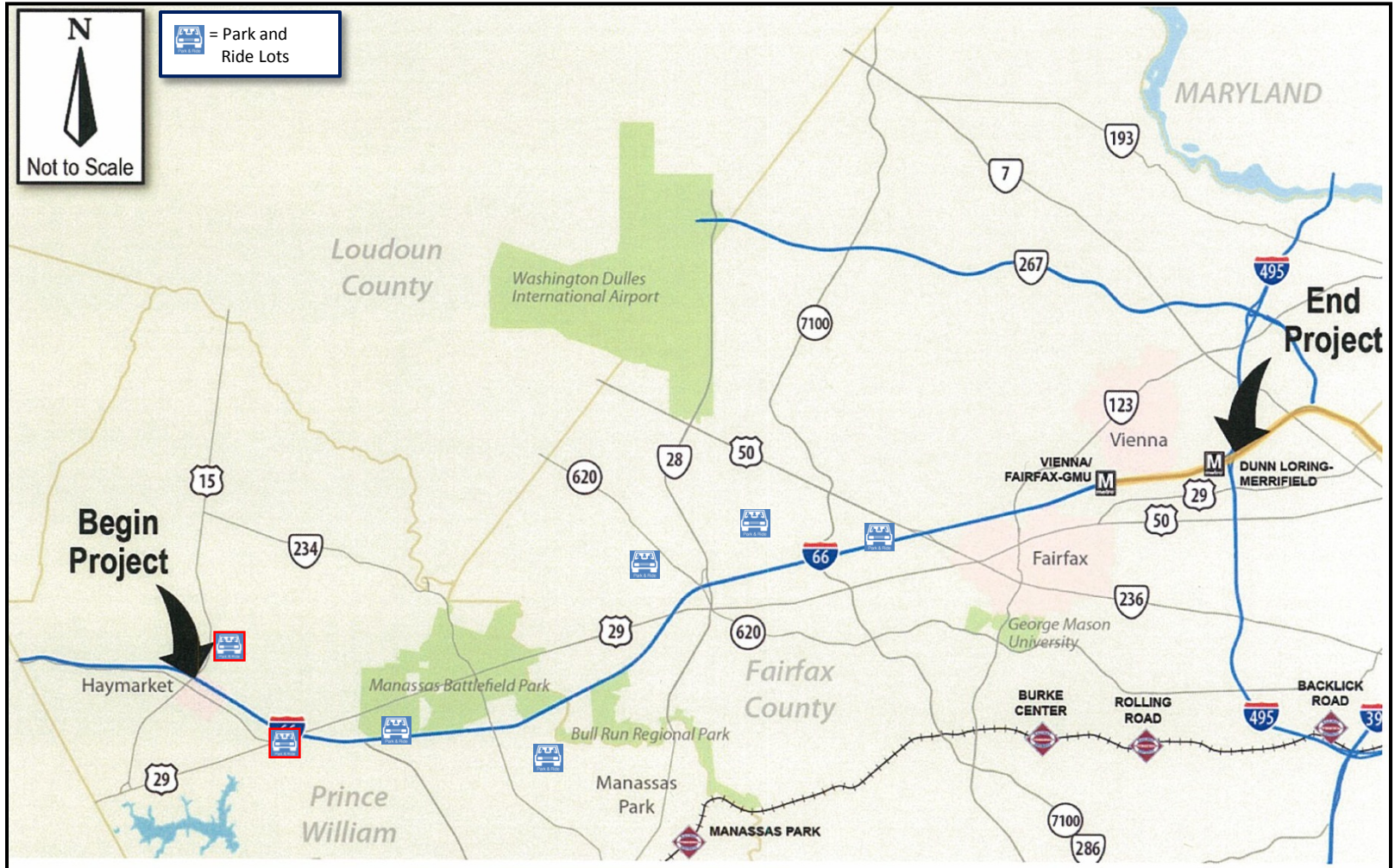


**Metropolitan Washington  
Council of Governments  
Transportation Planning Board**

January 9, 2015



# I-66 Corridor: I-495 to Haymarket





# Corridor Conditions

- Steady population growth
- Employment growth in activity centers
- Congestion and mobility demands
- Safety concerns





# Purpose and Need

- Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner
- Enhance transportation safety and travel reliability





# I-66 Tier 1 EIS

- 10 Improvement Concepts
  - General Purpose Lanes
  - Managed Lanes
  - Metrorail Extension
  - Light Rail Transit
  - Bus Rapid Transit
  - VRE Extension
  - Improve Spot Locations/Chokepoints
  - Intermodal Connectivity
  - Safety Improvements
  - Transportation Communication and Technology
- No one Improvement Concept meets the Purpose and Need
- Six Capacity Improvement Concepts were combined into 47 different scenarios, called Improvement Concept Scenarios



# Highest Performing Scenarios

- Based on ability to meet purpose and need elements:
  - Two Managed Lanes + Metrorail
  - Two Managed Lanes + Metrorail + VRE
  - One New General Lane + Two Managed Lanes + Metrorail
  - Two New General Lanes + Two Managed Lanes + BRT + VRE
  - Two New General Lanes + Two Managed Lanes + BRT
- Highest Performing = top 10 ranking for all 4 Purpose and Needs elements or at least three Purpose and Needs elements and lowest cost
- Note: Each candidate concept refers to number of lanes in each direction



## I-66 Tier 1 EIS Decisions

- CTB Resolutions in May and July 2013, advanced all 10 concepts for further consideration and for detailed study at such times as these studies are initiated
- Tier 1 EIS/Record of Decision (ROD) approved Nov. 2013
- ROD states that roadway and major transit concepts can proceed separately as long as the following criteria are met:
  - Connect logical termini and be of sufficient length
  - Have independent utility
  - Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements
- Study tolling in Tier 2



## NEPA Tier 2 Scope Assumptions

- Maintain current number of regular lanes during rush hours
- Rapid Bus Transit will be studied along with bus service recommendations from the I-66 Transit and TDM Study
- Safety and operational improvements can move forward independently or in conjunction with capacity improvements
- Will not preclude other concepts
- Feasible to implement in a reasonable timeframe

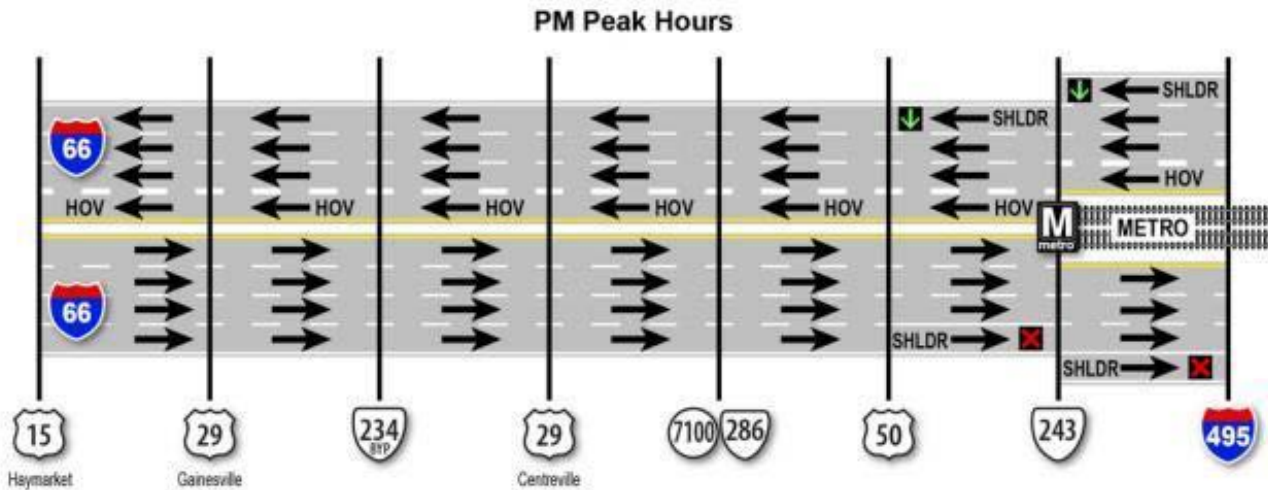
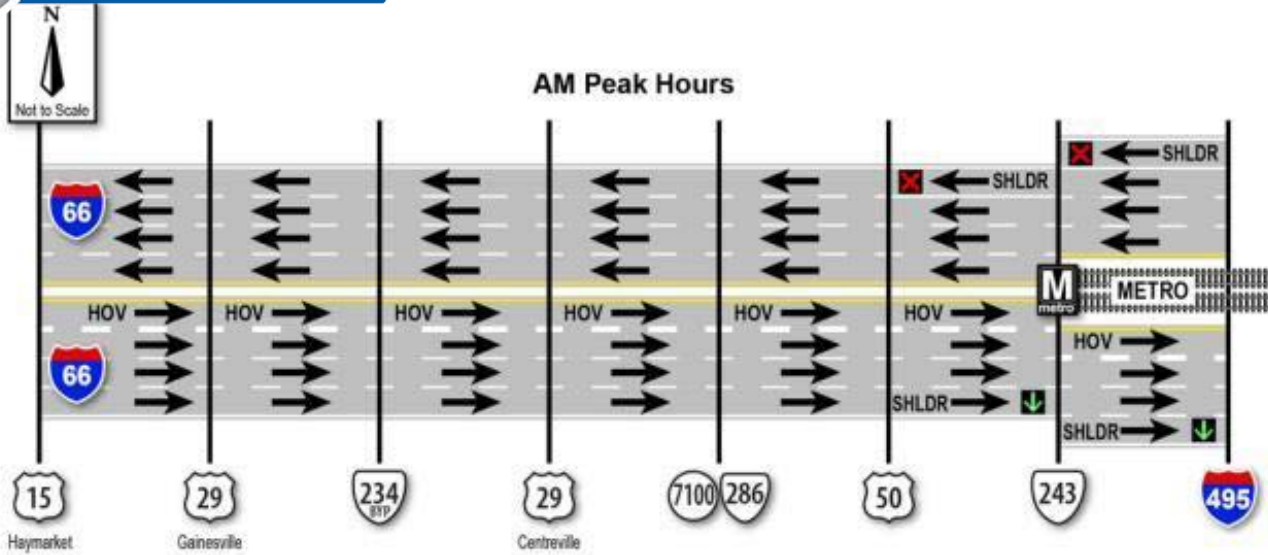




# I-66 CORRIDOR IMPROVEMENTS

VDOT | DRPT

## Existing I-66 Configuration

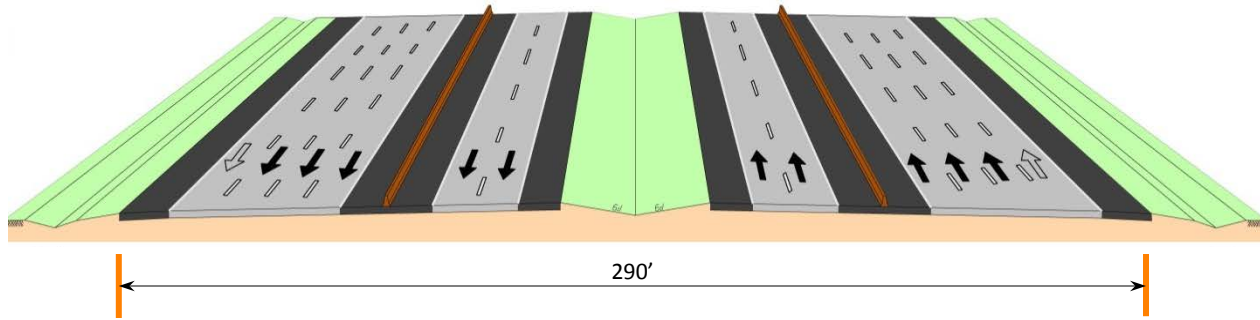




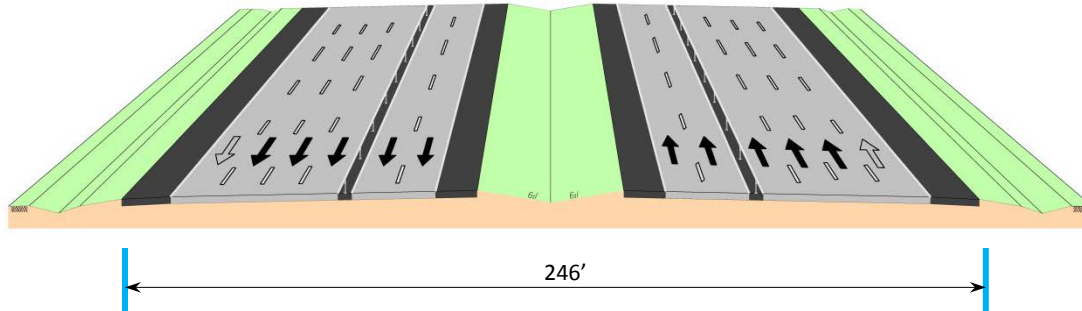
# Project Scope

- Two Express Lanes (convert existing HOV lane & add one lane)
  - HOV-3 and buses travel free
  - Non-HOV tolled
  - Congestion-based tolls
  - Converting HOV-2 to HOV-3 by 2020, consistent with the Constrained Long Range Plan
- Three regular lanes
  - Open to all traffic
  - No tolls
  - Ramp-to-ramp connections (auxiliary lanes)
- Rapid bus service and other multimodal improvements
  - High frequency of service beyond peak hours
  - Travel in express lanes for predictable travel times
  - Park-and-Ride lots, Transportation Demand Management

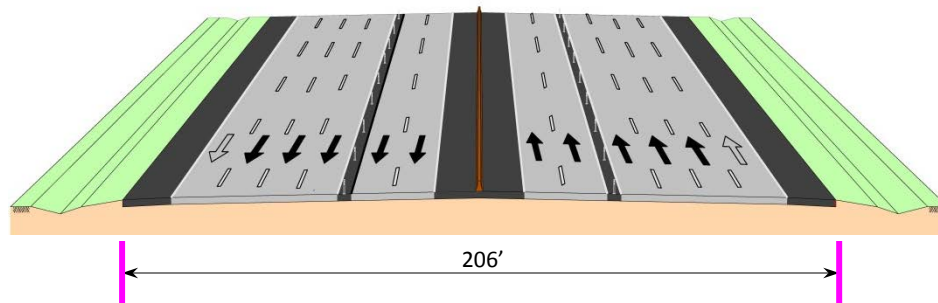
# Typical Sections



Alt. 1 – Concrete Barrier with Full Shoulders and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2A – Flexible Barrier with Buffer and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2B – Flexible Barrier with Buffer and No Median  
(with auxiliary lanes, if needed)



# NEPA Status

- Scope of the Environmental Assessment
  - Purpose & Need
  - Alternatives
  - Environmental Consequences
- Environmental Data Collection
  - Waters of the US delineation
  - Parks
  - Historic properties
  - Threatened & endangered species
  - Other resources
- Corridor Operations
  - Improve travel time reliability and predictability
  - Improve person throughput
  - Provide travelers with options
  - Improve safety





# Project Outreach & Agency Coordination

- **Public Information Meetings (6:30 – 8:30 p.m.)**
  - January 26, 27, 28, and 29
- **Continued briefings to key stakeholder groups**
  - Update briefings to transportation groups
  - Update briefings to state and local elected officials
  - Initial briefings to HOAs and community groups



## Project Website

- Dedicated website
- Distinct project identity with easy to access and up-to-date information
- Interactive features encouraging open dialogue with the public

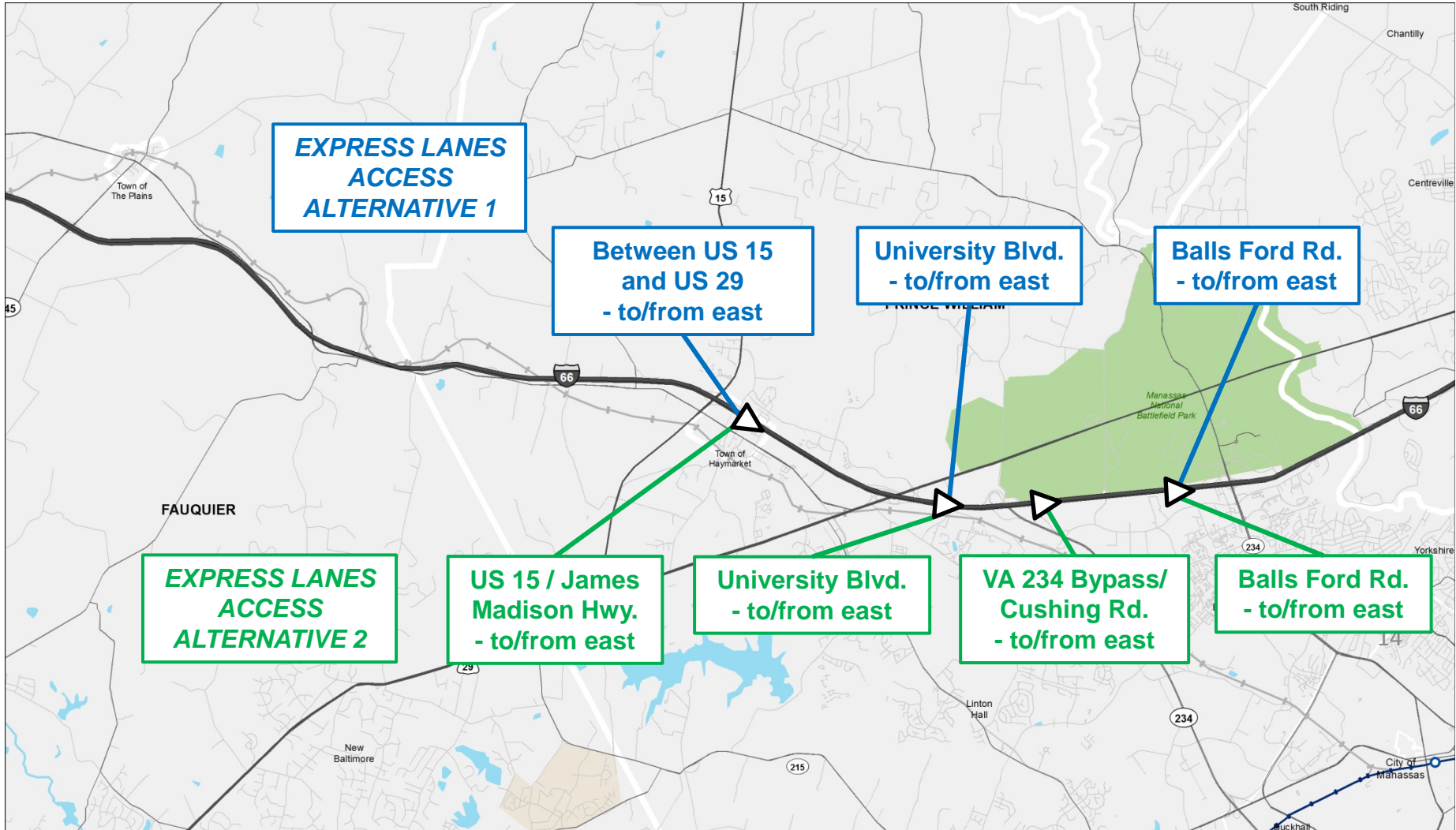


I-66 CORRIDOR IMPROVEMENTS

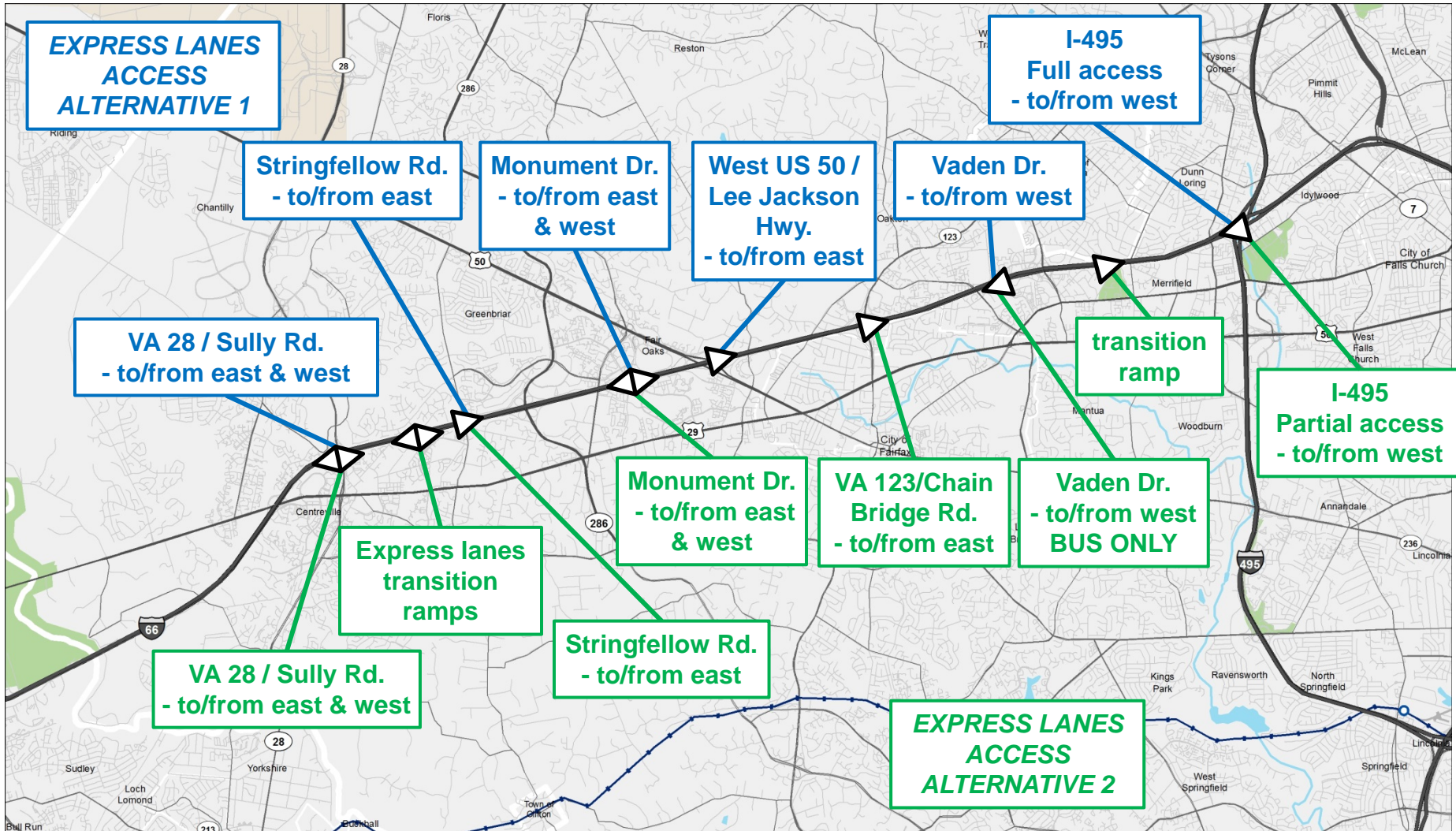
VDOT

DRPT

# Preliminary Access Alternatives (Prince William County)



# Preliminary Access Alternatives (Fairfax County)





# Multimodal Solutions

- **Transit Services**
  - Commuter Bus Services
  - Rapid Bus Service
- **Park-and-Ride Facilities**
- **Transportation Demand Management (TDM)**





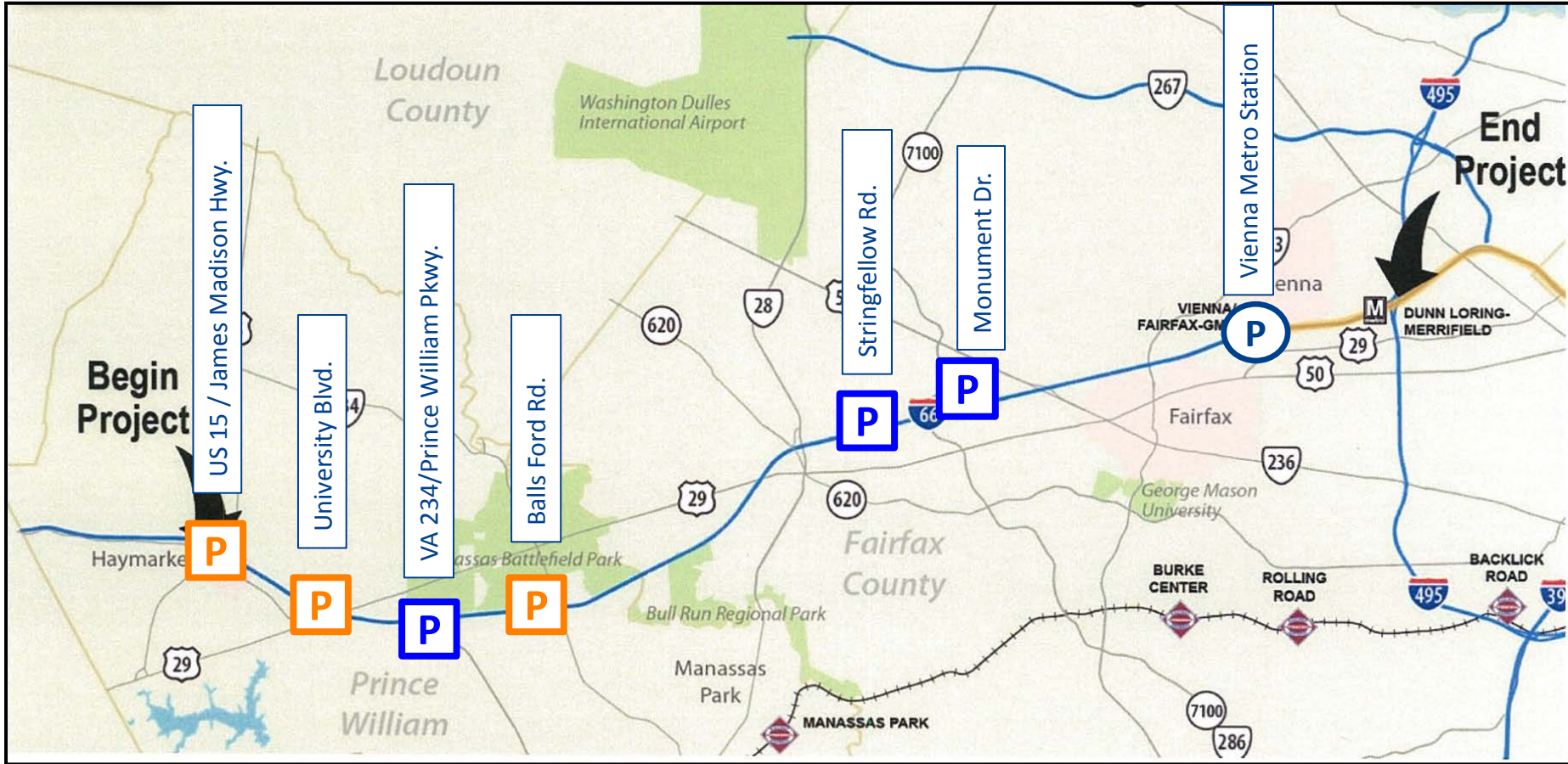


# Transit Services




- **Commuter Bus Services – existing services, new routes, and modified existing routes**
  - One-seat rides
  - Enhanced connectivity between new park-and-ride facilities and major regional destinations
  - Peak-oriented service
- **Rapid Bus Service – new service**
  - Complements Metrorail
  - Frequent and all-day service
  - To/from key park-and-ride facilities that have direct access to Express Lanes



# Park-and-Ride Facilities



I-66 Park-and-Ride Focus Locations

-  New
-  Existing with planned or proposed expansion
-  Existing



# Transportation Demand Management (TDM) Strategies

- Incentivize carpooling
- Form vanpools
- Provide employer and destination outreach, services, and information
- Provide home-based outreach
- Enhance web-based and mobile applications
- Provide ride-matching services
- Promote bicycling, walking, transit, vanpooling, and carpooling
- Support casual carpooling (slugging)





# P3 Process To Date

- **High-level Screening (March 2013)**
  - **VDOT Commissioner concurred with OTP3 recommendation to advance to detail-level project screening**
- **Detail-level Screening (June 2013)**
  - **A combination of express lane and rapid bus system was proposed as a P3 candidate (based on the opportunities for risk transfer, use of private sector innovation and private investment)**
- **Request for Information (June-Nov. 2013)**
  - **19 private sector firms and 9 citizens provided written responses**
  - **In general, respondents believed a P3 approach could facilitate delivery of a multi-modal transportation improvement for I-66**



## P3 Process Status

- Private sector interest in a design, build, finance, operate and maintain project delivery model
- Private sector wants a well-defined project scope
- Likely to attract private investment
- Preliminary estimate for full project scope ranges from \$2 to \$3 billion
- The public fund contribution will be based upon the project scope that provides the best benefit to the public
- Preliminary analyses show the project is a good candidate for a TIFIA loan



# Major Project Milestones

Key Milestones	Dates
Submit project for inclusion in CLRP	December 2014
Public Information Meetings	January 2015
P3 RFQ	February 2015
NEPA Public Hearing	May 2015
CTB Briefing	Summer 2015
Draft RFP	Summer 2015
NEPA / FHWA Decision	End of 2015
Final P3 RFP	End of 2015
Financial Close	December 2016
Construction Start	2017