I-66 Corridor Improvements Outside the Beltway
CTB Briefing

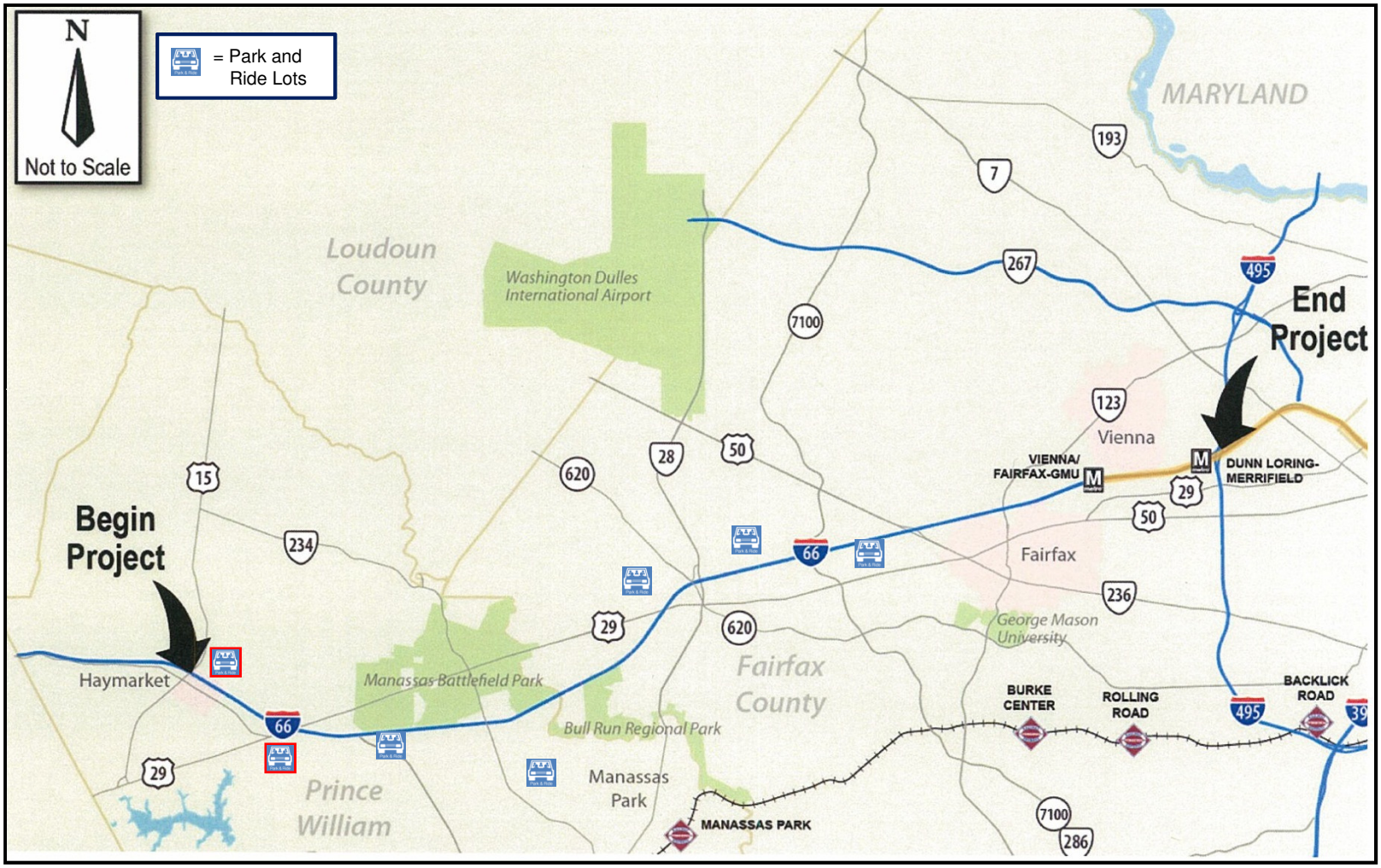
July 16, 2014

Virginia Department of Transportation

Virginia Department of Rail and Public Transportation

Office of Transportation Public-Private Partnerships

I-66 Corridor: Beltway to Haymarket

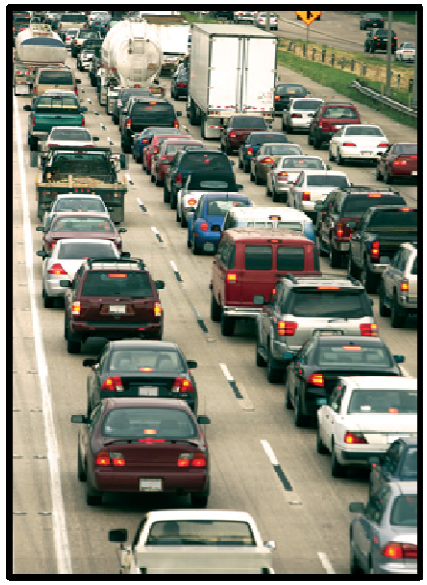


Corridor Conditions

- Steady population growth
- Employment growth in activity centers
- Congestion and mobility demands
- Safety concerns
- Lack of coordinated transit service and modal choices

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 and 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

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 Assumptions

- Maintain current number of regular lanes during rush hours.
- Rapid Bus Service will be advanced along with other 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, including the consideration of Metro extension in the right of way.
- Feasible to implement in a reasonable timeframe.

Existing Lane Configuration

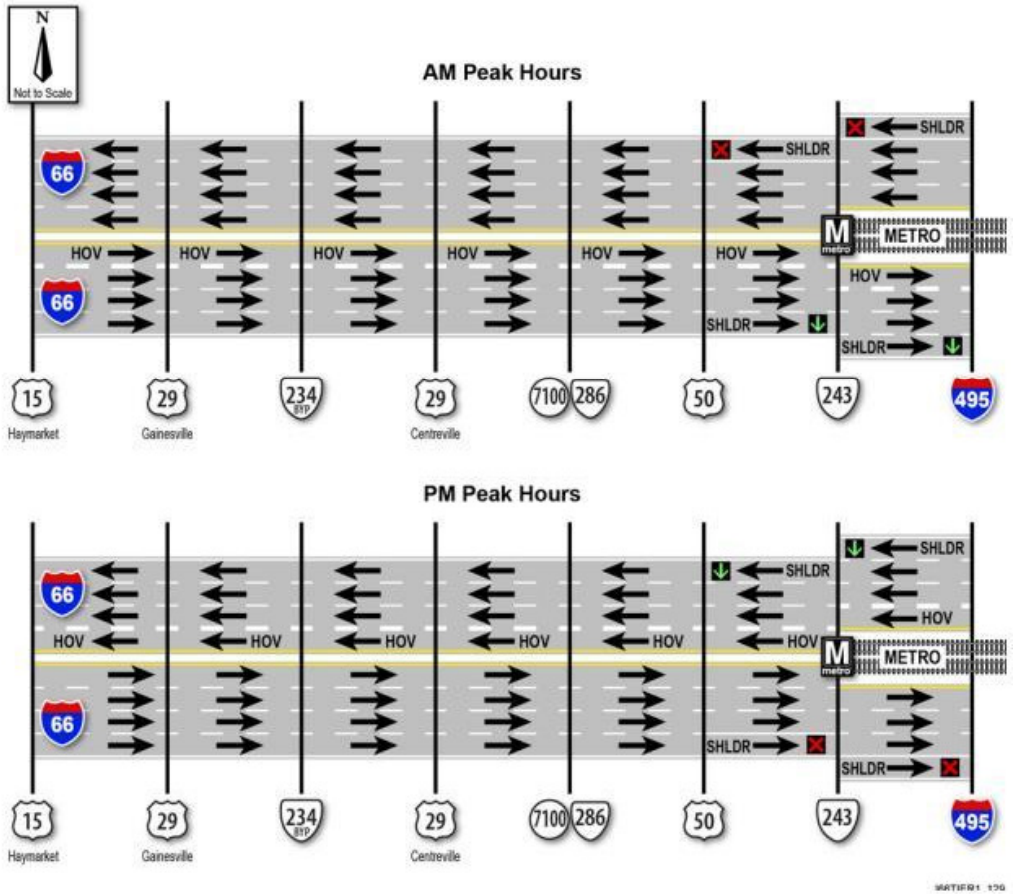


Figure 2-2. I-66 Lane Configuration

Tier 2 Study Scope

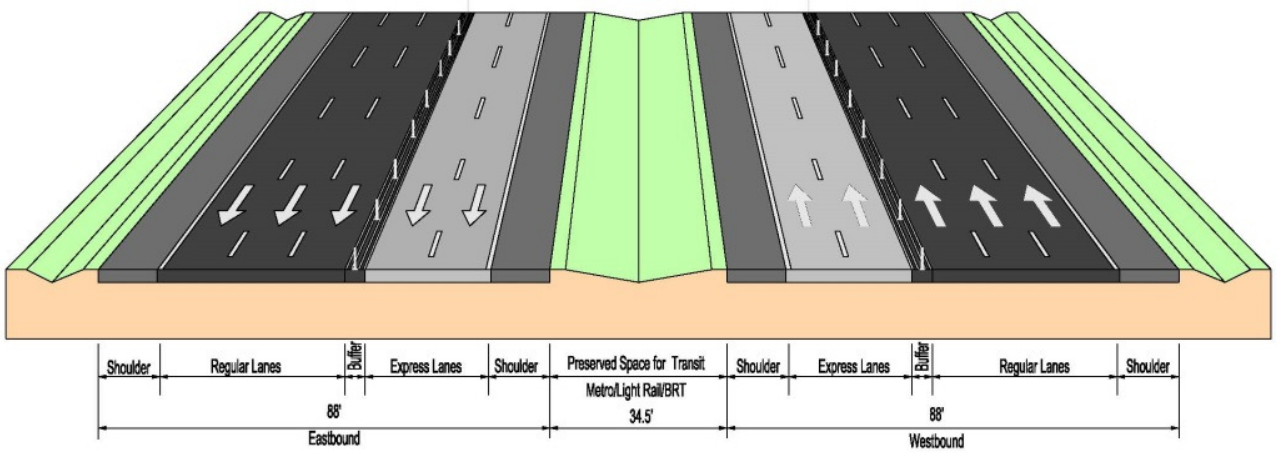
- Two Express Lanes (convert existing HOV lane and add one lane)
  - HOV-3 and buses travel free
  - Non-HOV tolled
  - Congestion-based tolls
  - Converting HOV-2 to HOV-3 by 2020, consistent with the Constrained Long Range Plan
- Three regular lanes
  - Open to all traffic
  - No tolls
  - Ramp-to-ramp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

Rapid Bus Service

- Based on 2009 I-66 Transit/ Transportation Demand Management (TDM) Study
  - Led by DRPT
  - Developed in close coordination with the localities and transit providers

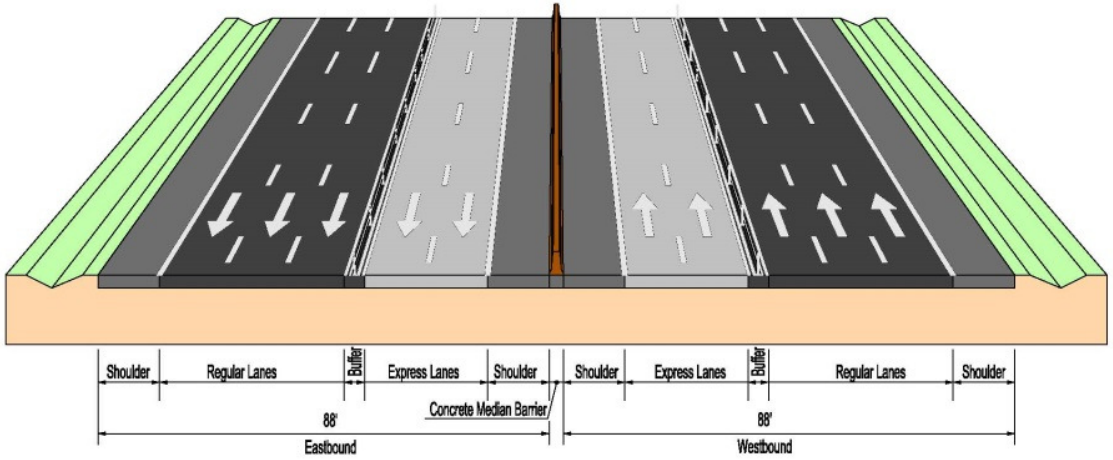
- Advance recommendations from the DRPT I-66 Transit/TDM Study to maximize corridor capacity by increasing person throughput
- Additional park-and-ride lots will be served by Rapid Bus Service
- Direct access opportunities from park-and ride lots to Express Lanes
- Possibly provide parallel service to Metrorail which is near capacity

Typical Sections



I-66 Corridor Improvements

Typical Section with Median Reserved for Center Transit



I-66 Corridor Improvements

Typical Section without Median Reserved

Project Benefits

- Provides new travel choices and congestion relief
- Part of a seamless network of Transit/HOV/Express Lanes to serve job centers like Tysons
- Express lanes provide consistent and predictable travel times
- Robust bus transit service that complements current Metrorail service
- Promotes regional connectivity to major destinations in the corridor
- As a potential Public Private Partnership project, allows private partners to advance improvements more quickly with privately financed funds

Public Outreach and Agency Coordination

- Public Information Meetings – January 30 and February 5, 2014
- Briefings held and scheduled with local jurisdictions, transit providers, and elected officials
- Stakeholders Technical Advisory Group
- Coordinating with EPA, Corp of Engineers, Fish and Wildlife, and other regulatory agencies

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

P3 Process Next Steps

- This project will be advanced under the revised P3 guidelines
- Conduct a risk workshop to identify major risks and develop a risk management plan
- Refine affordability analysis to reflect the new scope and market conditions
- Conduct Value for Money (VfM) analysis to further study appropriate delivery method for the proposed scope

Upcoming P3 Procurement Milestones

- Brief CTB on findings prior to initiation of a potential P3 procurement – fall 2014
- Issue Request for Qualifications (RFQ) – late 2014
- Announcement of short-listed teams – mid 2015
- Develop and Issue Request for Proposals (RFP) – late 2015

Next Steps

- Tier 2 Environmental Assessment and associated preliminary engineering design getting underway. Traffic, survey, and other data collection underway.
- Project Kick-Off Meeting July 17
- Continued coordination with local stakeholders and agencies input during NEPA study process and project development phase
- Coordination with other VDOT Projects along the I-66 Corridor and DRPT
- CTB approval of selected alternative in 2015
- Anticipated NEPA completion – End of 2015
- Construction projected to begin by 2017