

ITEM 11 - Information

January 21, 2015

Briefing on Project Submissions for the 2015 CLRP

Staff

Recommendation:

Receive briefing on the major projects submitted for the 2015 CLRP by transportation agencies to date. A VDOT representative will brief the Board on the proposed comprehensive improvements for I-66.

Issues:

None

Background:

On January 15, the project submissions are scheduled to be released for a 30-day public comment period that will end February 14. At the February 18 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2015 CLRP.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

January 15, 2015

To: Transportation Planning Board

From: Andrew Austin
Department of Transportation Planning

Re: Additions and Changes to Projects Proposed for Inclusion in the
2015 Financially Constrained Long-Range Transportation Plan (CLRP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2015 Update to the CLRP were released for public comment on January 15. The attached materials present a summary of the major new projects or changes to existing major projects included in the project submissions. Comments may be submitted:

- online at mwcog.org/TPBcomment,
- via email at TPBcomment@mwcog.org,
- by calling (202) 962-3262, TDD: (202) 962-3213
- or in writing to The Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

The public comment period ends on February 14 and the TPB is scheduled to approve the project submissions on February 18.

Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT proposes to add ten dedicated bike lane projects to its existing bicycle network. These projects will remove one or more lanes for vehicular traffic on approximately 9 miles of streets throughout the city. DDOT also proposes to remove the Benning Road Streetcar Spur project.

No new major projects are proposed this year in **Maryland**.

In **Virginia**, VDOT proposes to add two new projects on I-66. The first project inside the Capital Beltway would convert I-66 to a managed Express Lanes facility, with dynamic, congestion-based tolling in both directions during the morning and evening peak periods. The second project would reconfigure I-66 outside the Beltway between I-495 and US Route 15 to have

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290

Web: www.mwcog.org/tpb Phone: (202) 962-3200 TDD: (202) 962-3213

three general-purpose lanes and two managed Express lanes in each direction. At the request of Arlington County, VDOT proposes to remove the Columbia Pike Streetcar and Crystal City Streetcar projects due to the recent withdrawal of funding support for these two projects by Arlington County.

No new major additional capacity projects are proposed by **WMATA** at this time.

Please see the following Summary of Major Additions and Changes for more information on these projects. A complete listing of proposed additions and changes to all projects in the CLRP can be found in the Air Quality Conformity Inputs for the 2015 CLRP and the FY 2015-2020 TIP document which was also released for public comment on January 15th. These documents can be found online at www.mwcog.org/CLRP2015

Regional Policy Framework for Development of the CLRP

The Call for Projects document for the 2015 Update to the CLRP encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion. The CLRP project description forms asked agencies to explain how their new projects support goals like providing a comprehensive range of transportation options or promoting mobility in and around regional Activity Centers. The agencies' responses to these questions can be found in Attachment A – Project Description Forms and Supplemental Materials.

Summary of Major Additions and Changes for the 2015 Financially Constrained Long-Range Transportation Plan



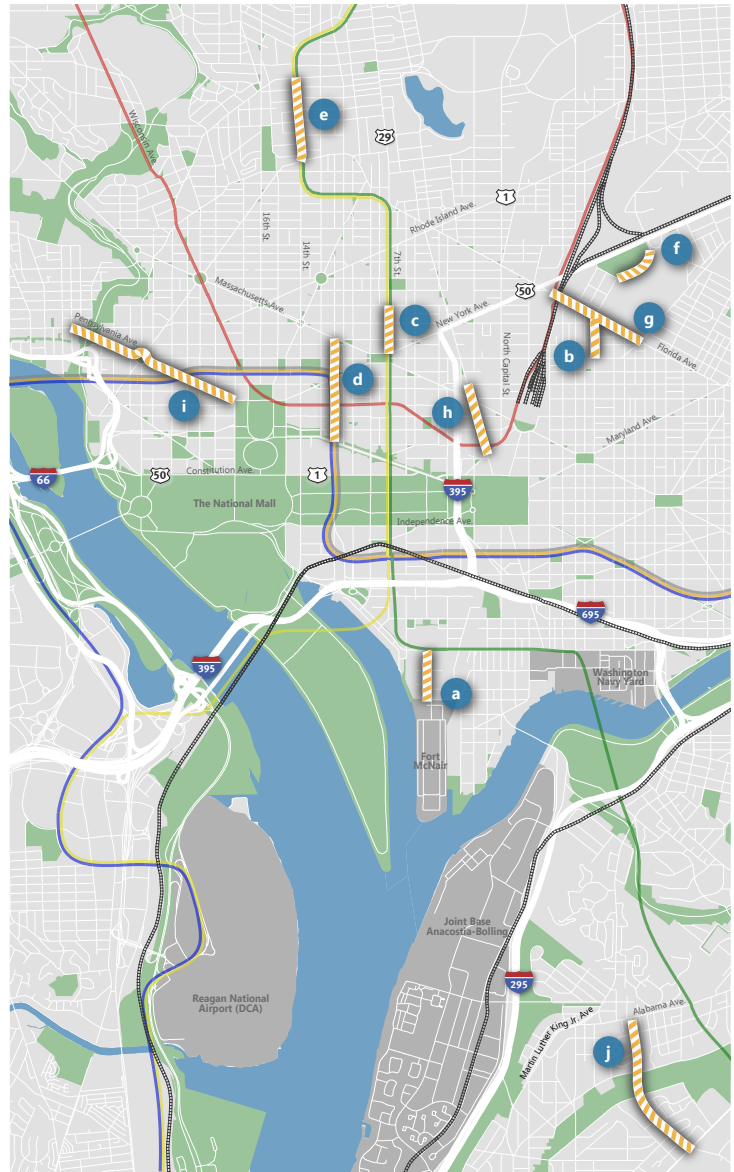
DISTRICT OF COLUMBIA

Dedicated Bike Lanes, Citywide

Length: 9 miles
Complete: 2015
Cost: \$470,000

The District Department of Transportation (DDOT) proposes to add a series of dedicated bike lane projects that will remove one or more lanes for vehicular traffic on 10 different roadways by reducing lanes as follows:

- 4th St. SW, M St. to P St.
4 to 2 lanes
- 6th St. NE, Florida Ave. to K St.
2 to 1 lane
- 7th St. NW, New York Ave. to N St.
4 to 2 lanes
- 12th St. NW, Pennsylvania Ave. to Massachusetts Ave.
4 to 3 lanes
- 14th St. NW, Florida Ave. to Columbia Rd.
4 to 2 lanes
- Brentwood Pkwy. NE, 6th St./Penn St. to 9th St.
4 to 2 lanes
- Florida Ave. NE, 2nd St. to West Virginia Ave.
6 to 4 or 5 lanes
- New Jersey Ave. NW, H St. to Louisiana Ave.
4 to 2 lanes
- Pennsylvania Ave. NW, 17th St. to 29th St.
4/6 to 2 or 4 lanes
- Wheeler Rd. SE, Alabama Ave. to Southern Ave.
4 to 2 lanes



Remove: Benning Road Streetcar Spur

The 2014 Update to the CLRP included the addition of a streetcar spur line running from Benning Rd. along Minnesota Ave. to the Minnesota Ave. Metro Station. This project is being withdrawn from the CLRP.

Summary of Major Additions and Changes for the 2015 CLRP



VIRGINIA

I-66 Corridor Improvements inside the Capital Beltway US Route 29 in Rosslyn to I-495

Length: 10 miles
Complete: 2017, 2040
Cost: \$75-100 million



The Virginia Department of Transportation (VDOT) proposes to convert I-66 inside the Capital Beltway into a managed express lanes facility with dynamic, congestion-based tolling for all vehicles with less than three occupants, in both directions during the morning and evening peak periods. VDOT plans to implement this conversion by 2017. VDOT also proposes widening I-66 from 2 to 3 lanes in both directions between Fairfax Dr. and I-495 (and from 3 to 4 lanes on eastbound I-66 from the Dulles Toll Road to Washington Blvd.) The widening is projected to be complete by 2040.

VDOT also proposes to implement a number of multimodal improvements, including enhanced bus service and completion of elements of the bicycle and pedestrian network around the corridor. Tolls from the managed express lanes will be used to fund further transit enhancements.

The currently approved CLRP includes an assumption that the existing HOV requirement on I-66 inside the Beltway would increase from 2 to 3 occupants in 2020. This proposed project would advance that requirement to 2017 inside the Beltway. The CLRP also currently includes two spot improvement projects that provide additional lanes on westbound I-66 between Westmoreland Dr./Washington Blvd. and Haycock Rd./Dulles Access Highway (complete in 2015), and between Lee Highway/Spout Run and Glebe Rd. (complete in 2020).

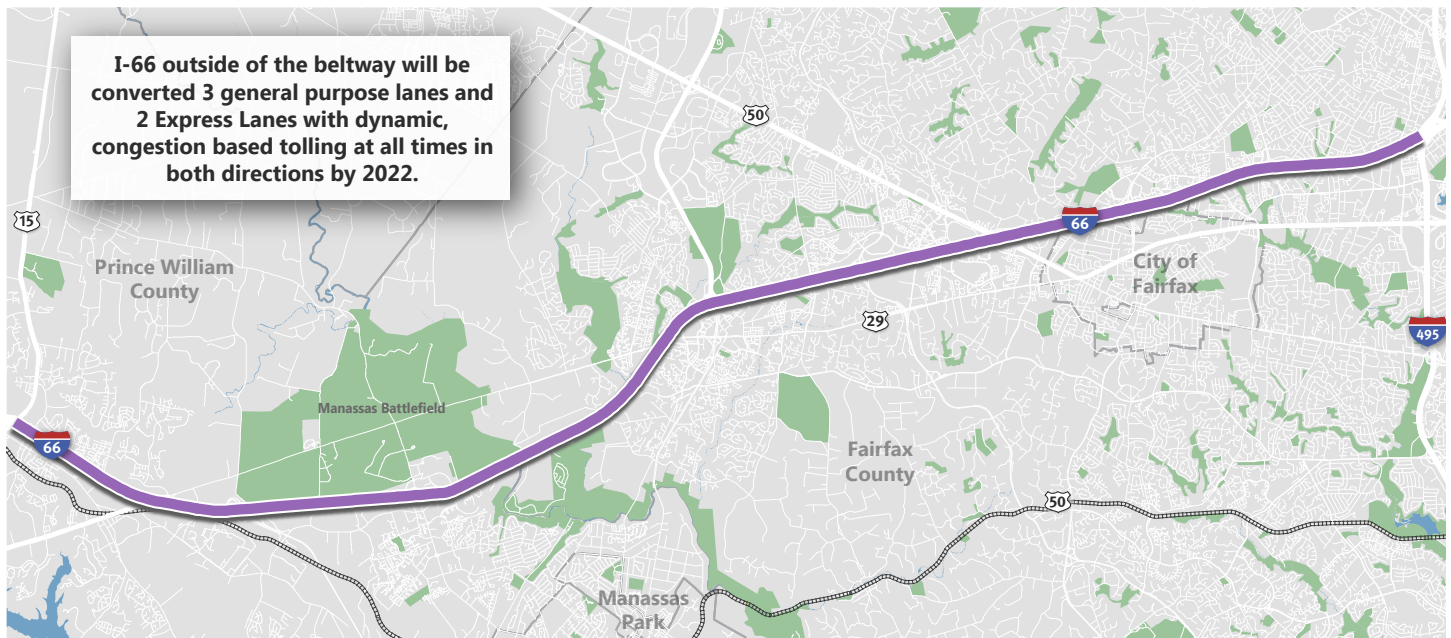
See the CLRP Project Description Form and supplemental materials provided by VDOT in Attachment A for more information.

Summary of Major Additions and Changes for the 2015 CLRP



I-66 Corridor Improvements outside the Capital Beltway I-495 to US Route 15 in Prince William County

Length: 25 miles
Complete: 2022
Cost: \$2-3 billion



VDOT proposes to reconfigure I-66 outside the Capital Beltway to have two managed express lanes and three general purpose lanes in each direction. Please see the 2015 CLRP Air Quality Conformity Inputs table for further details on lane configurations. The managed express lanes would use dynamic, congestion-based tolling for vehicles with less than 3 occupants at all times to maintain free-flow conditions.

VDOT has proposed two alternative sets of access and egress points between the express lanes and the general purpose lanes. Both alternatives (A and B) are detailed in the Air Quality Conformity Inputs table and will be analyzed separately.

Multimodal aspects of the proposed project include implementation of a new high-frequency bus service and the construction of new, and expansion of existing commuter park-and-ride lots.

See the CLRP Project Description Form and supplemental materials provided by VDOT in Attachment A for more information.

Remove: Columbia Pike Streetcar and Crystal City Streetcar Projects

The Columbia Pike Streetcar project between Skyline Center and Pentagon City was added to the CLRP in 2008 and was scheduled to be complete in 2017. The Crystal City Streetcar from the Pentagon City Metro Station to Four Mile Run at the Alexandria city line was added in 2011 and was projected to be complete by 2019. Due to recent policy and funding changes in Arlington County, both projects are proposed for removal.

Attachment A

**Project Description Forms
and Supplemental Materials**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

January 15, 2015

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

RE: I-66 Corridor Improvements Project (Outside the Beltway) and I-66 Multimodal Improvement Project (Inside the Beltway)

Dear Chairman Mendelson:

As part of the Virginia Department of Transportation's (VDOT) submission of projects for the National Capital Region Transportation Planning Board's 2015 Constrained Long Range Plan (CLRP) and the 2015 CLRP Air Quality Conformity Assessment, we would like to provide additional information to the TPB on two key projects: the I-66 Corridor Improvements Project (Outside the Beltway) and the I-66 Multimodal Improvement Project (inside the Beltway).

The I-66 Corridor Improvement Project (Outside the Beltway) extends from U.S. Route 15 in Prince William County to I-495 in Fairfax County. In addition to roadway widening and multimodal elements, VDOT has submitted two alternative versions of the access points to be included in the TPB's analysis. The completion date for the Outside the Beltway project is 2022.

The I-66 Multimodal Improvement Project (Inside the Beltway) extends from I-495 in Fairfax County to U.S. Route 29 in Arlington County. There are two major components to the Inside the Beltway project. The first component involves multimodal improvements, with the peak-period tolling component starting in 2017. The second component involves widening of some sections of the corridor to provide three lanes in each direction, to be completed after 2025.

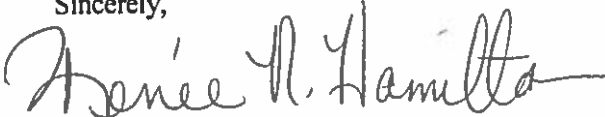
In order to provide background information on the two multimodal projects in advance of the Board meeting, the attached documents provide an overview of the project development for the I-66 multimodal corridor:

- Executive Summary of the I-66 Transit/TDM Study Final Report, December 31, 2009
- Executive Summary of the I-66 (Outside the Beltway) Tier I Environmental Study
- Executive Summary of the I-66 (Inside the Beltway) Multimodal Study Final Report, June 2012
- Executive Summary of the I-66 (Inside the Beltway) Multimodal Study Supplemental Report, August 2013

Mr. Phil Mendelson
January 15, 2015
Page 2

VDOT will make presentations on both projects at the January 21, 2015 Board meeting. Thank you for your consideration of these two very important projects.

Sincerely,

for 
Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

cc: Ms. Renée Hamilton, VDOT-NoVA
Ms. Jennifer Mitchell, VDRPT
Ms. Susan Shaw, VDOT-NoVA
Mr. Norman Whitaker, VDOT-NoVA

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: UPC 97586
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: I-66 Multimodal Improvement Project, inside the Beltway

	Prefix	Route	Name	Modifier
7. Facility:	I	66		
8. From (<input type="checkbox"/> at):	I	495		Fairfax County
9. To:	US	29		near Rosslyn

10. Description:

The June 2012 Final Report of the I-66 Multimodal Study recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The conversion to Express lanes and implementation of initial multimodal improvements will be the first step to mitigate congestion and improve mobility along the I-66 corridor inside the Beltway.

The I-66 Multimodal Improvement Project ("Project") includes conversion of the existing I-66 facility inside the Capital Beltway to an Express Lanes facility with the following characteristics:

- Dynamic tolling in both directions during the peak periods only;
- HOV-3+ vehicles ride free at all times;
- Facility free to all traffic during off-peak periods;
- Consistent with current policy, heavy trucks will be prohibited.

In addition to tolling, a set of baseline multimodal assumptions and an initial series of additional multimodal improvements as identified in the I-66 Multimodal Study will be further refined and prioritized for implementation and may include:

- Baseline 2040 CLRP/CLRP+ multimodal improvement assumptions
- Enhanced bus service
- Completion of the elements of bicycle and pedestrian network
- Addition and enhancement of existing operational strategies to maximize the use, operations, and safety of the multimodal network within the study corridor
- Addition and enhancement of Transportation Demand Management (TDM) programs

CLRP PROJECT DESCRIPTION FORM

The environmental study will also include consideration of a later phase to widen I-66 from I-495 to Fairfax Drive as identified in the I-66 Multimodal Study. A horizon year of 2040 will be evaluated and a potential interim year of 2025 will be tested.

Tolling Policy

As on the other Express Lane facilities in the region, tolls would be congestion-based. To use this section of I-66 inside the Beltway during the peak periods in either direction, motorists would have the choice of forming a 3+ carpool, taking transit, or paying a toll. Carpools of three or more persons, buses, motorcycles, and emergency response vehicles will ride free. Other vehicles not meeting the occupancy requirement will be required to pay a toll, using electronic toll collection equipment, at a rate that will vary based on the level of congestion, to ensure free-flow conditions as specified by Federal and State regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3 vehicles to ride free is consistent with this policy change, and will also match the occupancy requirement on I-495 and I-95 Express Lanes. The Project provides a seamless network of Express lanes by connecting to adjacent Express facilities.

It is envisioned that VDOT will operate and maintain the facility. Toll revenues will be used to offset design, construction, operating and maintenance costs of the project. Excess revenues will provide a funding source to help to offset cost for the baseline multimodal assumption and additional multimodal improvements identified in the Description section for this project.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum.

Incident Management

The existing incident management system which provides 24/7 monitoring and surveillance of the facility with dedicated equipment will be evaluated and enhanced as needed. An Incident Management Plan for the project will be developed.

Schedule

Project development and procurement will take place in 2015, followed by construction starting in 2016. The facility is expected to enter operations in 2017.

Federal Environmental Review ("NEPA") Process

Project scoping is currently underway and will result in the appropriate level of NEPA documentation in coordination with FHWA and FTA as appropriate.

Coordination with Other Projects

The Project will be coordinated closely with other initiatives such as the Active Traffic Management (ATM) project and the potential I-66 Express Lanes project outside the Beltway. The Project will also be coordinated with future improvements that may be underway in the corridor.

CLRP PROJECT DESCRIPTION FORM

Financial Plan

The total cost for the tolling element is estimated to be approximately \$75M - \$100M (in year of expenditure dollars) plus the annual cost of operations and maintenance. This construction estimate includes the cost of ITS equipment, static signs, and other incidental infrastructure. The capital and operating costs of the refined transit package as defined in the 2013 Multimodal Supplemental Report is expected to be approximately \$5M - \$10M and \$28M respectively. The widening is estimated to cost \$20M per mile and is not included in the project estimate.

Stakeholder Outreach

VDOT will work closely with Arlington County, Fairfax County, the City of Falls Church, transit providers, and other stakeholders to implement a comprehensive outreach program. The outreach program will provide the opportunity for direct engagement with various groups along the corridor, including the local political leadership, transit service providers, various other special interest groups, and business and community leaders. There will also be opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: 2017 (tolling, multimodal), 2040 (widening)
12. Project Manager: Ms. Susan Shaw, P.E.
13. Project Manager E-Mail: susan.shaw@vdot.virginia.gov
14. Project Information URL: TBD
15. Total Miles: 10 miles (approximately)
16. Schematic: <uploaded>
17. Documentation:
18. Jurisdictions: Fairfax County, Arlington County
19. Baseline Cost (in Thousands): \$75,000 - \$100,000 cost estimate as of 01/15/2015
20. Amended Cost (in Thousands):
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|--|---|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | | |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety? Yes No

CLRP PROJECT DESCRIPTION FORM

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants? Yes No

Is this project expected to contribute to reductions in emissions of greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No

CLRP PROJECT DESCRIPTION FORM

- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here](#) to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: VDOT
2. Secondary Agency:
3. Agency Project ID: 0066-96A-297, P101 UPC#105500
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: I-66 Corridor Improvements Project

	Prefix	Route	Name	Modifier
7. Facility:	I	66		
8. From (<input type="checkbox"/> at):	US	15		Prince William County
9. To:	I	495	Capital Beltway	Fairfax county

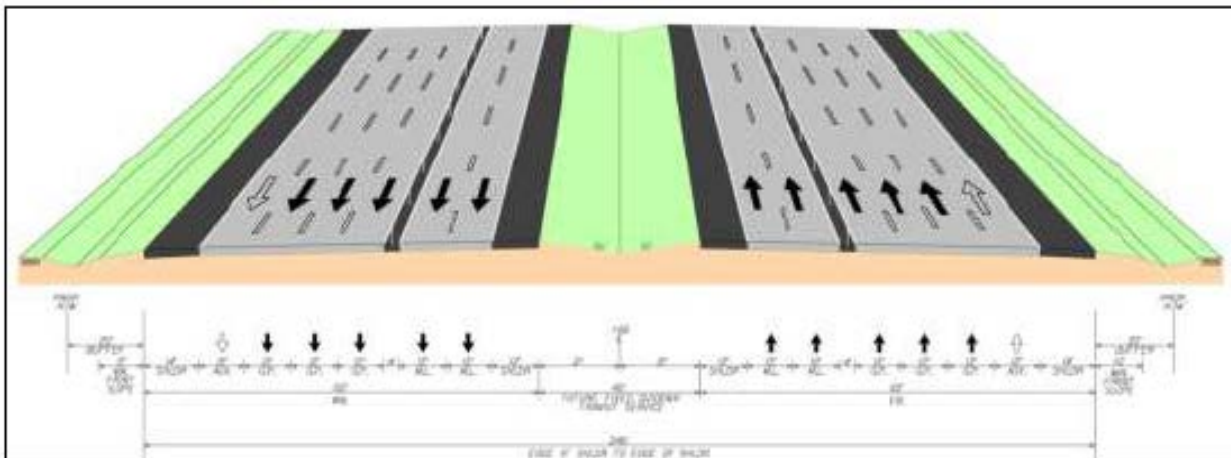
10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") includes:

- Three general purpose lanes in each direction (with auxiliary lanes where needed);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- New high-frequency bus service with more predictable travel times;
- Direct access ramps to and from the managed lanes;
- New or expanded commuter park and ride lots in the corridor.

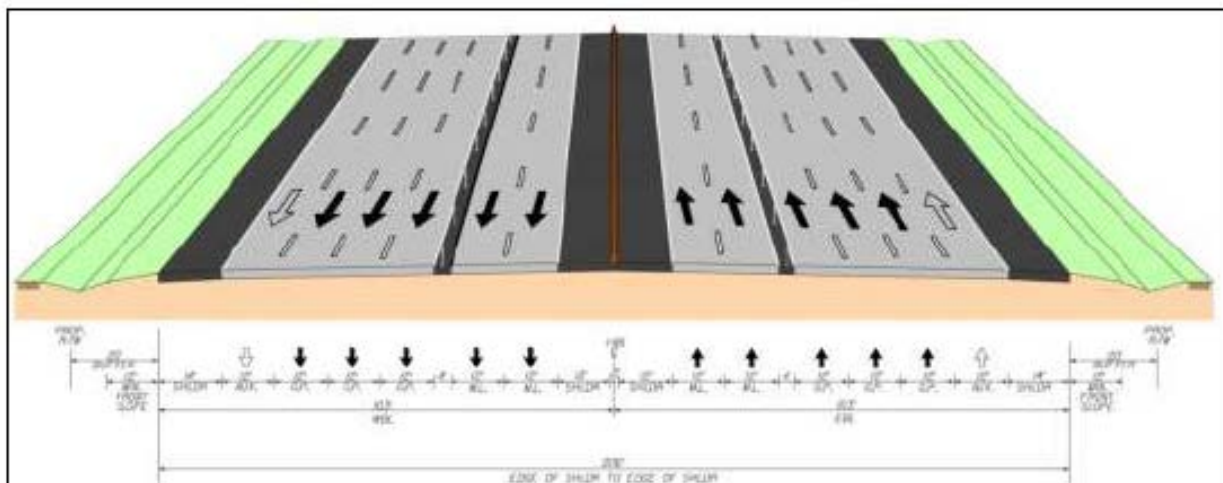
Below are two alternative typical sections being considered, depending on anticipated transit needs and impacts along the corridor.

Alternative 2A – Flexible Barrier with Buffer & Median reserved for Future Center Transit



CLRP PROJECT DESCRIPTION FORM

Alternative 2B – Flexible Barrier with Buffer and No Median



As on the I-495 and I-95 Express Lanes, access to the I-66 Express Lanes will be available to automobiles, motorcycles, light-trucks, emergency vehicles, buses and transit vehicles only. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the

Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of 3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on 495 and 95.

The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("Concessionaire"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Schedule

Construction for the Project is projected to begin in 2017, with an estimated construction completion time of 4-5 years. The facility is expected to enter operations in early 2021-2022. The current schedule calls for environmental review in

CLRP PROJECT DESCRIPTION FORM

compliance with Federal (NEPA) and state regulations. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program (“TIP”) and Constrained Long Range Plan (“CLRP”) for construction.

Federal Environmental Review (“NEPA”) Process

The Tier 2 Environmental Assessment scope builds upon and includes a combination of concepts identified in the Tier 1 Environmental Impact Statement. It will evaluate site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. FHWA is the ‘Lead Agency’ for the NEPA document and will provide document review / approval and issuance of FONSI at the conclusion of the process.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency’s commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the Concessionaire will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements
- Active Traffic Management (ATM) project
- Route 28 / I-66 interchange improvements
- US 15 / I-66 interchange improvements
- HOV lane project from Gainesville to US 15

Financial Plan

The total cost for the proposed Project is estimated to be approximately \$2 –3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, VDOT will explore all avenues of funding to ensure the lowest cost of capital for the Project.

The Concessionaire will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with the selected Concessionaire, which will authorize the Concessionaire to raise the necessary funds to construct the Project.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) is also actively engaged in project development. There are opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items.

CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2022
12. Project Manager: Ms Susan Shaw, P.E.
13. Project Manager E-Mail: susan.shaw@vdot.virginia.gov
14. Project Information URL: <http://transform66.org/>
15. Total Miles: 25 miles
16. Schematic: see description
17. Documentation: <uploaded>
18. Jurisdictions: Fairfax County, Prince William County
19. Baseline Cost (in Thousands): \$2-3 billion cost estimate as of 01/15/2015
20. Amended Cost (in Thousands):
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|--|---|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | | |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input checked="" type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety? Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants? Yes No

Is this project expected to contribute to reductions in emissions of greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

CLRP PROJECT DESCRIPTION FORM

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. Increase **accessibility and mobility** of people.
 - e. Increase accessibility and mobility of **freight**.
 - f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. Promote efficient system **management and operation**.
 - i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
 - Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.