



Interstate 66 Corridor Improvements

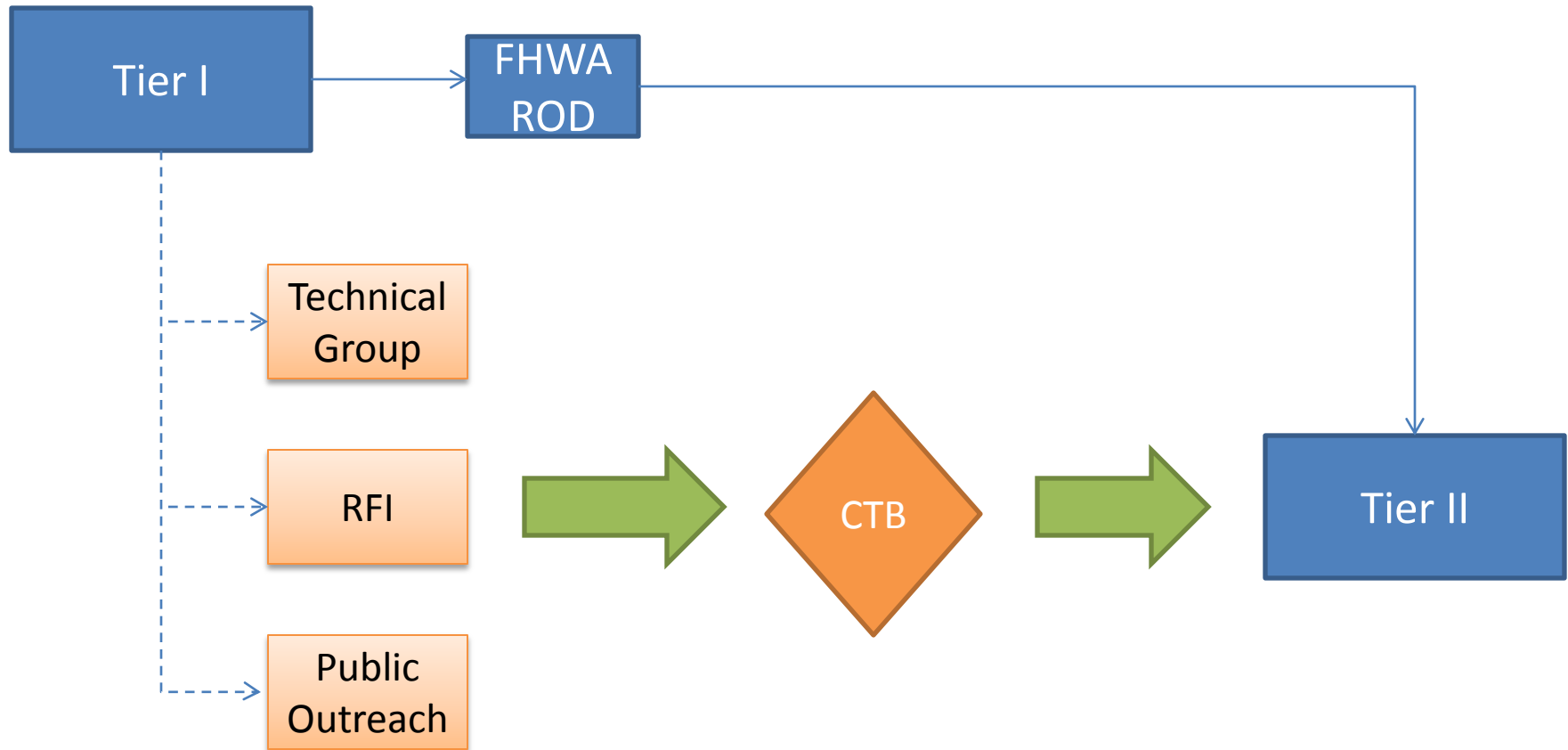
From US Route 15 in Prince William County
To Interstate 495 in Fairfax County



Project Corridor



NEPA and Alternative Analysis



Need for Improvements

- **Existing and future capacity deficiencies:**
 - Travel demands in the corridor, particularly during peak commuter periods, exceed the carrying capacity of both the corridor's roadway system and the current Metrorail Orange Line Service.
- **Points of congestion**
 - Traffic operations are adversely affected by constraints (chokepoints) caused by capacity or geometric issues.
- **Limited mode choice**
 - Service is primarily focused on serving commuter trips to and throughout the region's inner core employment areas.
- **Safety deficiencies**
 - Geometric deficiencies along the I-66 mainline include short distances between interchanges which lead to high weaving volumes and absence of shoulders in some locations.
- **Unpredictable travel**
 - Travelers experience highly unreliable travel times on I-66 particularly during peak periods.



NEPA Purpose and Need

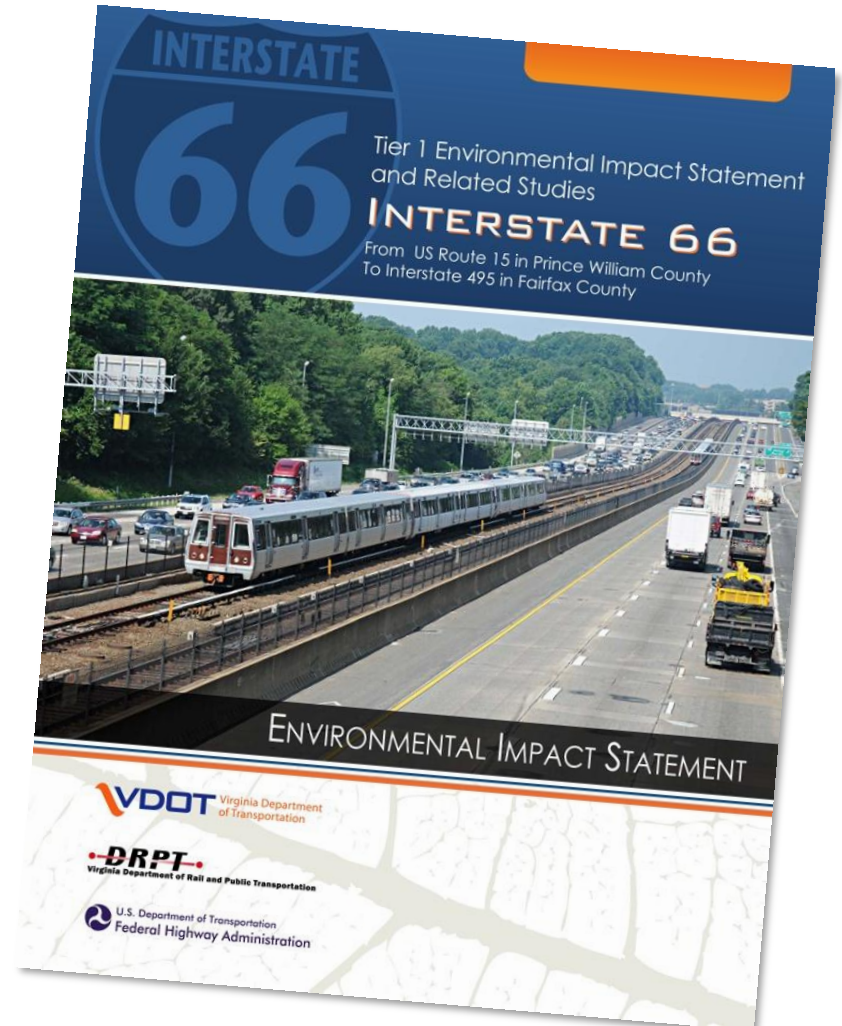
Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner.

Enhance transportation safety and travel reliability for the public along the I-66 corridor.



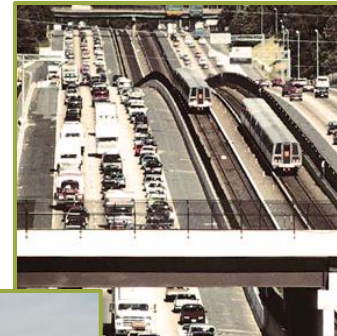
NEPA Study Process / Tiering Approach

- Tier 1 EIS focuses on broad issues
 - Purpose and need
 - General location of proposed improvements
 - Mode / Technology choice
 - 10 improvement concepts
- Tier 2 analysis will focus on site-specific details for selected concept(s)
 - Impacts
 - Costs
 - Mitigation



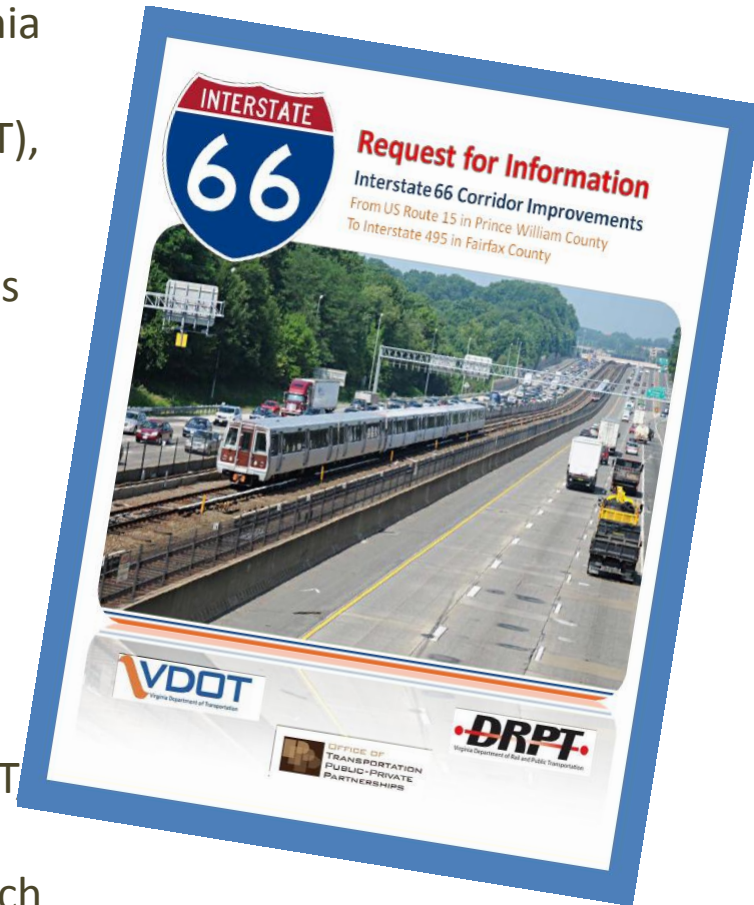
Tier 1 Build Improvement Concepts

- 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



Request for Information

- The Office of Transportation Public Private Partnerships (OTPP), in coordination with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), has issued a Request for Information (RFI).
- An RFI is an inquiry only to solicit input from citizens and private sector on the best practices and innovative approaches that may be utilized to address the purpose and need, maximize the benefits and minimize the costs to citizens of the Commonwealth.
- No contract or agreement will be entered into as a result of this process. Information contained in the responses to the RFI will help OTPP, VDOT and DRPT to advance evaluation, planning and development efforts for the Project, which may result in the launch of a formal procurement.



Public Involvement

- Public hearings on Tier 1 Draft EIS were conducted on March 13 & 14, 2013
- Citizen Information Meeting: Fall 2013
- Citizens can submit their comments and responses to the RFI on or before November 25, 2013 to the following email address:

i66ppta@vdot.virginia.gov

- Responses to the RFI will be posted on Project website:

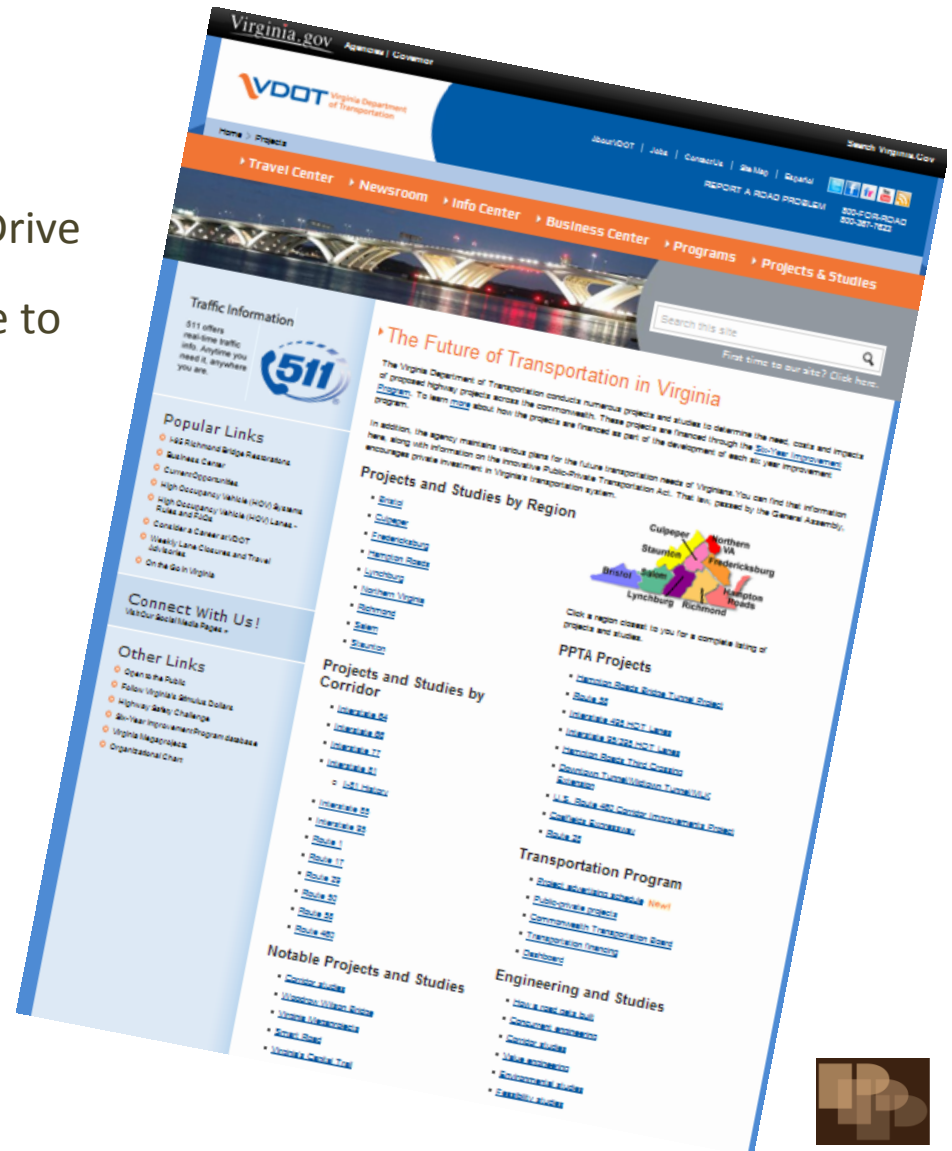
<http://i66ppta.org/>

- Project documents, news letters, news releases, fact sheets and schedule of public meetings will be posted on Project website.
- Additional public involvement opportunities will be provided if project moves forward to Tier 2 NEPA and potentially a formal procurement.



Other Improvements: Underway OR Planned

- Active Traffic Management
- Bus ramp at Vienna station at Vaden Drive
- Widening from Route 29 at Gainesville to Route 15 in Haymarket
- Spot improvement 2 inside Beltway
- Route 28 interchange improvements
- Route 15 interchange improvements
- Details available at:
www.virginiadot.org/projects



Milestone Schedule

VDOT's Environmental Division Schedule

- Tier 1 Draft Environmental Impact Statement (EIS) initiated by VDOT – April 2011 – Completed
- Tier 1 Draft EIS available from VDOT – February 2013 – Completed
- Public hearings on Tier 1 Draft EIS – March 13 & 14, 2013 – Completed
- Tier 1 Final EIS available from VDOT – Fall 2013
- Tier 1 Record of Decision from FHWA – Fall 2013
- Potential Tier 2 NEPA study initiated – Early 2014

Parallel Activities – Office of Transportation Public Private Partnerships

- High level screening for PPTA feasibility initiated (by OTP3) - February 2013
- High level screening for PPTA feasibility completed (by OTP3) - June 2013
- Request for Information (RFI) Issued by OTP3 – June 2013 – Completed
- Initiate additional technical analysis on transit and highway “Improvement Concepts” – August 2013
- Expected completion of additional technical analysis – November 2013
- Responses to RFI due to VDOT - November 25, 2013



Thank You!

<http://i66ppta.org/>

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The screenshot shows the website for the Virginia Department of Transportation Public-Private Partnership Interstate 66 Corridor Improvement Projects. The header includes the Virginia.gov logo and navigation links for Agencies and Governor. The main title is "A Virginia Department of Transportation Public-Private Partnership Interstate 66 Corridor Improvement Projects". Below the title is a navigation bar with links for Home, About, Who's Involved, Documents, and Media. The main content area features a large image of a train on the I-66 corridor, a map of the project area showing Loudoun and Fairfax counties, and a sidebar with the VDOT logo and the Office of Transportation Public-Private Partnerships. The footer includes a "What's New" section with a link to "Help From Private Sector Sought", a "Public Information" section with links to "Request for Information (RFI)", "Fact Sheet", "Detail Level Project Screening Report", "High-level Project Screening Report", and "Tier 1 Draft Environmental Impact Statement", and a "PPTA Overview >>>" link. The copyright notice at the bottom reads "© 2013 Virginia Department of Transportation | WAI Compliance | Freedom of Information Act".

