Dulles Area Transportation Association

February 8, 2017

Susan Shaw, P.E., Megaprojects Director
Virginia Department of Transportation
Transform 66: Outside the Beltway

Multimodal Solutions - 495 to Haymarket
Project Scope

- Multimodal improvements to 22.5 miles of the I-66 Corridor
- 2 express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
- 3 general purpose lanes in each direction
- New transit service and park-and-ride lots
- Safety and operational improvements at key interchanges
Cross Section
Gainesville to Manassas, Centreville to Beltway
Key Policy Considerations

- Funding for transit is a requirement
- Developer retains the risks for:
  - Excessive HOV use
  - Limited relief for alternative facilities
- Alternative Technical Concepts (ATC) desired
  - Emphasis on innovation and increasing value
  - Reduced scope or cheaper quality not acceptable
- Minimize negative impact of construction activities
  - Expedited construction schedule with Liquidated Damages (LDs) for late Project completion
  - Liquidated damages for lane closures
- No Notice to Proceed (NTP) for construction until the necessary permits are obtained
Key Business Terms

- **Concession Term**: 50 years
- **Financing**:
  - Developer to finance the Project at its own cost and risk
  - VDOT to provide up to $600 million public contribution
- **Permits**:
  - VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA of the Comprehensive Agreement and Project Management Plan, as necessary
  - Developer to be responsible for obtaining all other permits and government approvals, and to reobtain any required reevaluation of NEPA approvals as a result of Developer’s ATCs
- **Design and Construction**
  - Fixed priced contract
- **Operation and Maintenance (O&M)**
  - Developer to be responsible for O&M of the express lanes, except for snow and ice removal, which will be done by VDOT
  - VDOT to be responsible for operation and maintenance of the general purpose lanes
Preferred Proposer

- Best value proposal
- Express Mobility Partners
  - Equity Investors
    - Cintra Global LTD, Meridiam Infrastructure North American Fund II
  - Design-Build Contractors
    - Ferrovial Agroman US Corp, Allan Myers VA, Inc.
- $2.3 billion construction project
- Provides required transit payments and support of corridor improvements
- Will make concession fee payment ($500M) to Commonwealth
- Construction design provides innovative solutions to improve the physical quality and operations of the project
Other Benefits to the Commonwealth

- $300M will return to the Northern Virginia Transportation Authority for other key regional projects
- $300M will return to the High Priority Project Program in SMART SCALE for statewide competition
- $500M now available for additional improvements to the I-66 Corridor subject to VA Code requirements (§ 33.2-1528)
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Dates and Schedule</th>
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<tbody>
<tr>
<td>Begin Final Design</td>
<td>January 2017</td>
</tr>
<tr>
<td>Design Public Hearing</td>
<td>September 2017</td>
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<tr>
<td>Begin Construction</td>
<td>Fall 2017</td>
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<tr>
<td>Right of Way Acquisition – Offers, etc.</td>
<td>October 2017 – December 2018</td>
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<tr>
<td>Park and Ride Milestone Date (960 Parking Spaces near Gainesville)</td>
<td><strong>March 2019</strong></td>
</tr>
<tr>
<td>Route 28 Signalization Date (Remove 4 Traffic Signals from Route 28)</td>
<td><strong>February 2020</strong></td>
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<tr>
<td>Begin Tolling (Service Commencement Date)</td>
<td>July 2022</td>
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<tr>
<td></td>
<td>Subject to Liquidated Damages</td>
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<tr>
<td>Project Completion Date</td>
<td><strong>August 2022</strong></td>
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<tr>
<td></td>
<td>Subject to Liquidated Damages</td>
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## Planned Outreach and Coordination

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
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<tbody>
<tr>
<td></td>
<td>DEC</td>
<td>JAN</td>
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<tr>
<td>Detail Design Phase</td>
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<tr>
<td>Stakeholder Technical Key Staff Meetings</td>
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<tr>
<td>Elected Officials Briefings</td>
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<tr>
<td>Community Outreach</td>
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<tr>
<td>Design Public Hearing</td>
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Transform 66: Inside the Beltway
Program Area Map
Program Scope

- **Tolling during weekdays, peak hours, peak directions**
  - Eastbound: 5:30 a.m. – 9:30 a.m.
  - Westbound: 3:00 p.m. – 7:00 p.m.
  - HOV2+ toll free in 2017, HOV3+ toll free when Express Lanes open on I-66 outside the Beltway
  - All vehicles using the lanes during tolling periods must have an E-ZPass or E-ZPass Flex, if they are HOV, mounted in vehicle

- **Multimodal improvements benefitting the I-66 Corridor funded by toll revenue**

- **Widening of I-66 eastbound between the Dulles Connector Road and Fairfax Drive-Exit 71 (approximately 4 miles)**
  - Preparing an Environmental Assessment
  - Conducting a Noise Analysis to determine locations of noise walls
  - Tolling will continue through construction
Commonwealth Transportation Board approved 10 projects totaling $9.8 million in July 2016. Projects are expected to be operational by the time tolling begins in 2017. Approved projects include:

<table>
<thead>
<tr>
<th>Transform 66 Multimodal Component Name</th>
<th>Funding Request</th>
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<tbody>
<tr>
<td>Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom</td>
<td>$3,336,836</td>
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<tr>
<td>Loudoun County Stone Ridge Enhanced Transit</td>
<td>$1,940,939</td>
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<tr>
<td>Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring</td>
<td>$1,000,000</td>
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<tr>
<td>PRTC Gainesville to Pentagon Commuter Service</td>
<td>$887,900</td>
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<tr>
<td>Loudoun County Transportation Demand Management</td>
<td>$623,000</td>
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<tr>
<td>Expanded Transit Access, Through Capital Bikeshare</td>
<td>$500,000</td>
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<tr>
<td>Bus Stop Consolidation and Accessibility Improvements</td>
<td>$462,000</td>
</tr>
<tr>
<td>Peak Period Service Expansion to ART Bus Route 55</td>
<td>$450,000</td>
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<tr>
<td>Expanded TDM Outreach to the I-66 Corridor</td>
<td>$350,000</td>
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<tr>
<td>Multimodal Real-Time Transportation Information Screens</td>
<td>$250,000</td>
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## Eastbound Widening Project Schedule

<table>
<thead>
<tr>
<th>Activities</th>
<th>Dates</th>
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<tr>
<td>Revised Environmental Assessment and Federal Highway Administration Decision</td>
<td>Early 2017</td>
</tr>
<tr>
<td>Begin Tolling and Implement Initial Multimodal Projects</td>
<td>Mid 2017</td>
</tr>
<tr>
<td>Award Design-Build Contract</td>
<td>Late 2017</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>Mid 2018</td>
</tr>
<tr>
<td>Open New Eastbound Lane</td>
<td>Mid 2020</td>
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Transform66: Transportation Management Plan
The TMP Goals:
- Maintain mobility during construction
- Enhance public & worker safety
- Provide reliable information so travelers can better plan their trips throughout the construction zone.

Four broad strategy groups in TMP:
- Transit and Transportation Demand Management;
- Traffic Operations and Incident Management;
- Local Network Operations & Traffic Analysis;
- Communications and Outreach.

Key Elements:
- Integrate strategies
- Support both Inside & Outside the Beltway projects
- Partners with local agencies to deliver strategies
- Adjust strategies
Transform66 TMP Partnerships

- **VDOT**
  - Develop, coordinate and fund TMP strategies

- **EMP**
  - Develop the Maintenance of Traffic (MOT) plans to manage traffic flows during construction
  - Contribute equipment and staff to support the TMP
  - Provides public outreach support for the project

- **Local Agencies**
  - Operate and administer the TMP strategies
Transit & TDM Strategies

- New Park & Ride Lot in Haymarket
- 50% fare subsidy for existing commuter bus service
  - Fairfax Connector “600 Routes” to Vienna Metro
  - PRTC OmniRide to Tysons Metro, Pentagon, DC
- Supplement capacity on existing commuter bus routes
- New service from Front Royal to PRTC lots
  - Ties into subsidized OmniRide bus routes
Transit & TDM Strategies

- Enhanced carpool incentives under Commuter Connections
- Vanpool & HOA Shuttle subsidies
- Telework formation subsidies up to $10K per employer
- Employer Outreach Team to augment Arlington, Fairfax & Prince William county programs
- Subsidized EZPass Flex transponders for low income commuters
Traffic & Incident Management Strategies:

Interstate Work Zone

- Supplemental Virginia State Police patrols
- Additional Safety Service Patrols in work zones
- Enhanced wrecker service
- Speed and traffic monitoring
- On-site warning and communications signage

Local Arterial Network

- Traffic monitoring
- Develop strategies as needed
Communication & Outreach Strategies

- Travel information in and around work zones
- Promoting non-SOV travel options in work zones
- Targeted outreach to:
  - Businesses
  - Homeowner Associations
  - Community Events
- Advanced notice of major construction impact events
THANK YOU

Transform66.org