

**REPORT OF THE
DEPARTMENT OF RAIL AND PUBLIC
TRANSPORTATION AND THE VIRGINIA
DEPARTMENT OF TRANSPORTATION ON THE**

**MAJOR INVESTMENT STUDY
OF NEW BUS, RAIL AND
HIGHWAY FACILITIES ALONG
THE 1-66 CORRIDOR**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 33

**COMMONWEALTH OF VIRGINIA
RICHMOND
1998**

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PREFACE

INTRODUCTION

The 1994 Session of the General Assembly passed Senate Joint Resolution (SJR) 104 requesting the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) conduct an alternative analysis study of new bus, rail, and highway facilities in the I-66 corridor. The 1995 Session of the Assembly through SJR 355 requested that DRPT perform a more rigorous analysis of the I-66 corridor through a Major Investment Study (MIS) (see Appendix A).

STUDY MEMBERS

Secretary of Transportation Robert E. Martínez formed a Policy Advisory Committee to provide policy direction for the study. Robert T. Lee of the Commonwealth Transportation Board serves as chairman, with membership comprised of county supervisors and mayors whose districts are located within the study area. DRPT provides day to day management. DRPT and VDOT staffs coordinate the technical work through a Technical Advisory Committee comprised of staff from the study area localities and a broad range of impacted agencies. The localities represented on the study are Arlington County, Fairfax County, Fauquier County, Loudoun County, Prince William County and the City of Fairfax. Agencies represented on the study are: DRPT, VDOT, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), National Park Service, Metropolitan Washington Council of Governments (MWCOG), Northern Virginia Transportation Commission (NVTC), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), Washington Metropolitan Area Transit Authority (WMATA), and Metropolitan Washington Airports Authority (MWAA).

BRW, Inc. provides consultant services. Other members of the consultant study team include Dewberry & Davis, KPMG Peat Marwick, Travesky & Associates, William Allen, R.L. Banks and T.Y. LIN.

STAFF ASSIGNED

The Project Manager for DRPT is Gary Kuykendall from the Public Transportation Division. VDOT staff on the project management team includes Valerie Pardo of the Northern Virginia District Office, and Grady Ketron of VDOT Transportation Planning Division. Dick Wolsfeld and Rick Nau of BRW, Inc. manage the consultant team.

ACKNOWLEDGMENT

Gary Kuykendall and Corey Hill of VDRPT prepared this progress report.

I-66 MIS POLICY ADVISORY COMMITTEE

Robert T. Lee - Chairman	Commonwealth Transportation Board Member
John Mason – Vice-Chairman	Mayor, City of Fairfax
Ellen M. Bozman	Arlington County Board of Supervisors
Robert B. Dix	Fairfax County Board of Supervisors
Michael R. Frey	Fairfax County Board of Supervisors
Katherine K. Hanley	Chairman, Fairfax County Board of Supervisors
David C. Mangum	Fauquier County Board of Supervisors
Charles A. Robinson, Jr.	Mayor, Town of Vienna
Kathleen Seefeldt	Chairman, Prince William County Board of Supervisors
David Snyder	Councilman, City of Falls Church
Edgar S. Wilbourn, III	Prince William County Board of Supervisors

PROJECT PROGRESS REPORT

PURPOSE

This report presents the status of the I-66 corridor Major Investment Study (MIS) as of January 21, 1998. The purpose of the study is to identify and develop a consensus for the most appropriate investment strategy for the I-66 corridor between U.S. Route 15 in Prince William County, Virginia on the west and the Capital Beltway (I-495) in Fairfax County on the east that:

- Responds to the existing imbalance between transportation supply and demand;
- Supports anticipated growth and development in the corridor;
- Integrates the multi-modal transportation systems in the corridor;
- Provides input to other transportation facilities and land use development decisions in the corridor; and
- Provides input to the on-going regional transportation planning process.

The Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT) are conducting the study in response to Senate Joint Resolutions 355 and 104 of the Virginia General Assembly.

BACKGROUND

Senate Joint Resolution (SJR) 104 of the 1994 Session of the General Assembly directed DRPT and VDOT to conduct an alternative analysis study of new bus, rail, and highway facilities in the I-66 corridor. The resolution responded to growing strains on commuter and general traffic in the I-66 corridor during the past 10 years due to increased economic activity and population growth. Determination of a need for consultant services occurred in consultation with the Secretary of Transportation, Robert E. Martínez, following the September 1994 announcement by the Disney Corporation to withdraw development plans at the Haymarket site.

The 1995 Session of the Assembly through SJR 355 requested a Major Investment Study (MIS) of I-66, which is underway. The I-66 MIS replaced several other efforts of the Commonwealth to move forward in planning for the future transportation needs of this important transportation corridor.

DRPT and VDOT manage the study in coordination with a Technical Advisory Committee (TAC), which began meeting regularly in August 1995. Policy guidance is provided by a Policy Advisory Committee (PAC) formed by Secretary Martínez on December 5, 1995. Commonwealth Transportation Board member, Robert T. Lee, chairs the PAC. Membership of the PAC consists of representatives from jurisdictions and agencies in the study area. For a list of project milestones see Appendix B.

PUBLIC INVOLVEMENT

A significant part of any major investment study is proactive efforts to engage the public. The study holds public meetings at critical stages in the decision making process. These meetings are designed to offer the public optimum opportunity to provide input into the study, and to provide feedback to the study team. The first public meetings were held in the study area the evenings of November 14th and 15th, 1995 where the public previewed the study process. At the second round of meetings, held the evenings of March 11th and 19th, 1996, the public reviewed the initial alternative elements and fatal flaw analysis

See Appendix C for copies of the "I-66 Major Investment Study INFORMER" newsletters of November 1995, February 1996, and September 1997.

ALTERNATIVE SELECTION AND REFINEMENT STEPS TO DATE

Transportation alternative strategies selected for analysis (see the three newsletters in Appendix C for descriptions of each alternative or strategy studied to date) respond to existing and expected future transportation problems in the study area. These alternatives are evaluated in three broad areas: impacts on transportation service and mobility, area-wide and adjacency impacts, and cost.

The study alternatives proceed through three evaluation screens to arrive at the preferred transportation investment strategy. At each screen, alternative strategies are subjected to more detailed evaluation criteria and a more rigorous analysis in order to select the best strategies for further refinement in subsequent steps. Figure 1 depicts the screening process.

Screen 1A began with a broad range of potential single-mode alternative elements for the corridor. The initial alternatives definition and analysis work concluded in June 1996. In Screen 1B, the Study Team analyzed the travel demand impacts of the Screen 1A single-mode alternative elements. The team concluded the screen by formulating 15 mostly multi-modal strategies for assessment of their travel demand, mobility, and accessibility impacts in Screen 2. Screen 2A, at the direction of the PAC, analyzed these 15 strategies only for their transportation service and mobility impacts. Travel demand forecasting modeling work provided quantification of each strategy's travel demand, mobility, and accessibility impacts. These results are currently under review.

CURRENT STATUS

Appendix D is a current product of this study which summarizes vast amounts of technical data and analysis, describes study team reasoning behind recommendations to the Policy Advisory Committee, and highlights the policy issues for guidance from the Policy Advisory Committee.

This current work serves as an example of the study approach. The study team conducts a thorough technical analysis and then makes recommendations based on the agreed upon technical evaluation criteria. The TAC reviews and comments on study products and recommendations. From this discussion, issues needing policy guidance are identified and forwarded to the Policy Advisory Committee for their recommendations. PAC recommendations typically suggest modifications to the technical approach and the cycle is then repeated.

PLAN FOR STUDY COMPLETION AND NEXT STEPS

Appendix E outlines a proposed plan to bring the I-66 Corridor Major Investment Study to a successful conclusion by October 1998. This staff-proposed schedule requires thorough and timely analytical work, clear and concise articulation of issues by all parties, and increasingly difficult decisions by the decision makers of this study. Note that this proposed plan will be presented for the first time to the Policy Advisory Committee on January 29, 1998 and is subject to revision at that and subsequent meetings.

Screen 2A should conclude with the January 29, 1998 PAC meeting. During Screen 2B the study will:

1. Develop more physical descriptions identifying both common and unique elements,
2. Conduct a detailed assessment of socioeconomic and environmental impacts in 3 phases, and
3. Examine the connectivity and compatibility of each alternative with connecting corridors also under study.

The technical activities of Screen 2B are estimated to be completed in May 1998. On May 14th, the PAC will review the overall Screen 2B findings and recommendations and will select the Screen 3 strategies.

Screen 3 activities should conclude in four months. Interim results and recommendations will be reported to the PAC on July 9th. Working with these elements of the adopted Preferred Transportation Investment Strategy, the Study Team will present the proposed implementation staging plan and the Draft MIS Final Report on September 10th.

On October 15th, the PAC will be requested to approve the Study Team recommended implementation staging plan for the Preferred Transportation Investment Strategy for the I-66 Corridor. Once the Project Final Report is adopted (at this or subsequent meetings), the PAC will be asked to forward the report to the Secretary of Transportation for further consideration and action.

APPENDIX A

Senate Joint Resolution - 355, February 1995
Senate Joint Resolution - 104, March 1994

1995 SESSION

ENROLLED

SENATE JOINT RESOLUTION NO. 355

Requesting the Departments of Transportation and of Rail and Public Transportation, and the Commonwealth Transportation Board, in cooperation with the City of Chesapeake, to study certain transportation issues as respectively assigned.

Agreed to by the Senate, February 23, 1995

Agreed to by the House of Delegates, February 22, 1995

WHEREAS, Interstate Route 66 provides a critical transportation link for both intraregional and interregional traffic in Virginia; and

WHEREAS, economic and population growth have contributed to increases in commuter and general traffic during the past ten years along the Interstate Route 66 corridor in Fairfax, Prince William, and Fauquier Counties; and

WHEREAS, the metropolitan planning regulations promulgated under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) require a major investment study before any new transportation facility can be built in an air quality nonattainment area; and

WHEREAS, Senate Joint Resolution No. 104 of the 1994 Regular Session of the General Assembly requested the Departments of Transportation and of Rail and Public Transportation to perform an alternative analysis study of new bus, rail, and highway facilities along the Interstate Route 66 corridor; and

WHEREAS, although major investment studies are more comprehensive than alternatives analyses and take longer to complete, it is desirable to perform the more rigorously analytical study; and

WHEREAS, the Department of Rail and Public Transportation is performing a major investment study of new bus, rail, and highway facilities along the Interstate Route 66 corridor; and

WHEREAS, South Battlefield Boulevard is the principal link between the I-95/64 corridor and the resort beaches of North Carolina's Outer Banks; and

WHEREAS, improvement of the Boulevard is among the most critically needed, yet unfunded, projects in Hampton Roads and the Commonwealth and is part of the proposed National Highway System; and

WHEREAS, the present 10-mile length of the two-lane highway carries three times its design capacity, and 80 percent of the traffic is generated from outside of the corridor, creating severe traffic congestion for local citizens and emergency response teams, including police, fire and emergency medical services; and

WHEREAS, Battlefield Boulevard also serves as the emergency evacuation route of the Outer Banks and becomes almost impassable by motorists during hurricane emergencies; and

WHEREAS, the high cost of the improvement project, estimated to be \$140 million, far exceeds the region's ability to pay for and finance the needed improvements; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Departments of Transportation and of Rail and Public Transportation, and the Commonwealth Transportation Board, in cooperation with the City of Chesapeake, be requested to study certain transportation issues as respectively assigned; and, be it

RESOLVED FURTHER, That the Departments of Transportation and of Rail and Public Transportation be requested to submit an interim report of their findings on the major investment study of new bus, rail, and highway facilities along the Interstate Route 66 corridor to the Governor and the 1996 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents; and, be it

RESOLVED FURTHER, That the Department of Transportation and the Department of Rail and Public Transportation be requested to complete their work in time to submit their final findings and recommendations to the Governor and the 1997 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents; and, be it

RESOLVED FURTHER, That the Commonwealth Transportation Board and the Department of Transportation, in cooperation with the City of Chesapeake, be requested to develop a proposed financing plan for the State Route 168/South Battlefield Boulevard Bypass in the City of Chesapeake.

The Commonwealth Transportation Board shall develop this financial plan with the mutual consent and assistance of the City of Chesapeake. This report shall consider, but not be limited to, an analysis of the following financing sources, business options and sources of revenue:

1. Public-private partnerships and risk-sharing;
2. Local funds;
3. Toll revenue bond financing;
4. Value capture financing;
5. ISTEPA funds;
6. State funds;
7. State and/or local bonded indebtedness;
8. Privatized delivery and operation of the facility, in combination with public ownership and financing; and
9. Institutional delivery options such as an authority or a multi-jurisdictional or state commission; and, be it

RESOLVED FINALLY, That the Commonwealth Transportation Board and the Department of Transportation be requested to complete their work in time to submit their findings and recommendations to the Governor and the 1996 General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

1994 SESSION

ENROLLED

SENATE JOINT RESOLUTION NO. 104

Requesting the Department of Transportation and the Department of Rail and Public Transportation to conduct a transportation alternative analysis study of bus, rail and highway improvements along the Interstate Route 66 corridor.

Agreed to by the Senate, March 1, 1994

Agreed to by the House of Delegates, February 25, 1994

WHEREAS, the economic and population growth has placed intolerable strains on commuter and general traffic during the past 10 years along the Interstate Route 66 (I-66) corridor in Fairfax, Prince William, and Fauquier Counties; and

WHEREAS, although planned extension of the I-66 HOV lanes from Route 50 to Route 234 will provide, and the Virginia Railway Express (VRE) Manassas and Vienna Metrorail Stations have provided, some relief, it appears the facilities will still fall short of meeting the transportation demand in the corridor; and

WHEREAS, the metropolitan planning regulations promulgated under the Intermodal Surface Transportation Efficiency Act (ISTEA) require a transportation alternative study before any new transportation facility can be build in air quality nonattainment areas; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Transportation and the Department of Rail and Public Transportation be requested to perform an alternative analysis study of new bus, rail, and highway facilities along the I-66 corridor. The study team will include representatives from Arlington, Fairfax, Prince William and Fauquier Counties; the Northern Virginia Transportation Commission; the Metropolitan Washington Airports Authority; the Northern Virginia Planning District Commission; and the Washington Metropolitan Area Transit Authority.

The Departments are requested to submit an interim report of their findings to the Governor and the 1995 Session of the General Assembly and a final report of their recommendations to the Governor and the 1996 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

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APPENDIX B

I-66 MIS Project Milestones

I-66 MIS PROJECT MILESTONES

DATE	EVENT	DECISION/MILESTONE
March 1994	Legislation	SJR 104 requested alternative analysis study of new bus, rail and highway facilities in the I-66 corridor.
November 1994	TAC Meeting	A Technical Advisory Committee consisting of representatives of state, local and federal agencies met and formed a consultant selection committee to help DRPT in consultant selection.
February 1995	Legislation	SJR 355 – requested a Major Investment Study of the I-66 corridor. The MIS replaced several other Commonwealth efforts to plan future transportation needs of the corridor.
July 10, 1995	Contracting Consultant	DRPT entered into a contract with BRW, Inc. for consultant services. Consultant team members included: Dewberry & Davis; KPMG Peat Marwick; Mary Means & Associates; Travesky & Associates; Wallace, Roberts and Todd; William Allen; R.L. Banks; and T.Y. LIN.
August 10, 1995	TAC Meeting	The Technical Advisory Committee began regular monthly and more frequent special meetings.
November 1995	Newsletter	“I-66 Major Investment Study Informer” newsletter, Issue One
November 14, 1995 November 15, 1995	Public Workshops	Workshops offered the public an opportunity to review the study process.
December 14, 1995	PAC Meeting	The PAC accepted eleven alternative families presented by the consultant for analysis.
January 11, 1996	PAC Meeting	The Baseline Scenario was established as the CLRP projects coded in the network. The results of the Screen 1 evaluation of alternatives was presented.
February 1996	Newsletter	“I-66 Major Investment Study Informer” newsletter, Issue Two
March 11, 1996 March 19, 1996	Public Workshops	The initial alternative elements and fatal flaws analysis were reviewed by the public.
June 20, 1996	PAC Meeting	Initial alternatives definition and analysis work for Screen 1A completed.
October 29, 1996	PAC Meeting	Screen 1B analysis of the travel demand impacts of the Screen 1A single-mode alternative elements completed. 15 mostly multi-modal strategies formulated for assessment in Screen 2.
November 1996- August 1997	Travel Forecasting Model Development	During this period numerous TAC and PAC meetings were held to define and develop the Travel Forecasting Model. Measures of Effectiveness, Planning Assumptions and other tools related to the guidance of the study were also developed during this time period. PAC approval of the model was received in August. Work on Screen 2A was authorized to begin.
September 1997	Newsletter	“I-66 Corridor Major Investment Study Informer” newsletter, Issue Three
January 29, 1998*	PAC Meeting	<i>Screen 2A results recommended for adoption.</i>

* This report was produced prior to the January 29th PAC meeting.

APPENDIX C

**"I-66 Major Investment Study INFORMER," Issue One, November 1995,
Issue Two, February 1996 and Issue Three, September 1997**

NOTE: The INFORMER will be published approximately four times throughout the study as a vehicle to inform the public of the study's purpose and progress.

WHY AN ANALYSIS OF THE I-66 CORRIDOR ?

Over the past two decades, significant investments have been made in the I-66 Corridor to improve transportation infrastructure. Additional transportation investments are likely to be needed in the future to respond to the following transportation issues:

Existing Vehicular Congestion in Both Peak Periods.

Forecasts of worse congestion and increase in Vehicle-Miles of Travel in the Year 2020.

Existing and Forecasted Dispersion of Population and Employment Throughout the Corridor.

Air Quality Violations.

Transit Accessibility to Employment Opportunities in Corridor.

Physical Limitations on Ability to Expand Corridor Infrastructure.

Coordination and Management of the Multi-Modal Transportation System in the Corridor.

Financial Resources to Pay for Needed Transportation Facilities and Services.

Management and Coordination of Movement of Goods in the Corridor.

WHAT WILL RESULT FROM THE STUDY ?

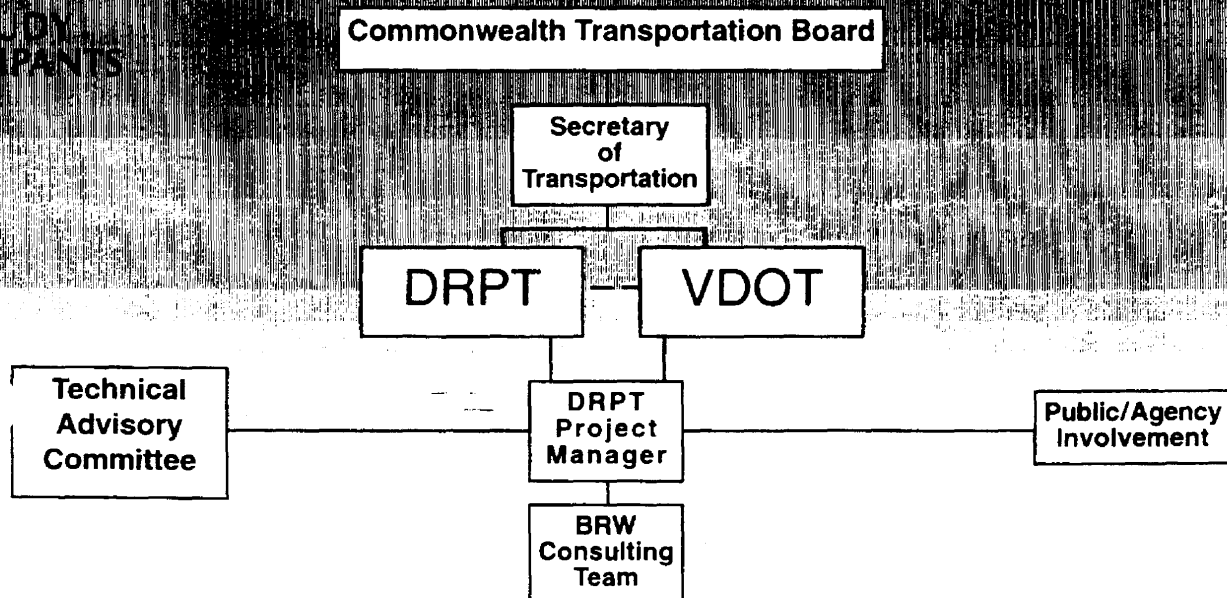
The I-66 Major Investment Study (MIS) is being conducted to develop a regional consensus on a transportation investment strategy for the corridor that:

- *Responds to the existing imbalance between transportation supply and demand;*
- *Supports anticipated growth and development in the corridor;*
- *Integrates the multi-modal transportation systems in the corridor; and,*
- *Provides input to other transportation facility and land use development decisions in the corridor.*
- *Provides input to the on-going regional transportation planning process.*

WHO IS SPONSORING THE MIS?

The study is being sponsored by the Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT).

STUDY PARTICIPANTS



WHAT ALTERNATIVES ARE BEING CONSIDERED ?

Transportation alternatives for the I-66 Corridor are being defined. The range of potential alternatives includes:

No-Build - This alternative includes completion of the current construction on I-66, extension of high occupancy vehicle (HOV) lanes to Gainesville, and expansion of feeder bus service to Metro and VRE stations.

Travel Management - This alternative would include travel demand management (TDM), transportation system management (TSM) and intelligent transportation system (ITS) improvements along with transit service improvements.

HOV/Busway - Improved high occupancy vehicle (HOV) facilities would be provided to encourage HOV use. This could include extension of HOV facilities, dedicated HOV access, and barrier separation of HOV lanes.

Metro-like Rail - A rail system with design and operating standards similar to Metrorail would be extended in the corridor.

Commuter Rail - The existing Virginia Railway Express (VRE) commuter rail service would be extended in the corridor.

Basic Rail - Basic rail service could be powered by either an electrified third rail or an overhead catenary. Basic rail service would likely extend from the Vienna Metrorail station to points west within the primary study area.

I-66 Improvements - Under this alternative, I-66 would be improved to provide additional general travel lanes and upgraded interchanges.

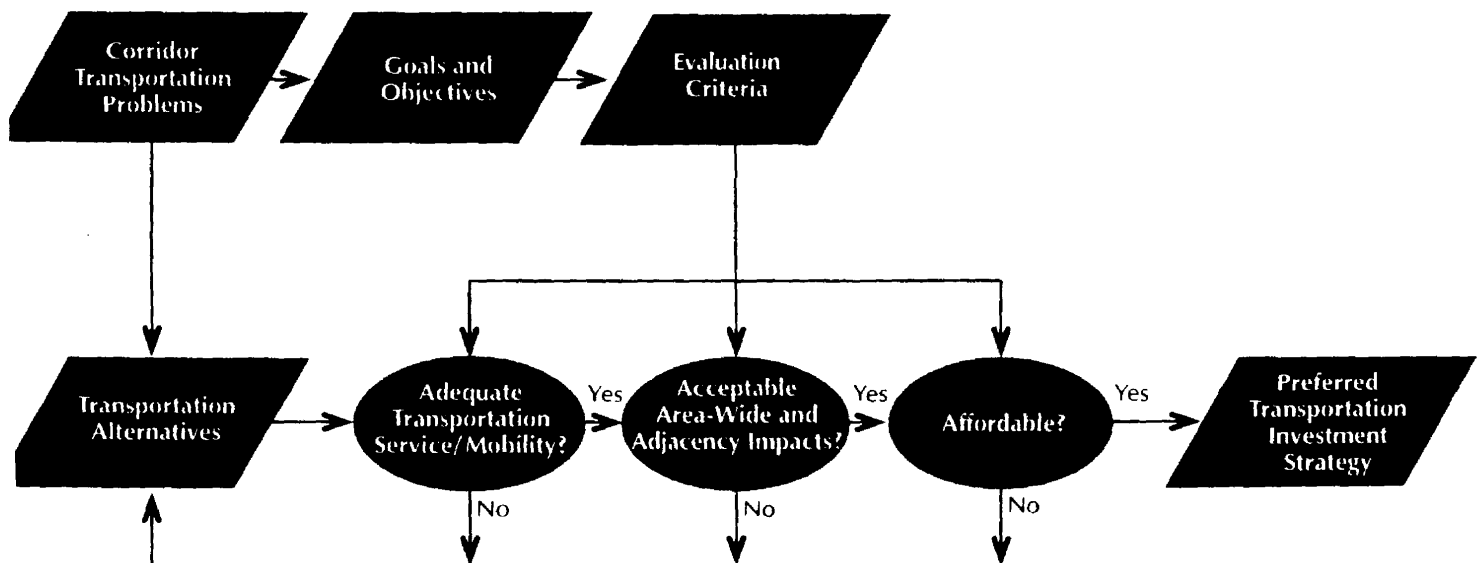
Parallel Roadway Improvements - Other routes in the Study area would be improved to provide additional traffic capacity.

HOW WILL ALTERNATIVES BE EVALUATED?

The selected transportation investment strategy is likely to consist of some combination of the range of alternative transportation improvements listed above. The MIS process will identify, evaluate, eliminate and/or refine alternatives based on the following general criteria:

- **Does the alternative provide adequate transportation service and mobility?**
- **Are the impacts to adjacent properties and the region acceptable?**
- **Is the transportation alternative affordable?**

OVERVIEW OF I-66 MAJOR INVESTMENT STUDY PROCESS



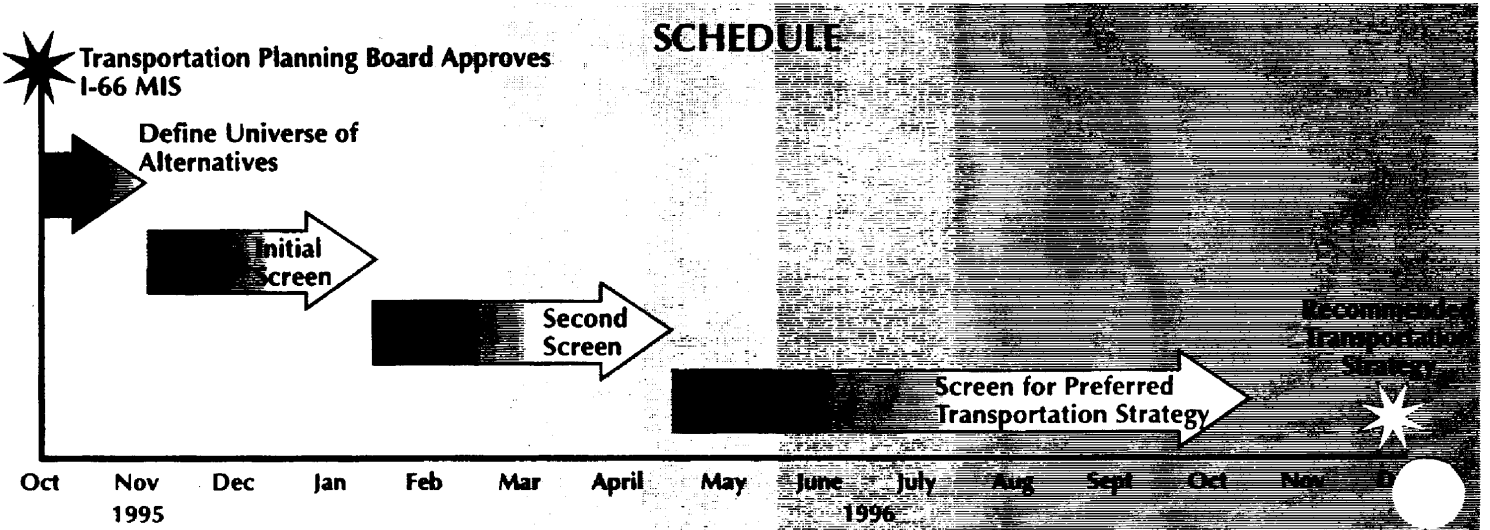
HOW CAN YOU GET INVOLVED ?

Five public information meetings are scheduled during the study. Each meeting will be conducted at two locations on separate nights. Every public meeting will provide opportunities to get questions answered and contribute comments or suggestions to the project development process. Notice of the public meetings will be published in the Washington Post and local newspapers and will also be mailed to everyone on the project mailing list.



**QUESTIONS,
COMMENTS,
SUGGESTIONS?**

Call the I-66 HOTLINE
1-800-811-4661



Gary Kuykendall
DRPT
1401 E. Broad Street, Room 1412
Richmond, VA 23219-1939

DISCUSS AND COMMENT ON THE STUDY ALTERNATIVES ON MARCH 11 AND 19 NOVEMBER 1995 WORKSHOPS YIELD RESULTS - THANKS!

Join Us in Reviewing Ways to Improve Transportation in the I-66 Corridor

Where and When: The Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT) invite you to attend the second set of public workshops to discuss and evaluate alternative ways to address congestion and other issues in the I-66 Corridor. The workshops will be held:

Date	Place	Time
March 11	Stonewall Middle School Manassas	Doors Open 7:00 PM Presentation 7:30 PM
March 19	Lanier Intermediate School Fairfax	Doors Open 7:00 PM Presentation 7:30 PM

What We'll Review: The March workshops will focus on a review of the initial set of alternative transportation improvement elements - roadway construction, HOV extensions, rail service, and others - currently under study as presented on pages 2 through 5. Some alternative elements are not recommended for further study following an initial screening using these criteria:

- **Engineering Feasibility** - Is it feasible to construct and operate?
- **Social, Economic and Environmental Effects** - How is the alternative element likely to affect the natural environment and the community context?
- **Transportation Investment** - What is the capital cost?
- **Goals and Objectives** - Will this alternative element meet the goals and objectives of the study?

What Next: Alternative elements kept for further consideration will be developed in more detail and subject to more extensive evaluation, including traffic operations, transit ridership, more in-depth consideration of impacts to wetlands, air quality, noise, neighborhoods, parklands, cultural resources, and refined capital and operating cost estimates.

During the next phase of this study, individual alternative elements will be combined into multi-modal transportation investment strategies to respond to complex future transportation needs.

Thanks for your contributions during the November 14th and 15th, 1995 public workshops. Taking your comments into consideration, we have refined the study's problem statement. Your comments at those meetings focused on three areas:

- **Vehicular Congestion** - problems at the beltway interchange, congestion on north-south routes, traffic congestion on weekends and evenings and operational conflicts associated with the I-66 HOV lanes.
- **Transit Accessibility** - not enough suburb to suburb service and lack of service during off-peak hours.
- **Transportation System Coordination** - the need for multiple transfers and associated delays, high cost of transit in terms of dollars, time and convenience relative to driving and parking.

Many suggested alternative elements as part of the I-66 MIS. Suggestions made at the workshop are addressed in this study in one of three ways:

Suggestions Considered as New Alternative Elements in the I-66 MIS:

- Reversible General Purpose Express Lanes on I-66
- North-South HOV or LRT along Rt 28 or Rt 50

Suggestions Addressed by or Incorporated into Alternative Elements in the MIS:

- High Speed Telecommunications - The effects of telecommuting will be incorporated into the travel demand forecasting process.
- Monorail - A monorail system would have similar impacts to Metrorail.
- Bicycle Facilities - Bicycle related improvements will be evaluated as part of all alternatives, but will not be studied as a separate element.
- Toll Roads - Tolls will be evaluated as a potential financing option.

Suggestions Noted but not Carried Forward in the MIS:

- Eliminate HOV Lanes on I-66 - Inconsistent with regional policies to reduce emissions by encouraging ride-sharing. Elimination of HOV lanes on I-66 would not meet the goals and objectives of this study.
- Air Service - The provision of commuter air service through the corridor was determined to be impractical.
- Moveable Barriers - The median separation of I-66 makes this infeasible.

I-66 CORRIDOR MIS ALTERNATIVE ELEMENTS: WHAT DO YOU THINK?

Possible alternative elements under study to improve transportation in the I-66 Corridor include a range of modes: roadway improvements, extensions of HOV facilities, and provision of commuter rail, light rail or metro rail service. The ultimate goal of the I-66 MIS will be to combine these single mode elements to develop a comprehensive, multi-modal transportation investment strategy for the corridor. Together, we must decide which of these modes might be most appropriate for future study as part of this comprehensive strategy to solve corridor problems. Which alternative elements would best serve the needs of the corridor? Come let us know at the meetings on March 11 and 19, or write to the I-66 MIS Project Manager at the return address on this newsletter, or call us on the I-66 Hotline at 1-800-811-4661.

We look forward to hearing from you.

1. Baseline Scenario

Existing Transportation System and Committed System Improvements as Defined in the Constrained Long-Range Transportation Plan.

2. Congestion Management

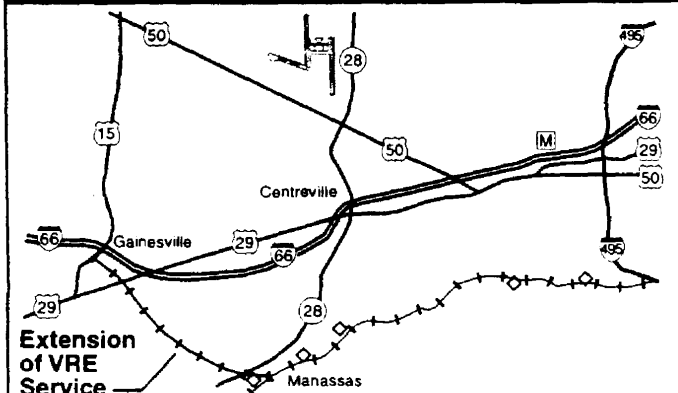
Generally Low Cost Improvements to Manage Congestion Including:

- Travel Demand Management (TDM)
- Transportation System Management (TSM)
- Intelligent Transportation Systems (ITS)
- Bus System Improvements

VIRGINIA RAILWAY EXPRESS (VRE) ALTERNATIVE ELEMENT

The VRE provides commuter rail service in the I-66 corridor terminating at the Broad Run/Manassas Airport Station. Alternative 5 would extend VRE service from Manassas along the existing Norfolk and Southern railroad to Gainesville and Haymarket. Stations would be sited in accordance with local plans and forecasted travel demand.

5. Commuter Rail Extension



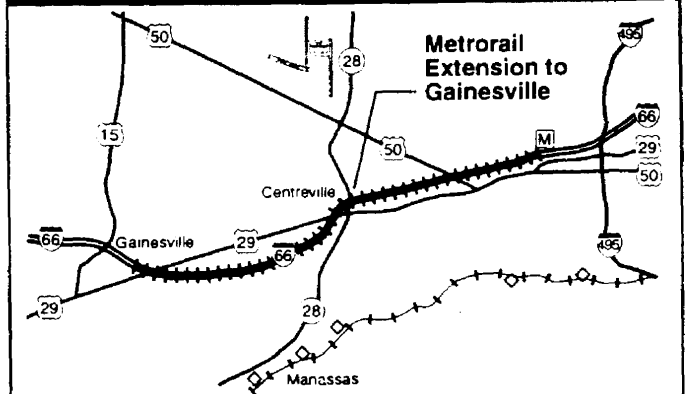
METRORAIL ALTERNATIVE ELEMENTS

Metrorail currently extends along I-66 to Vienna. Metrorail extensions considered in this study are:

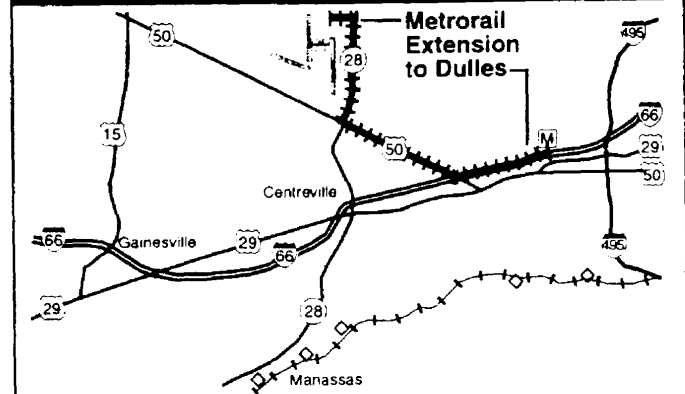
- **7A** - Extend Metrorail in the median of I-66 to a terminal station in the vicinity of either Centreville or Gainesville.
- **7B** - Extend Metrorail in the median of I-66 to Route 50 then north to Chantilly (Route 28) then possibly continuing to Dulles.

Stations would be sited in accordance with local plans and forecasted travel demand.

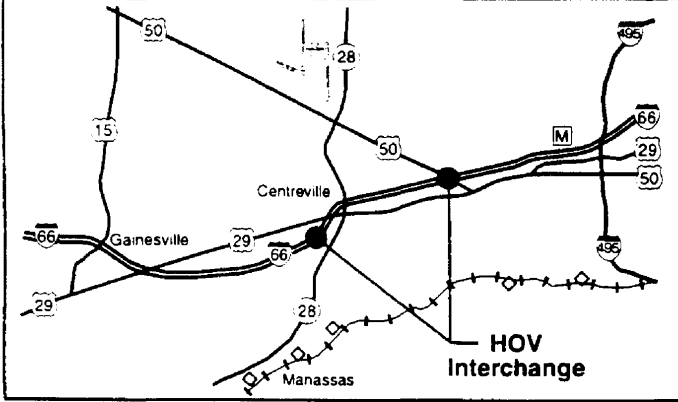
7A. Metrorail to Gainesville



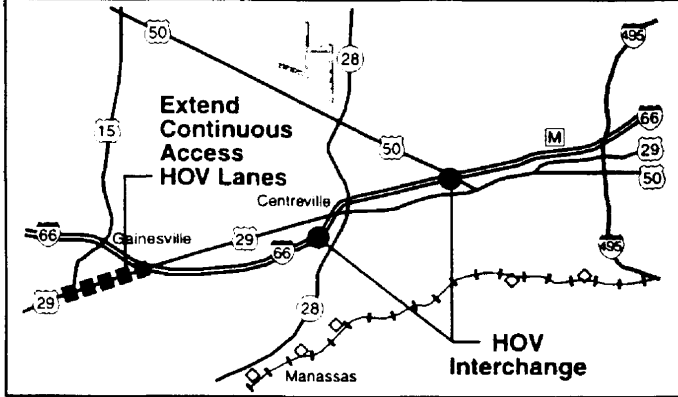
7B. Metrorail to Dulles



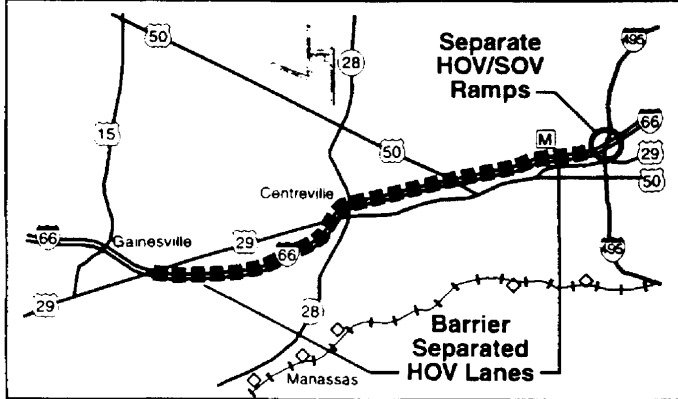
3A. HOV Facility Enhancement



3B. HOV Extension



3C. Barrier Separated HOV



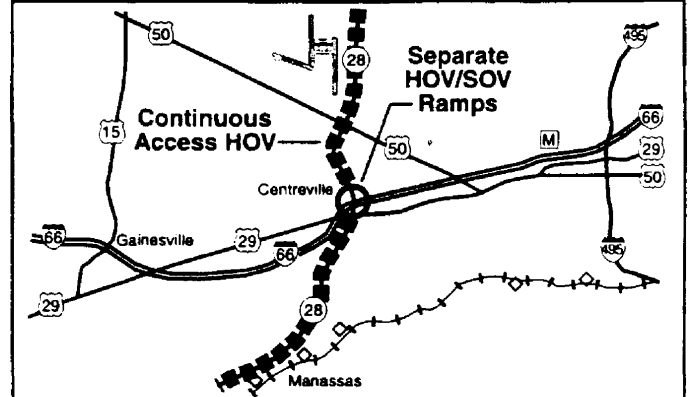
HIGH OCCUPANCY VEHICLE (HOV) ALTERNATIVE ELEMENTS

Continuous-access HOV lanes currently exist in the I-66 corridor from Gainesville to I-495 and continue inside the beltway. HOV elements under consideration are:

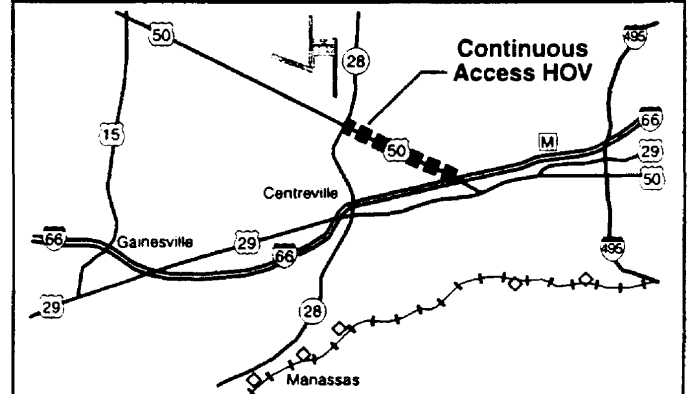
- **3A** - Improve access to the existing I-66 HOV lanes by providing additional dedicated HOV interchanges similar to that under construction at Stringfellow Road.
- **3B** - Provide improved HOV access and extend HOV lanes along Route 29 from I-66 to Route 15.
- **3C** - Reconstruct I-66 from Gainesville to I-495 to provide limited-access, barrier separated HOV lanes and separate HOV ramps at I-495.
- **9*** - Provide continuous-access HOV lanes in the Route 28 corridor between Dulles Airport and Manassas with separate HOV ramps at the I-66/Route 28 interchange.
- **10*** - Provide continuous-access HOV lanes in the Route 50 corridor between I-66 and Route 28 with separate HOV ramps at the I-66/Rt 50 interchange.

** These elements are not recommended to be carried forward. Element #9 does not meet the east/west travel focus for this study. HOV access to I-66 (Element #10) will be considered in more detail in the next phase of this study.*

*9. North-South Route 28 HOV



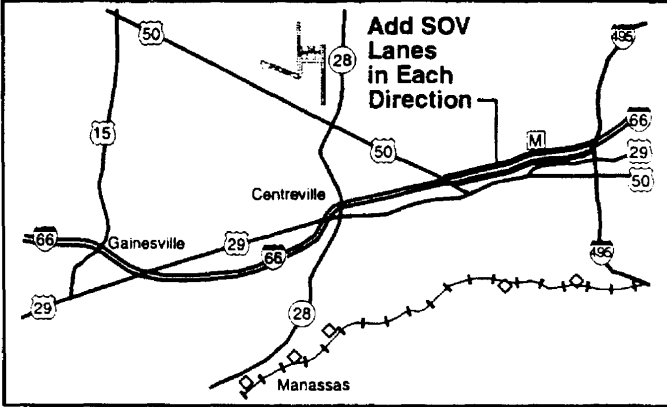
*10. Route 50 HOV



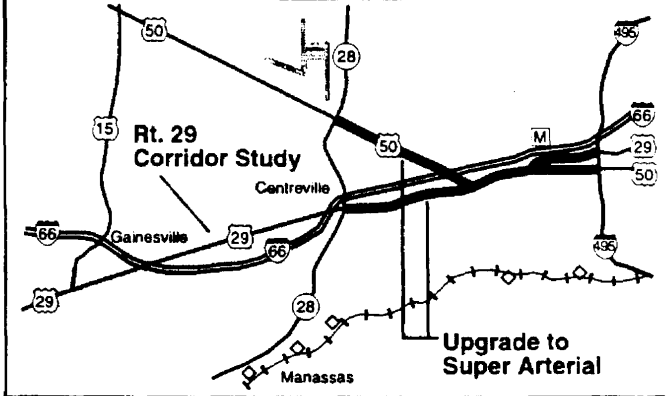
QUESTIONS,
COMMENTS,
SUGGESTIONS?

Call the I-66 HOTLINE
1-800-811-4661

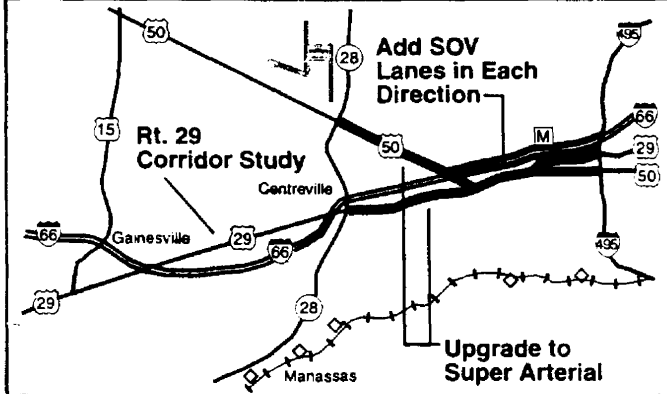
4A. I-66 Improvements



4B. Upgrade Routes 29 and 50



4C. Improvements to I-66, Rt. 29, Rt. 50

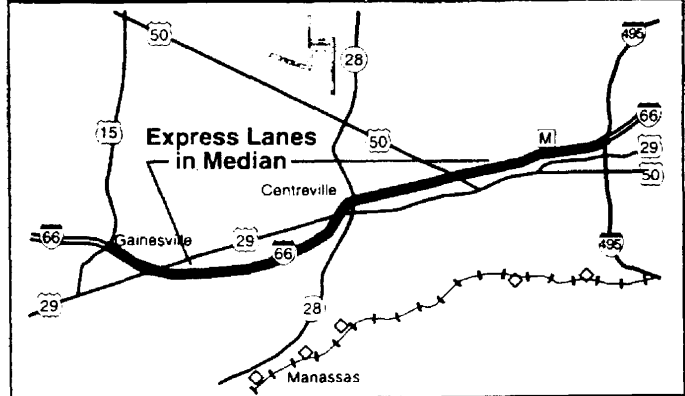


ROADWAY IMPROVEMENT ALTERNATIVE ELEMENTS

These elements would expand or improve existing roadways to increase vehicular capacity. Alternative elements under consideration are:

- **4A** - Widen I-66 from Route 50 to I-495 to provide one or more additional lanes in each direction.
- **4B** - Upgrade Route 29 and Route 50 to super arterial roadways. These facilities would typically have six lanes with grade separations (interchanges) with major cross streets. Route 29 west of Centreville is being addressed by the Route 29 Corridor Study as discussed below.
- **4C** - Widen I-66 and upgrade Route 29 and Route 50.
- **11** - Reconstruct I-66 from Haymarket to I-495 to provide reversible, general purpose express lanes in the median of I-66. These lanes would have limited access and would operate eastbound in the morning and westbound in the evening.

11. Reversible General Purpose Express Lanes



ROUTE 29 CORRIDOR STUDY

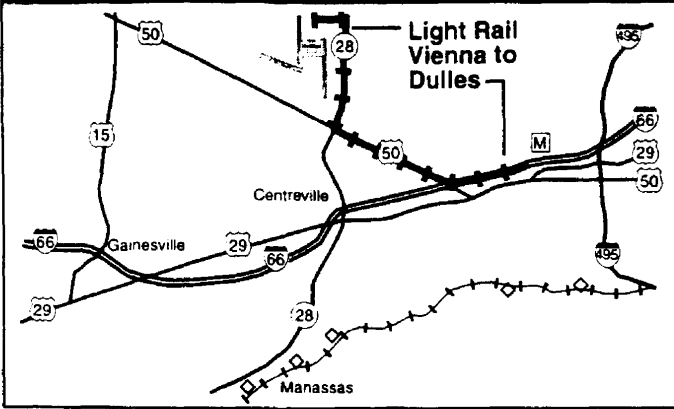
In addition to the alternatives described above, VDOT is also conducting a Route 29 corridor study. This study is evaluating Route 29 between Centreville and Warrenton to determine the most cost effective way to provide a continuous, limited access highway that will meet standards applicable to the National Highway System. One goal of the study is to minimize traffic through the Manassas Battlefield Park. The study will evaluate the feasibility of alternative conceptual alignments to bypass the park including alignments north and south of the park. The Route 29 corridor study will have a separate public involvement process but the results of the study will be incorporated into the I-66 MIS.

**QUESTIONS,
COMMENTS,
SUGGESTIONS?**

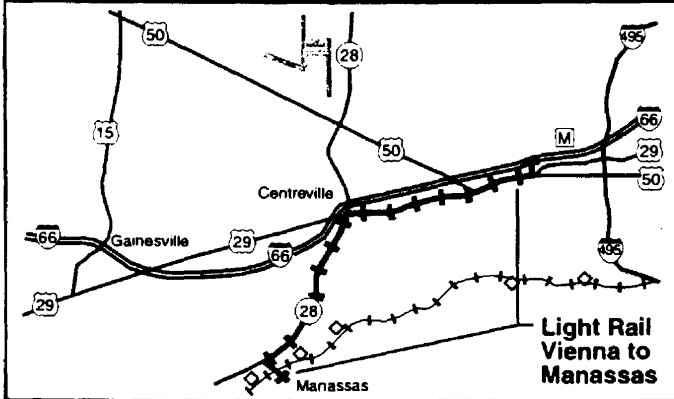
Call the I-66 HOTLINE

1-800-811-4661

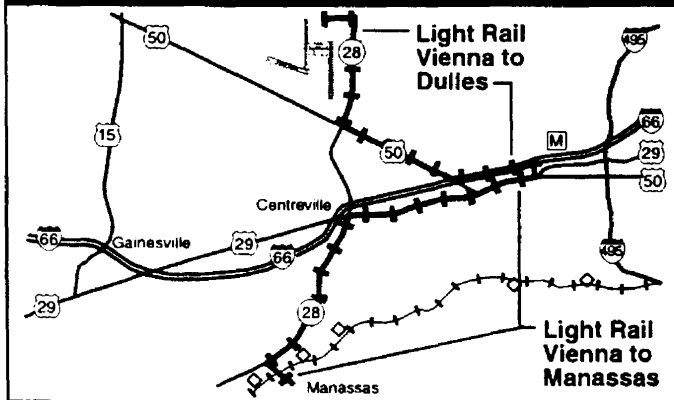
6A. LRT to Dulles



6B. LRT to Manassas



6C. LRT to Dulles and Manassas



LIGHT RAIL TRANSIT (LRT) ALTERNATIVE ELEMENTS

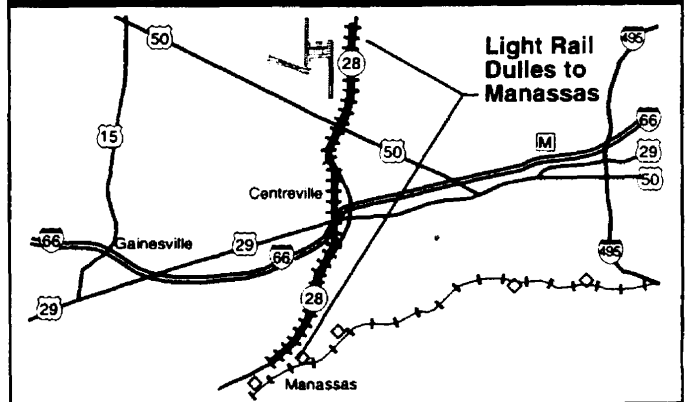
LRT service, similar to systems in Baltimore, Portland, and San Diego would be a new mode of travel in the corridor. Alternative elements under consideration are:

- **6A** - Provide LRT service from the Vienna Metro rail following I-66, Route 50 and possibly extending along Route 28 to Dulles Airport.
- **6B** - Provide LRT service from the Vienna Metro rail station to the vicinity of Manassas following Route 29 through Fairfax City to Route 28.
- **6C** - Provide LRT service from the Vienna Metro rail station to both Dulles Airport and Manassas.
- **8*** - Provide LRT service along Route 28 between Dulles Airport and Manassas.

Under all elements, stations would be sited in accordance with local plans and forecasted travel demand.

** This element is not recommended to be carried forward because it does not meet the east/west travel focus for this study.*

*8. North-South Route 28 LRT



ALTERNATIVE ELEMENTS RECOMMENDED NOT TO BE CARRIED FOWARD

Following initial evaluation the following elements are recommended not to be carried forward in the study process:

- **7B** - Metrorail to Dulles
- **8** - LRT Service Between Manassas and Dulles Airport
- **9** - North-South Route 28 HOV
- **10** - Route 50 HOV

If travel demand forecasts performed in the coming months indicate a need to reconsider any of these elements, then they could be reexamined. Your comments to these and other recommendations included in this newsletter are welcome at the return address on the mailing label or by calling 1-800-811-4661

I-66 CORRIDOR MIS POLICY ADVISORY COMMITTEE ESTABLISHED

Secretary of Transportation Robert E. Martínez has established a Policy Advisory Committee (PAC) to provide guidance to DRPT and VDOT on decisions regarding the I-66 Corridor MIS. The PAC will meet frequently throughout the study process to review interim study products and provide advice on major study decisions. Membership of the PAC is as follows:

Robert T. Lee, Chair
Commonwealth Transportation Board

Ellen M. Bozman
Arlington County Board of Supervisors

Robert B. Dix, Jr.
Fairfax County Board of Supervisors

Michael R. Frey
Fairfax County Board of Supervisors

Katherine K. Hanley
Chairman, Fairfax County Board of Supervisors

John Mason
Mayor, City of Fairfax

Charles A. Robinson, Jr.
Mayor, Town of Vienna

Kathleen Seefeldt
Chairman, Prince William County Board of Supervisors

David Snyder, Councilman
Falls Church

I-66 Major Investment Study

PUBLIC WORKSHOPS MARCH 11 AND 19

You are invited to attend a public workshop to discuss ways to improve transportation in the I-66 corridor. The workshop will be on two nights:

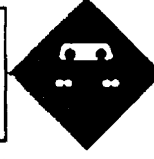
- Monday, March 11, 1996 at Stonewall Middle School in Manassas
- Tuesday, March 19, 1996 at Lanier Intermediate School in Fairfax.

On both evenings, doors will open at 7:00pm with a presentation at 7:30, followed by workshop discussions until 9:00pm. We look forward to seeing you there.



I-66 MIS Project Manager
DRPT
1401 E. Broad Street, Room 1412
Richmond, VA 23219-1939

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INFORMER

Issue Three

September 1997

I-66 Study Milestone Reached

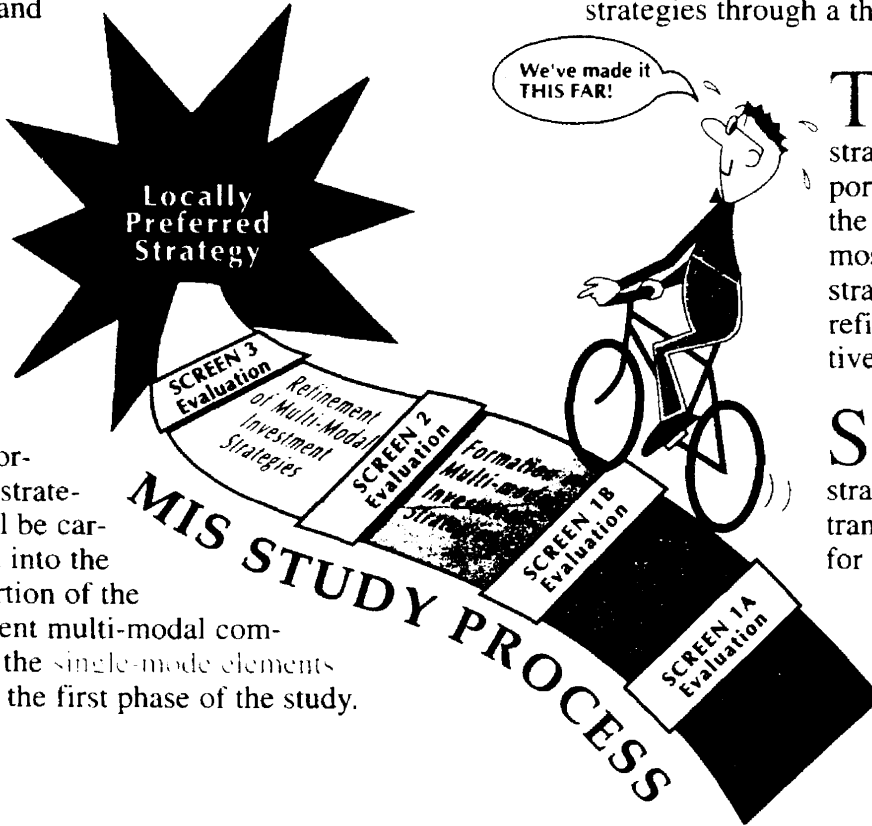
A major milestone of the I-66 Corridor Major Investment Study (MIS) has been reached with the selection of multiple transportation modes for review in the next phase of the study. These multi-modal strategies will be evaluated using a variety of modeling tools to determine how well they meet the study goals and objectives.

The study of a particular element or mode does not imply that it will automatically be adopted in any of the corridors. The strategies that will be carried forward into the Screen 2 portion of the study represent multi-modal combinations of the single-mode elements evaluated in the first phase of the study.

The I-66 Corridor MIS is being conducted to identify a preferred transportation investment strategy appropriate to address transportation issues in the corridor over the next 20 to 25 years. The preferred transportation investment strategy will be identified based on an evaluation of alternative transportation strategies through a three-step screening process.

This screening process will identify those elements and strategies that best meet the transportation needs of the corridor. At the conclusion of each screen, the most promising elements and strategies will be modified and refined to ensure that the alternative addresses corridor needs.

Screen 3 will consist of a more detailed evaluation of the strategies to select a preferred transportation investment strategy for the corridor.



I-66 CORRIDOR GOALS AND OBJECTIVES

Transportation Service/Mobility

- Accommodate existing and future mobility demands.
- Improve regional access to I-66 Corridor activity centers and improve access from the I-66 Corridor to the region.
- Improve goods movement.

Environmental Impacts

- Coordinate the transportation improvements to complement existing and future land uses.
- Minimize the adverse transportation related environmental impacts and foster positive environmental impacts with transportation improvements.

Transportation Investment

- Provide a cost-effective investment strategy for the I-66 Corridor.



Major Investment Study

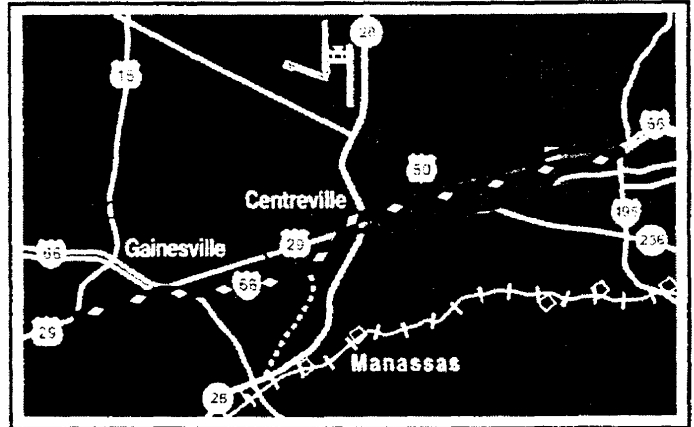


TRANSPORTATION STRATEGIES TO BE EVALUATED

The transportation strategies recommended to be evaluated as part of Screen 2 are described on the following pages.

Strategy #1 General Purpose Lanes and HOV

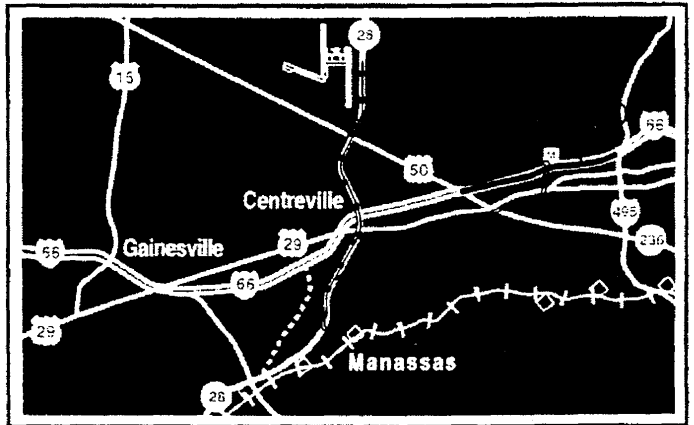
This strategy is primarily highway improvements. One general purpose lane would be added in each direction between I-495 and Route 50. In addition reversible, barrier-separated HOV lanes would be added to I-66 between I-495 and Gainesville. The HOV lanes would extend west from Gainesville on Route 29 through the intersection of Route 15. Route 50 would be widened to a six or eight-lane arterial from I-495 west to Route 28 and configured as a "super-arterial" with grade separations at most cross street intersections.



Strategy #2 General Purpose Lanes and Light Rail

This strategy would combine additional general purpose lanes on I-66 with light rail service focused on the existing Metrorail terminus at Vienna.

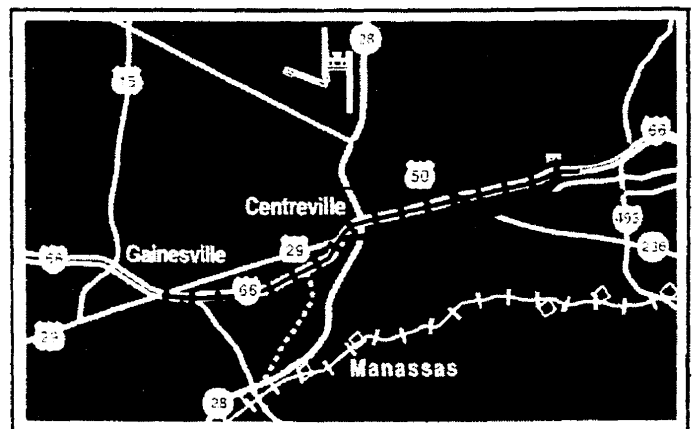
I-66 would be widened to include an additional general purpose lane in each direction between I-495 and Route 50. Light rail service would consist of two lines: one connecting the Manassas area to the Vienna Metrorail station, and one connecting the Dulles Airport area to the Vienna Metrorail station.



Strategy #3 General Purpose Lanes and Metrorail

The improvements to I-66 would add one additional general purpose lane in each direction between I-495 and Route 50. Route 50 would be widened to a six or eight-lane arterial from I-495 west to Route 28 and configured as a "super-arterial" with grade separations at most cross street intersections.

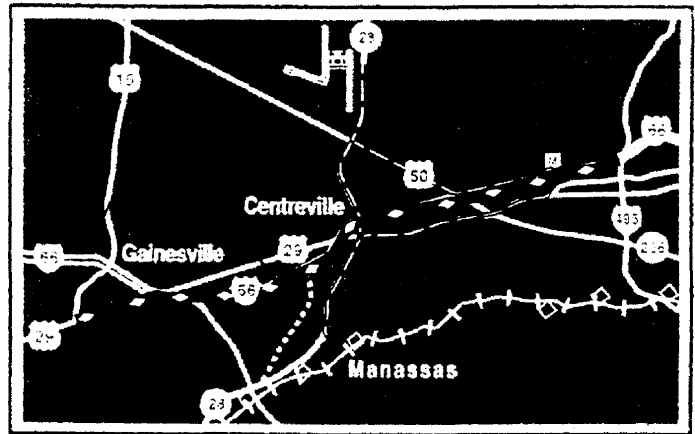
Metrorail would be extended in the median of I-66 from the existing terminal station at Vienna to a new terminal station in the vicinity of Gainesville with a number of intermediate stations.





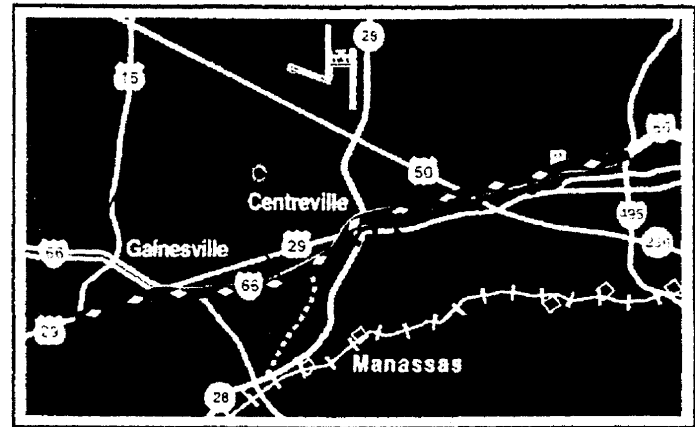
Strategy #4 HOV and Light Rail

This strategy combines reversible, barrier-separated HOV lanes on I-66 with light rail lines to Route 28/50 and Manassas serving the existing Metrorail terminus at Vienna. HOV would also be extended from I-66 at Gainesville along Route 29 through the Route 15 intersection.



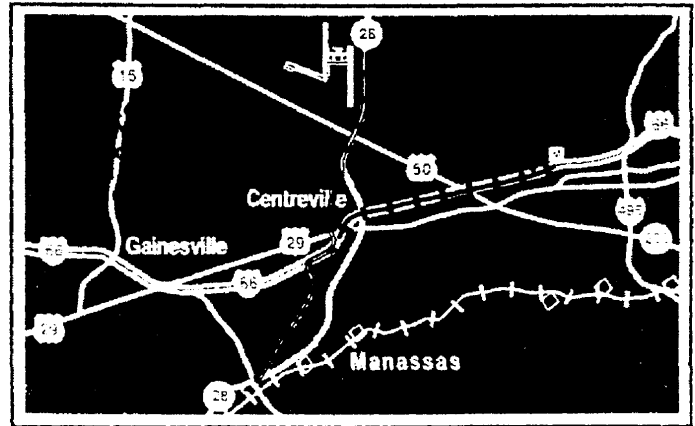
Strategy #5 HOV and Metrorail

This strategy combines reversible, barrier-separated HOV lanes on I-66 with an extension of the existing Metrorail system to Centreville. HOV would also be extended from I-66 at Gainesville along Route 29 through the Route 15 intersection.



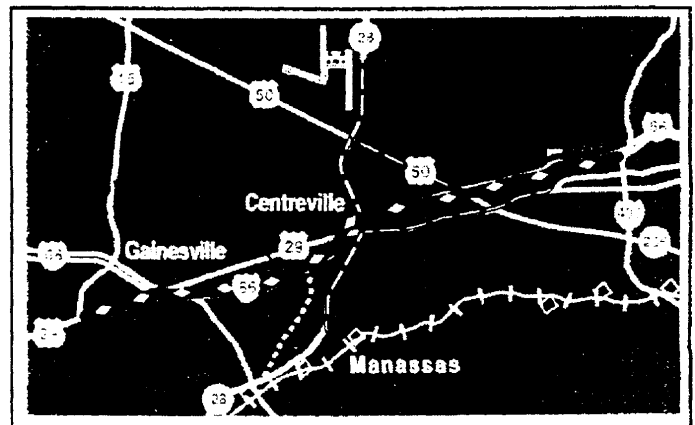
Strategy #6 Light Rail and Metrorail

This strategy tests the effectiveness of extending Metrorail to Centreville with a light rail connection to the north and south from the Metrorail terminal station. The southern light rail line would follow the Route 28 Bypass south to the vicinity of the Manassas Airport. The northern light rail line would follow Stone Road and Route 28 north to the vicinity of Dulles Airport.



Strategy #7 General Purpose Lanes, HOV and Light Rail

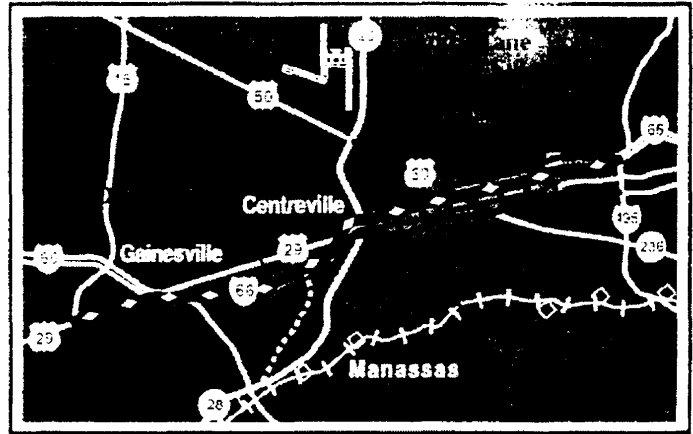
This strategy would combine additional general purpose lanes and reversible, barrier-separated HOV lanes on I-66 with light rail lines to Route 28/50 and Manassas serving the existing Metrorail terminus at Vienna.





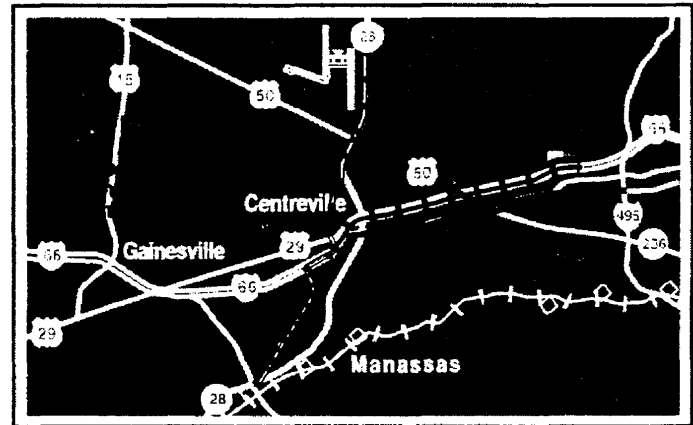
Strategy #8 General Purpose Lanes, HOV and Metrorail

This strategy combines additional general purpose lanes on I-66, Route 29 and Route 50 and reversible, barrier-separated HOV as described in Strategy #1 with the extension of the existing Metrorail system to Centreville.



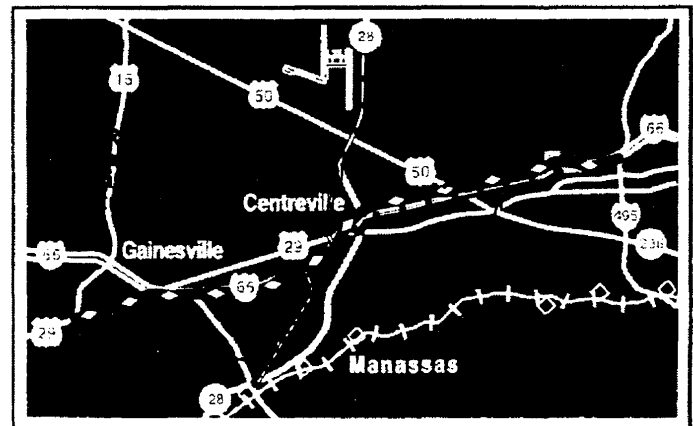
Strategy #9 General Purpose Lanes, Light Rail and Metrorail

This strategy combines additional general purpose lanes on I-66, Route 29 and Route 50 with light rail service focused on an extended Metrorail terminus station at Centreville. The southern light rail line would follow the Route 28 Bypass south to the vicinity of the Manassas Airport. The northern light rail line would follow Stone Road and Route 28 north to the vicinity of Dulles Airport.



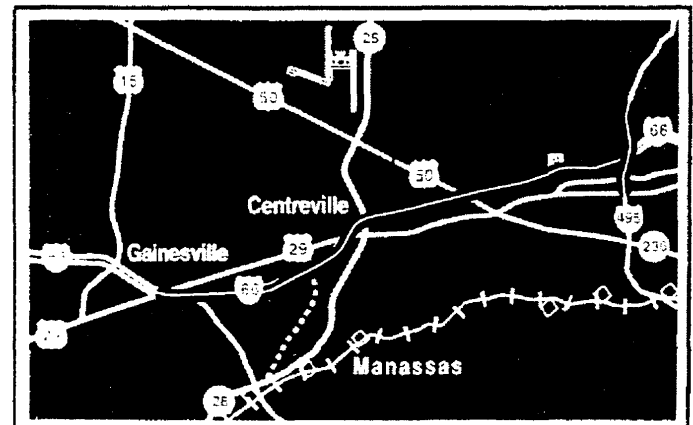
Strategy #10 HOV, Light Rail and Metrorail

This strategy combines reversible, barrier-separated HOV with light rail lines to Route 28/50 and Manassas serving an extended Metrorail terminus station at Centreville. The southern light rail line would follow the Route 28 Bypass south to the vicinity of the Manassas Airport. The northern light rail line would follow Stone Road and Route 28 north to the vicinity of Dulles Airport.



Strategy #11 I-66 Express/Local

This strategy would widen I-66 to six lanes in each direction with an express/local configuration. This strategy would also assume that the Beltway is widened to six lanes in each direction with an express/local configuration consistent with the Recommended Strategy Package in the January 1997 Capital Beltway Study MIS Results Report.



Strategy #12 Super Bus

This strategy would consist of significant bus system improvements that include expanding existing service, providing new service between various origins and destinations, reducing time between buses, and increasing the frequency of service on Metrorail to Vienna. This strategy is intended to represent a more flexible transit improvement that could better serve the travel patterns in the corridor.

Strategy #13 Highway Plan

This strategy would include selected roadway improvements that are part of the Fairfax County, Loudoun County, and Prince William County Comprehensive Plans but are not in the region's constrained long range plan. Improvements to be included in the strategy will be defined in consultation with county staff. Preliminary recommendations for inclusion in this strategy include the following roadways:

- Proposed Tri-County Parkway
- Proposed Stone/Braddock Road Connector
- Proposed Route 234 Bypass north of I-66

Strategy #14 Generic Rail to Gainesville


This strategy would put a fixed rail system in the median of I-66 between the Vienna Metrorail station and Gainesville. The rail system may be directly compatible with Metrorail or may be a different technology requiring a transfer at Vienna.

Strategy #15 Virginia Railway Express


This strategy would extend VRE service to Gainesville. This element could be combined with any of the strategies defined above.

GET INVOLVED


We want to hear from you!



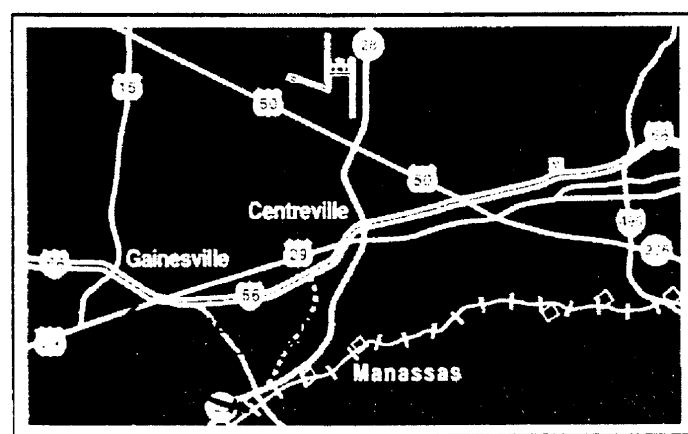
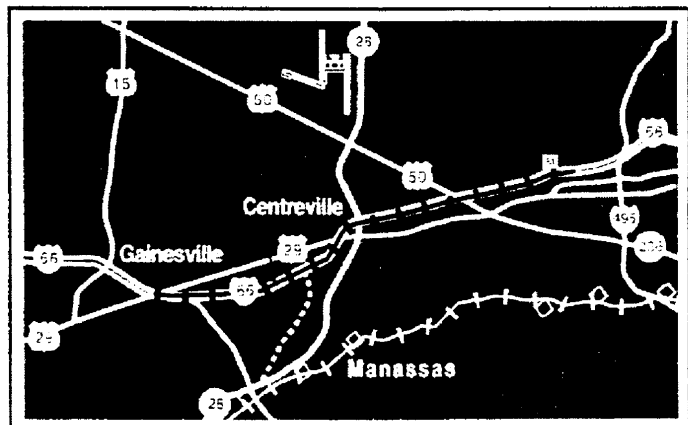
Call the I-66 HOTLINE
1-800-811-4661
(Device for the hearing impaired: 1-800-307-4630)



Write to us using the enclosed comment sheet



Visit the I-66 Corridor MIS web site:
<http://www.vdot.state.va.us/proj/66x.html>



WHAT ELSE IS HAPPENING
IN THE AREA

ROUTE 29
CORRIDOR
DEVELOPMENT
STUDY UPDATE

On January 27, 1997 approximately 250 people attended VDOT's Public Information Meeting in Haymarket on the Route 29 Study. While no formal presentation was given, attendees viewed maps depicting



CAPITAL BELTWAY
MAJOR
INVESTMENT
STUDY (MIS)

VDOT published the Capital Beltway MIS Results Report in January 1997. The Results Report includes a Recommended Strategy Package that identifies the transportation strategies that will be studied in more detail. The Recommended

...ed to form document
... written comment cards.
... producing a substantial
... VDOT's second citizen
... any significant decisions
... the Route 29 Corridor
... Development Study will be incorporated into the
I-66 Corridor MIS.

... HOV lanes in the existing con-
... figuring roadway into an
... with or without HOV lanes.
... the interchange and safety
... an express bus lane. The
... Capital Beltway will develop
... these options in more detail and will include the prepara-
... of environmental documentation to meet federal
requirements.

For more information call the
1-800-811-4661.

For more information call the
Hotline at 703-359-6683.

GAINESVILLE AREA TRANSPORTATION STUDIES

Numerous transportation studies are currently being conducted within the Gainesville area. VDOT is developing a comprehensive mailing list for the entire area to increase public involvement and awareness of the studies.

Project status updates are being provided to local officials.



For more information on these studies call the hotlines listed below:

- Route 29 Corridor Development Study
1-800-811-4661
- Manassas Railroad Alignment Improvement Study
1-804-786-6757

For more information on the Western Transportation Corridor Study write:

c/o Ms. Susan Killen
Parsons Brinckerhoff Quade & Douglas
465 Spring Park Place
Herndon, Virginia 22070

or visit the VDOT web page at
<http://www.vdot.state.va.us>



THE STUDY TEAM:

The I-66 Corridor MIS is being conducted by the Department of Rail and Public Transportation and the Virginia Department of Transportation. The study will be reviewed by the Technical and Policy Advisory Committees. The Policy Advisory Committee will make recommendations for further actions to the Secretary of Transportation and the Commonwealth Transportation Board.

Technical Advisory Committee:

- Virginia Department of Transportation
- Virginia Department of Rail & Public Transportation
- Federal Transit Administration
- Federal Highway Administration
- National Park Service
- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Commission
- Potomac-Rappahannock Transportation Commission
- Virginia Railway Express
- Washington Metropolitan Area Transit Authority
- Metropolitan Washington Airports Authority
- Arlington County
- Fairfax County
- Fauquier County
- Loudoun County
- Prince William County
- City of Fairfax

Policy Advisory Committee:

- Robert T. Lee, Chair, *Commonwealth Transportation Board*
- Ellen M. Bozman, *Arlington Board of Supervisors*
- Robert B. Dix, Jr., *Fairfax County Board of Supervisors*
- Michael R. Frey, *Fairfax County Board of Supervisors*
- Katherine K. Hanley, *Fairfax County Board of Supervisors*
- David C. Mangum, *Fauquier County Board of Supervisors*
- John Mason, Mayor, *City of Fairfax*
- Charles A. Robinson, Jr., Mayor, *Town of Vienna*
- Kathleen Seefeldt, *Prince William County Board of Supervisors*
- David Snyder, *City of Falls Church*
- Edgar S. Wilbourn, III, *Prince William County Board of Supervisors*



I-66 Corridor MIS Project Manager
VA Department of Rail & Public Transportation
1401 E. Broad Street, Room 1412
Richmond, VA 23219-1939

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APPENDIX D

Recommendation on Screen 2A Strategies

SUMMARY TABLE 2 – RECOMMENDATION ON SCREEN 2A STRATEGIES

SCREEN 2A STRATEGY	ANALYTICAL RESULTS	RECOMMENDATION
<p>Baseline (CLRP)</p> <p>The Baseline consists of the highway and transit improvements contained in the currently adopted (July 1997) Constrained Long Range Transportation Plan (CLRP) for the Metropolitan Washington Region.</p>	<p>Basis for comparison for other study options.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>Enhanced Baseline</p> <p>The Enhanced Baseline serves as the basis for comparison to all other strategies. It consists of low cost, TSM and TDM type improvements to the Baseline. The Enhanced Baseline tests increased bus service in the central and western portions of the study area with no changes in lane-miles of highway capacity.</p>	<p>Basis for comparison to more capital intensive strategies.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#1 – General Purpose Lanes + HOV Reversible Lanes</p> <p>Strategy #1 combines reversible, barrier-separated HOV 2+ lanes on I-66 with additional general-purpose lanes on I-66, Route 50, and Route 29.</p>	<p>Very positive effects upon reductions in peak period highway congestion and person throughput.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#2 – General Purpose Lanes + 3 Light Rail Lines</p> <p>Strategy #2 combines additional general purpose lanes on I-66 with a three line LRT system connecting Manassas, Centreville, Dulles Airport, and the Vienna/Fairfax-GMU Metrorail station.</p>	<p>Mixed to poor performance relative to the Enhanced Baseline and other strategies that incorporate the same modal elements.</p>	<p>Study Team – Drop TAC - Drop PAC - _____</p>
<p>#3 – General Purpose Lanes + Metrorail to Gainesville</p> <p>Strategy #3 combines adding one additional general purpose (SOV) lane to I-66, additional general-purpose lanes on Routes 29 and 50, and a Metrorail extension from Vienna/Fairfax-GMU to Gainesville.</p>	<p>Relatively small increase in rail ridership associated with rail extension to Gainesville.</p>	<p>Study Team – Drop TAC – Retain PAC - _____</p>

SCREEN 2A STRATEGY	ANALYTICAL RESULTS	RECOMMENDATION
<p>#4 – HOV Reversible Lanes + 3 Light Rail Lines</p> <p>Strategy #4 combines reversible, barrier-separated HOV 2+ lanes on I-66 and Route 29 with a three line LRT system connecting Manassas, Centreville, Dulles Airport, and the Vienna/Fairfax-GMU Metrorail station.</p>	<p>Mixed or poor performance relative to the Enhanced Baseline and other strategies that incorporate the same modal elements.</p>	<p>Study Team – Drop TAC – Drop PAC - _____</p>
<p>#5 – HOV Reversible Lanes + Metrorail to Centreville</p> <p>Strategy #5 combines reversible, barrier-separated HOV 2+ lanes on I-66 with an extension of Metrorail to Centreville.</p>	<p>Significant increases in Metrorail ridership and other transit performance measures.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#6 – 1 Light Rail Line + Metrorail to Centreville</p> <p>Strategy #6 combines a Metrorail extension connecting at Centreville to an LRT line linking Dulles Airport and Manassas Airport.</p>	<p>Mixed performance relative to Screen 2A MOEs. Other alternatives incorporate the same transit modal elements with better overall results.</p>	<p>Study Team – Drop TAC – Drop PAC - _____</p>
<p>#7 – General Purpose Lanes + HOV Reversible Lanes + 3 Light Rail Lines</p> <p>Strategy #7 combines adding general purpose travel lanes and reversible, barrier-separated HOV lanes to I-66, with a three line LRT system connecting Manassas, Centreville, Dulles Airport, and the Vienna/Fairfax-GMU Metrorail station.</p>	<p>High transit performance indicators and overall improvements to highway level of service; test cost-effectiveness of LRT versus extending Metrorail beyond Vienna/Fairfax-GMU; test versus Strategy #9 allows LRT alignment options south from Centreville to Manassas (Route 28 corridor vs. Route 28 Bypass).</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#8 – General Purpose Lanes + HOV Reversible Lanes + Metrorail to Centreville</p> <p>Strategy #8 combines adding general purpose lanes on I-66, Route 29, and Route 50 with both reversible, barrier-separated HOV lanes along I-66 and a Metrorail extension to Centreville.</p>	<p>Very positive effects upon reduction in peak period highway congestion and generally positive transit performance indicators.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>

SCREEN 2A STRATEGY	ANALYTICAL RESULTS	RECOMMENDATION
<p>#9 – General Purpose Lanes + 1 Light Rail Line + Metrorail to Centreville</p> <p>Strategy #9 combines adding general purpose lanes to I-66, Route 29 and Route 50 with a Metrorail extension connecting at Centreville to an LRT line linking Dulles Airport and Manassas Airport.</p>	<p>Good overall transit performance and to help assess cost-effectiveness of Metrorail and LRT elements in comparison to other multi-modal alternatives that incorporate the same modal elements.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#10 – HOV Reversible Lanes + 1 Light Rail Line + Metrorail to Centreville</p> <p>Strategy #10 combines reversible, barrier-separated HOV 2+ lanes on I-66 with a Metrorail extension connecting at Centreville to an LRT line linking Dulles Airport and Manassas Airport.</p>	<p>Overall mixed performance relative to the Enhanced Baseline and other strategies that incorporate the same modal elements.</p>	<p>Study Team – Drop TAC – Drop PAC - _____</p>
<p>#11 - I-66 Express / Local</p> <p>Strategy #11 rebuilds I-66 to an express / local configuration that provides six travel lanes in each direction between the Capital Beltway (I-495) and Route 29 at Gainesville. The express lanes in this configuration offer system management opportunities for HOV and other special uses.</p>	<p>Assess physical impacts and cost-effectiveness of the express / local approach in conjunction with the I-495 Capital Beltway studies. Retention allows relative comparison with other strategies that incorporate SOV and HOV improvements to the I-66 mainline.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>
<p>#12 – Super Bus</p> <p>Strategy #12 consists of significant bus system improvements beyond those assumed as part of the Enhanced Baseline.</p>	<p>Overall poor performance relative to the Enhanced Baseline and both highway and transit related MOEs in Screen 2A.</p>	<p>Study Team – Drop TAC – Retain PAC - _____</p>
<p>#13 – Highway Plan</p> <p>Strategy #13 provides selected highway improvements designed to improve both east-west and north-south connectivity.</p>	<p>Reductions in peak period highway congestion, particularly north-south oriented travel demands in the central and western portions of the study area.</p>	<p>Study Team – Retain TAC – Retain PAC - _____</p>

SCREEN 2A STRATEGY	ANALYTICAL RESULTS	RECOMMENDATION
<p>#14 – Generic Rail to Gainesville</p> <p>Strategy #14 provides fixed rail in the median of I-66 between the Vienna/Fairfax-GMU Metrorail Station and Gainesville.</p>	<p>Overall poor performance relative to virtually all of the highway related MOEs and the same or superior performance relative to the transit related MOEs of other alternatives which incorporate the same modal elements.</p>	<p>Study Team – Drop TAC – Drop PAC - _____</p>
<p>#15 – VRE to Gainesville</p> <p>Strategy #15 extends VRE approximately 7.5 miles from the Manassas VRE station to Gainesville using the existing Norfolk/Southern railroad line. Two new commuter rail stations, one near the Route 234 Bypass and another near Route 29 at Gainesville, provide access.</p>	<p>Overall poor performance relative to almost all of the highway and transit MOEs.</p>	<p>Study Team – Drop TAC – Retain PAC - _____</p>

APPENDIX E

Proposed Schedule For Project Completion

**I-66 CORRIDOR MIS POLICY ADVISORY COMMITTEE MEETINGS AND ACTIVITIES
PROPOSED SCHEDULE FOR PROJECT COMPLETION
(January 13, 1998)**

Meeting Date	Anticipated Activities
January 29th	<ul style="list-style-type: none"> • Summary of January 8th Route 29 Public Information Meeting (Study Team presentation) • Presentation of Screen 2A evaluation results / Recommendations for Screen 2B strategies • ACTION - PAC approval of recommended Screen 2B strategies
March 12th	<ul style="list-style-type: none"> • ACTION - PAC final disposition of Route 29 Corridor Development Study Report • Presentation of Screen 2B strategy element descriptions • ACTION - PAC approval of recommended Screen 2B strategy element definitions / consolidations (i.e., only one north-south LRT alignment in Route 28 corridor)
May 14th	<ul style="list-style-type: none"> • Presentation of Screen 2B evaluation results / Recommendations for Screen 3 strategies • ACTION - PAC approval of recommended Screen 3 strategies
June 11 th	<ul style="list-style-type: none"> • Presentation of Screen 3 strategy element descriptions • ACTION - PAC approval of detailed definitions of Screen 3 strategy elements
July 9 th	<ul style="list-style-type: none"> • Presentation of initial Screen 3 impact assessment findings and results • ACTION - PAC approval of initial Screen 3 impact assessment findings and results
September 10th	<ul style="list-style-type: none"> • Presentation of Screen 3 evaluation results / Recommendations for Preferred Investment Strategy, implementation staging plan and draft MIS Summary Report • ACTION - PAC approval on basic elements of recommended preferred investment strategy and draft implementation staging plan
October 15th	<ul style="list-style-type: none"> • Presentation / discussion of Final Draft version of MIS Summary Report • ACTION - PAC acceptance of Final Draft version of MIS Summary Report • Presentation of Final Draft version of recommended implementation staging plan for Locally Preferred Investment Strategy • ACTION - PAC acceptance of Final Draft version of recommended implementation staging plan for Locally Preferred Investment Strategy • Last planned meeting of I-66 MIS PAC

