



*Investing in Multimodal Solutions*

**Public Information Meetings**

**October 5, 6, 7, and 15, 2015**

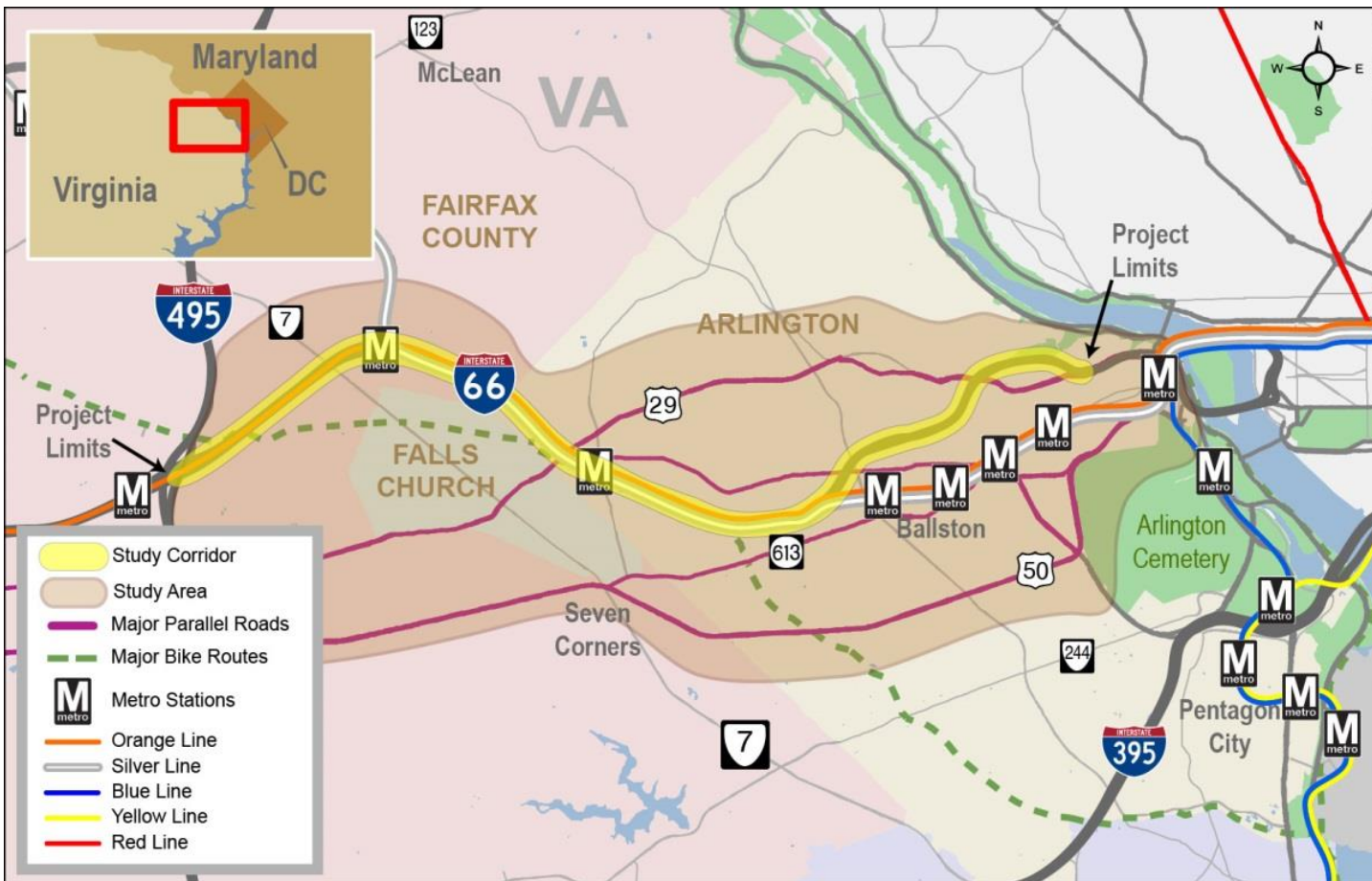


TRANSFORM 66  
**INSIDE** the Beltway

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# Project Map





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## Project Context

- Only Interstate in the Country limited to HOV only traffic during rush hours
- Stoplight at the end of I-66 eastbound in the District
- Deck over I-66 in Rosslyn and retaining walls constrain ability to widen I-66
- Metrorail Orange Line trains are overcrowded





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## Changes to I-66 Independent of this Project

- **The Transportation Planning Board adopted a plan to modify HOV rules on all regional interstates including I-66 both inside and outside the Beltway**
  - *Increase occupancy requirements from 2 to 3 by 2020*
- **Federal rules require 'limiting or discontinuing' use of HOV lanes by hybrids when lanes are degraded (<45mph)**
  - *I-66 is currently degraded and has been for a number of years*

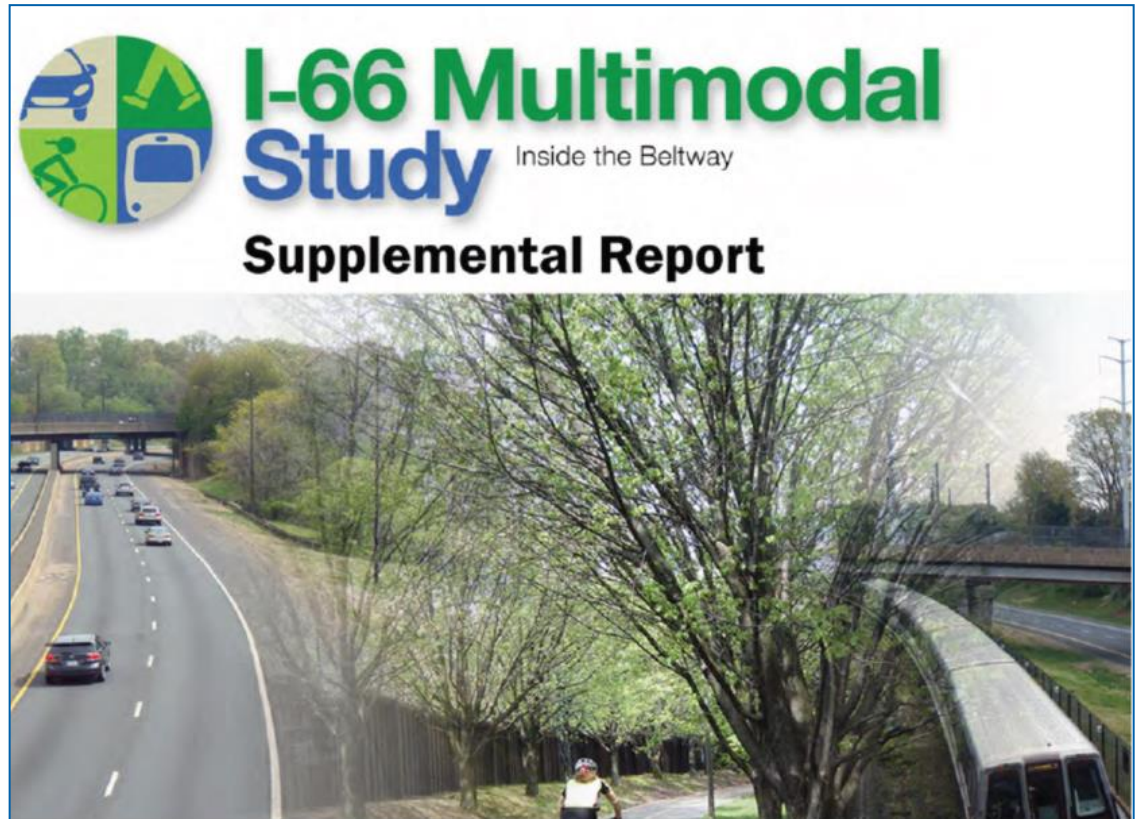




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## Project History

- Proposed project follows a multi-year study undertaken in 2011 and completed in 2013





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## Project Features

### ▪ Tolling

- Convert I-66 to dynamically-priced toll lanes in both directions during weekday rush hours
- Toll prices will change depending on traffic volumes to manage demand for the lanes and ensure a more reliable trip

### ▪ Multimodal

- Enhanced bus service throughout the corridor
- Better access to Metro
- New bicycle and pedestrian access
- Roadway improvements on local roads

### ▪ Future widening

- Future consideration of widening I-66 East from Dulles Connector Road to Ballston



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## Project Benefits

- **Move more people – up to 40,000 per day by 2040 – and enhance connectivity for the I-66 Corridor**
- **Provide more travel choices for single-occupancy vehicles**
- **Enhance transit service**
- **Improve reliability for all travelers**
- **Create opportunities for improved level of service on parallel routes**
- **Provide seamless connectivity to the region's 40+ miles of express lanes**
- **Provide revenue stream support to multimodal components on I-66 and complementary corridors adjacent to I-66**

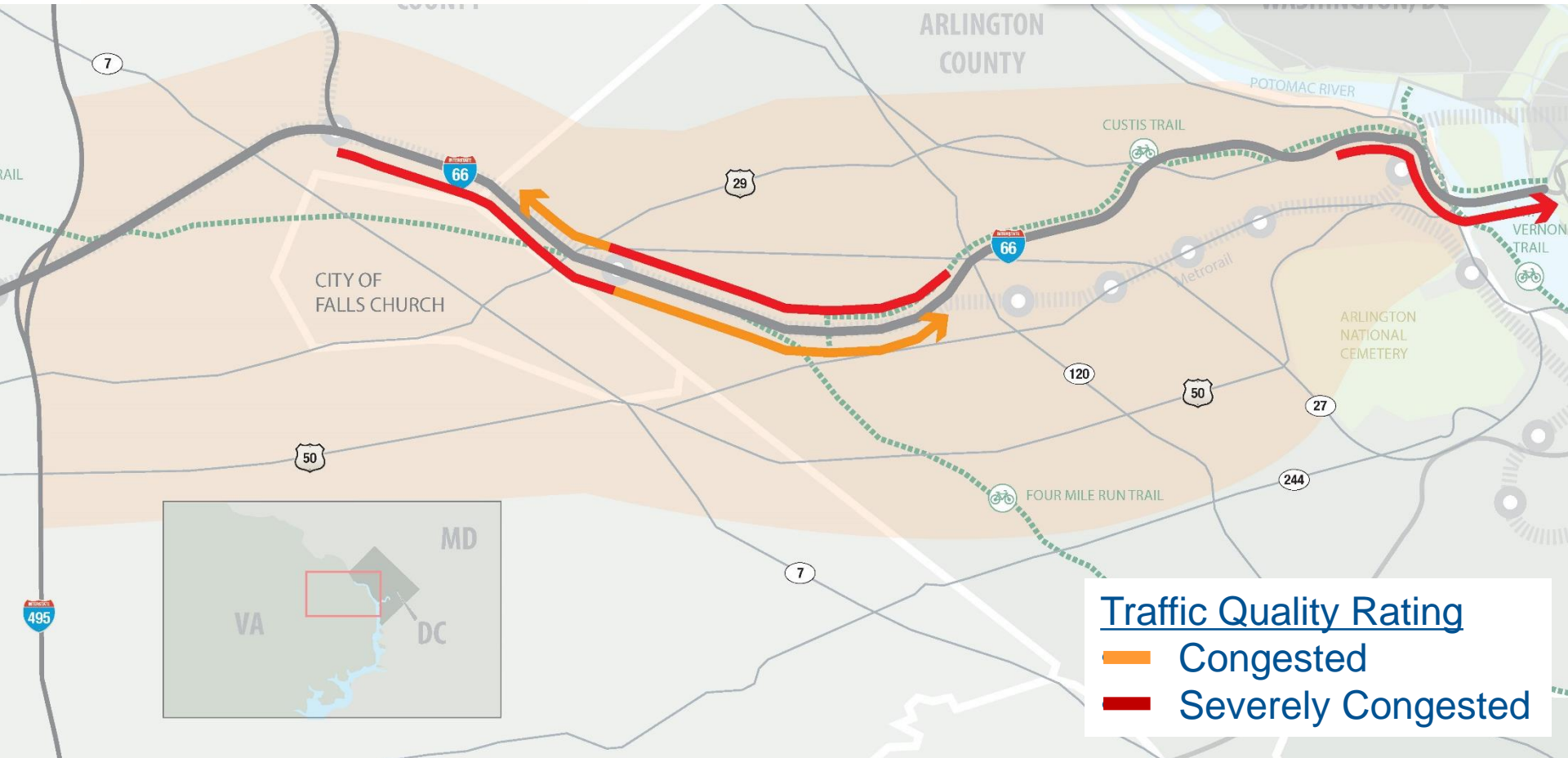


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# Current Conditions AM Peak Period Congestion



Source: National Capital Region Transportation Planning Board's *Traffic Quality on Metropolitan Washington Area Freeway System Spring 2014 Report*





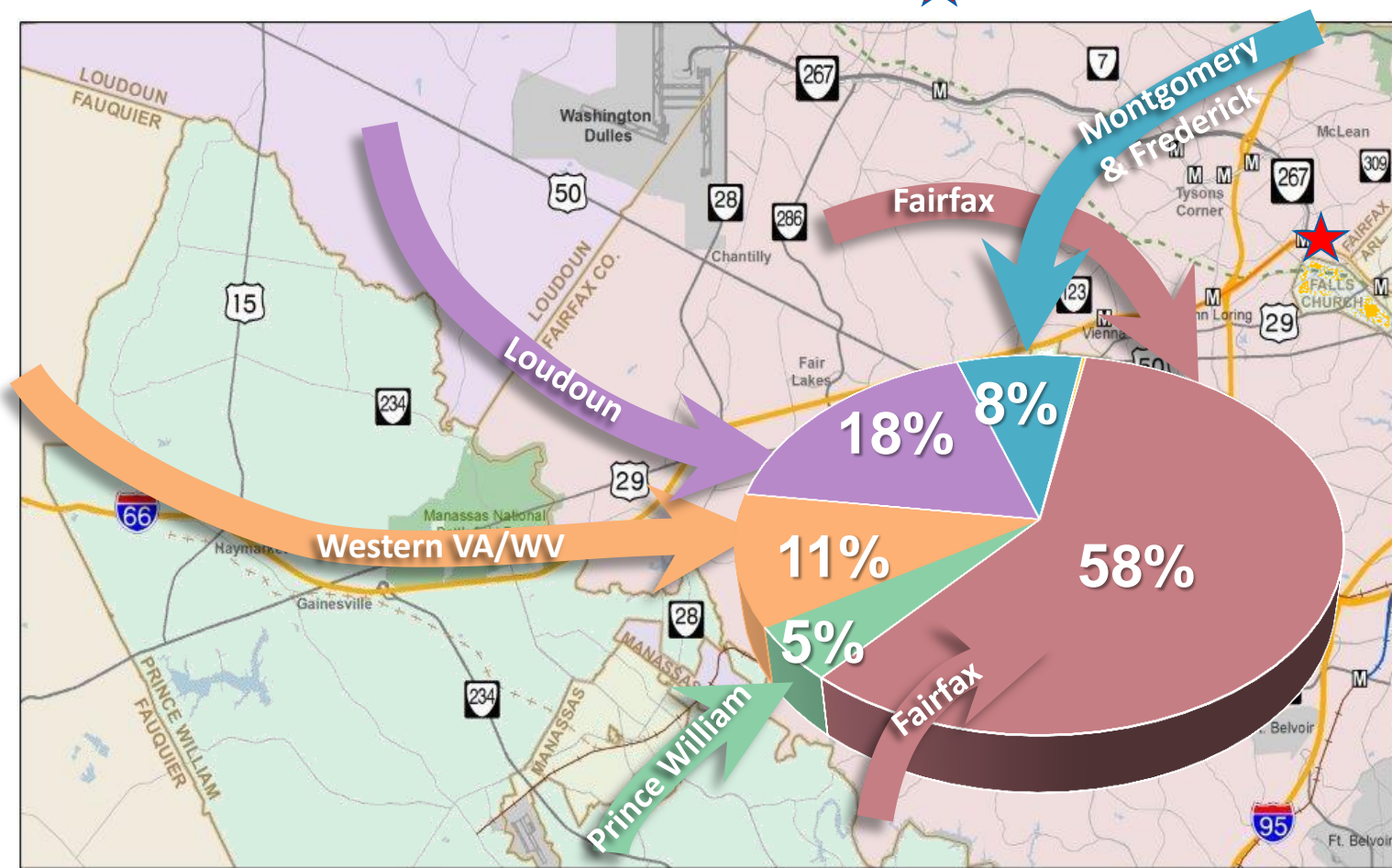
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# Today's Use of I-66

Origin— AM Eastbound, East of Route 267  
(Reference Point: ★)





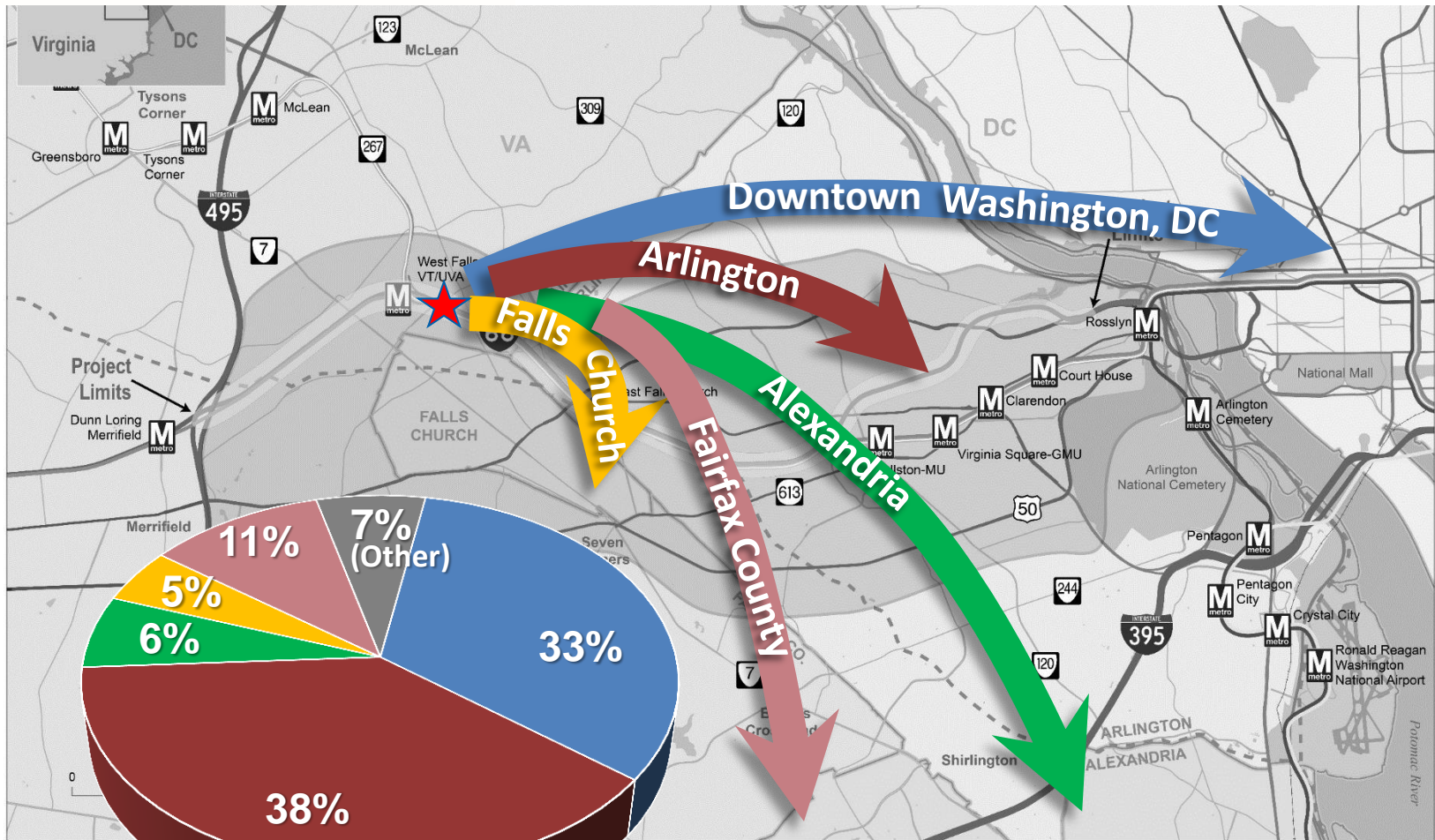
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# Today's Use of I-66

Destination— AM Eastbound, East of Route 267  
(Reference Point: ★)







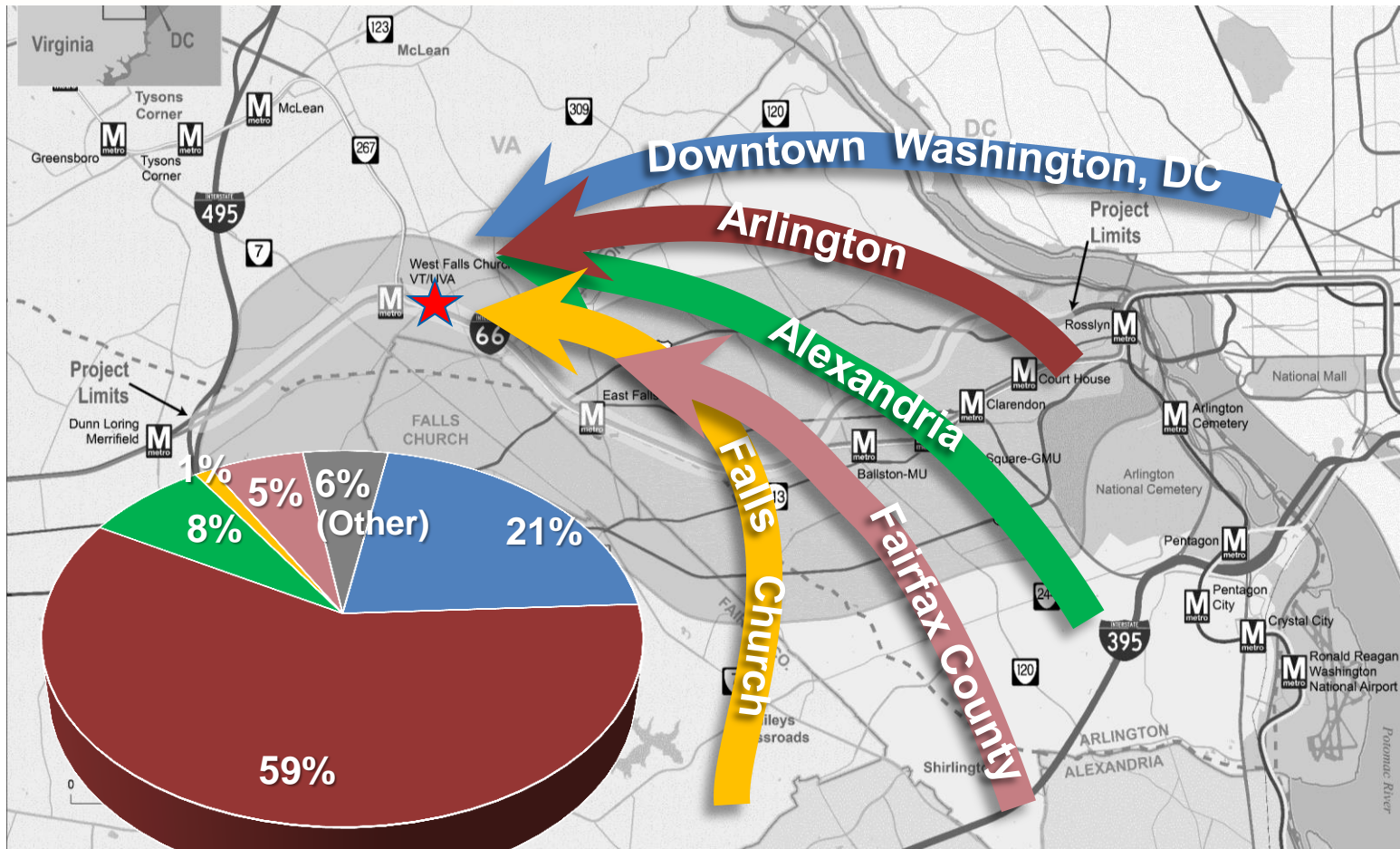
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# Today's use of I-66

Origin— AM Westbound, East of Route 267  
(Reference Point: ★ )





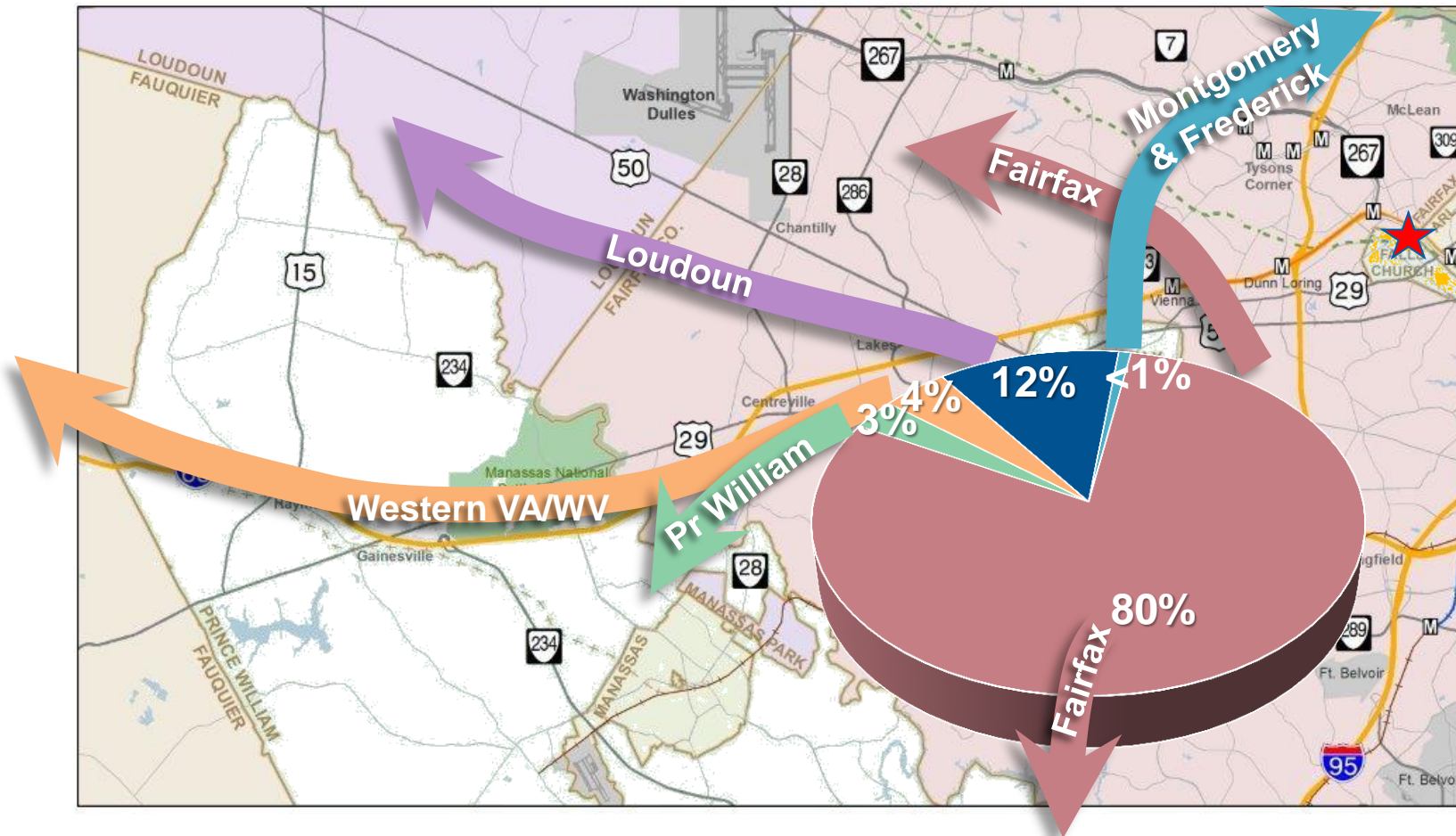
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# Today's use of I-66

Destination— AM Westbound, East of Route 267  
(Reference Point: ★)







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## Travel Choices



*Use Transit (Bus/Rail)*



*Carpool/Vanpool for free*



*Pay Toll*



*Parallel Routes*



*Change time of travel*

*Travelers in I-66  
Corridor  
(During AM/PM Peaks)*



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## How the Tolls Will Work

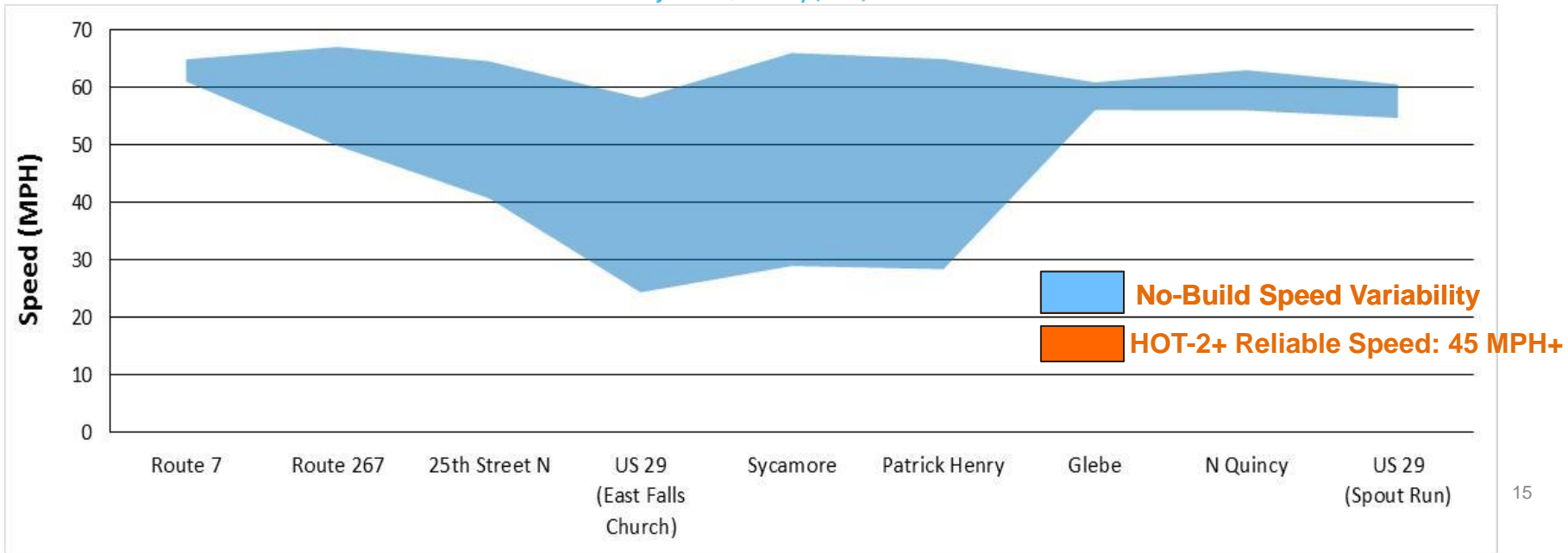
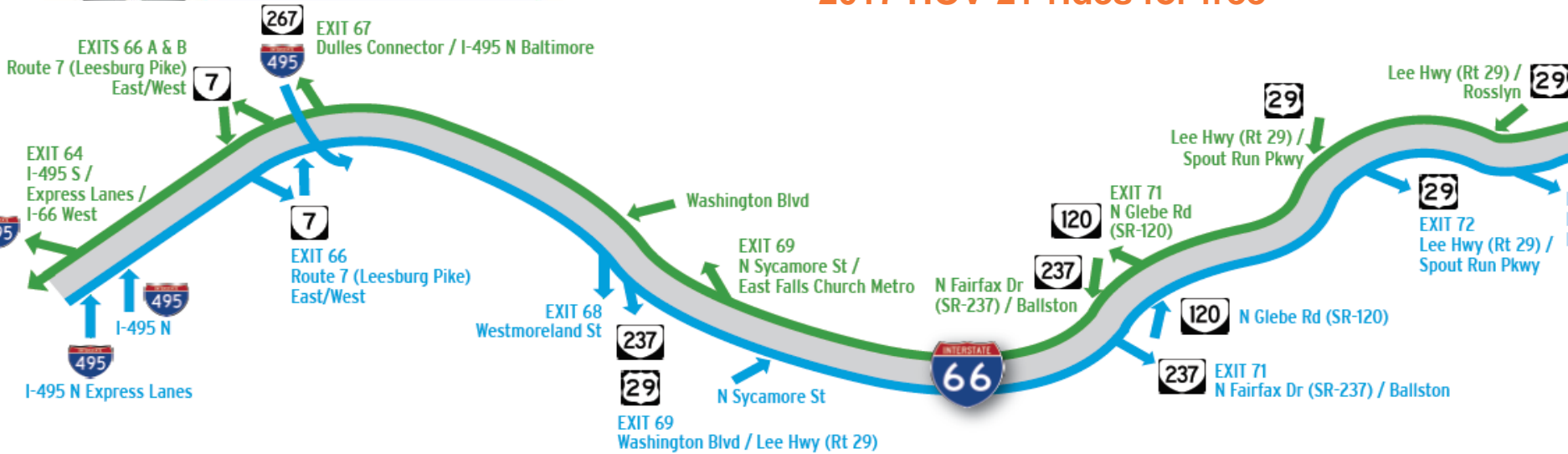
- **Toll prices will change depending on traffic volumes to manage the demand for the lanes and ensure a faster and more reliable trip**
- **When toll collection begins in 2017:**
  - **Lanes will be free for High Occupancy Vehicle (HOV)-3+**
    - VDOT considering allowing free travel for HOV-2 for first few years
  - **Single-occupant vehicle (SOV) drivers will have option to pay a toll and use the lanes during rush-hours**
  - **Hybrids and Dulles Airport travelers not exempt from toll**
  - **Motorcycles and emergency response vehicles exempt from toll**
  - **Lanes will remain free to all traffic during off-peak periods**
  - **Heavy trucks prohibited from lanes during rush hours**
  - **Toll period will be 4-hours in length during AM and PM commuting periods in both directions**
- **By 2021:**
  - **HOV-3+ will travel for free as adopted in the Regional Transportation Plan**



# I-66 Speed Reliability

No-Build vs. Build

Eastbound AM Toll Period  
2017 HOV-2+ rides for free



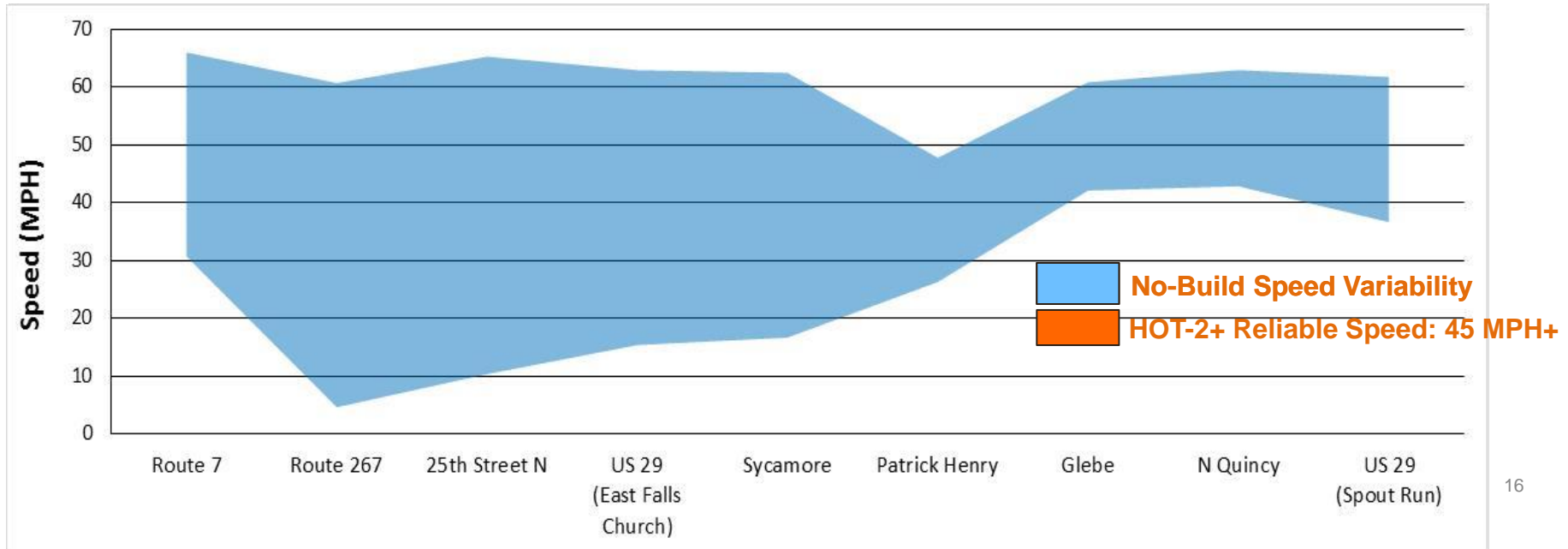
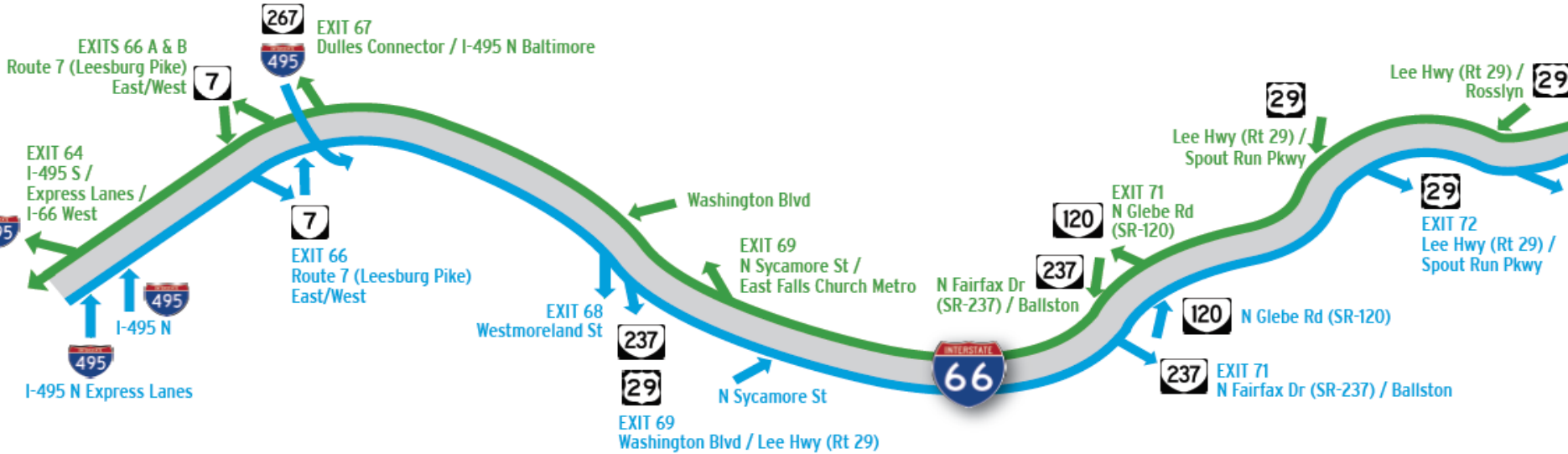


# I-66 Speed Reliability

No-Build vs. Build

Eastbound PM Toll Period (Reverse Commute)

2017 HOV-2+ rides for free

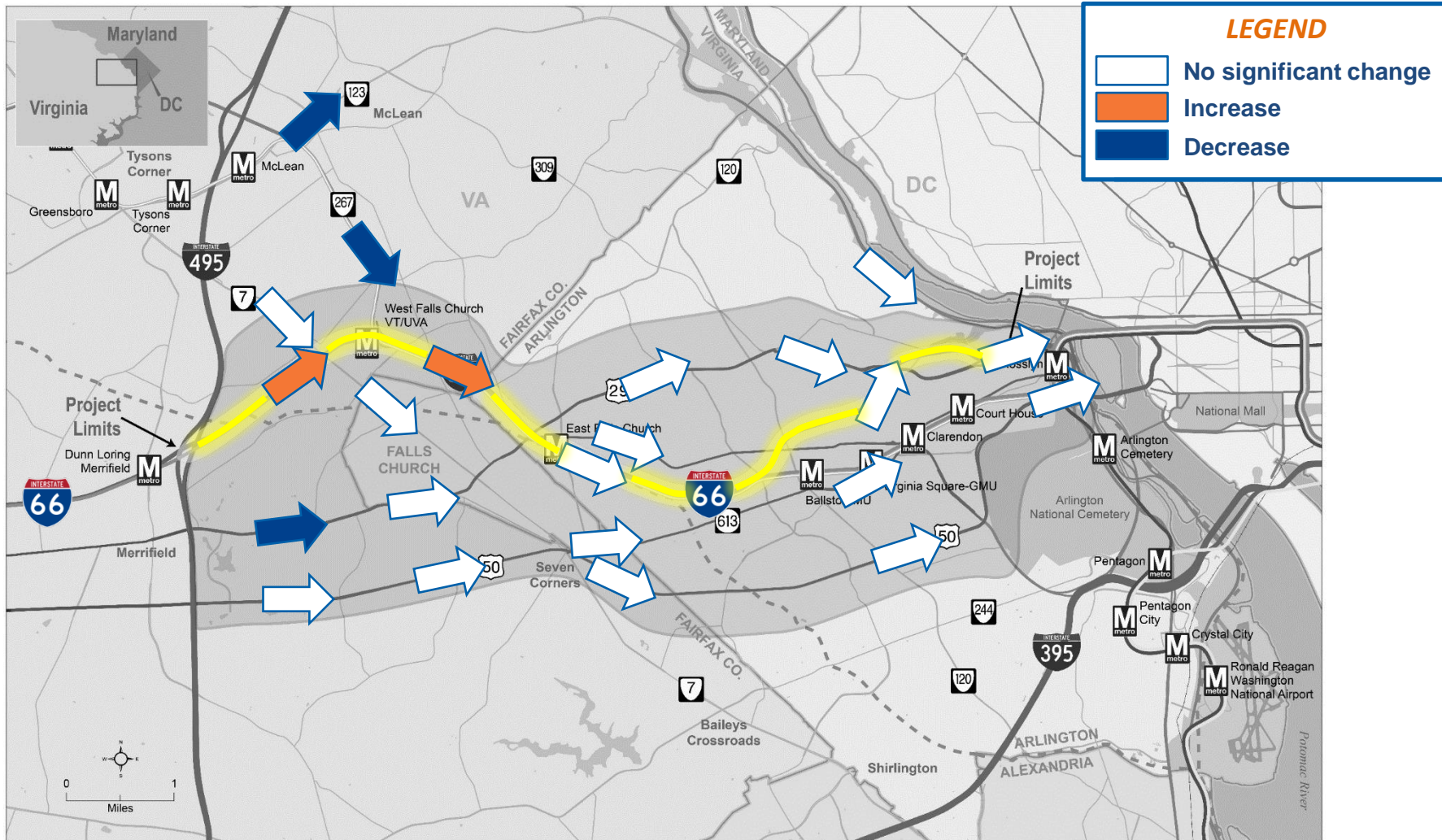




# Traffic Volume Impacts

## No-Build vs. Build - Eastbound AM

### 2017 HOV-2+ Rides for free

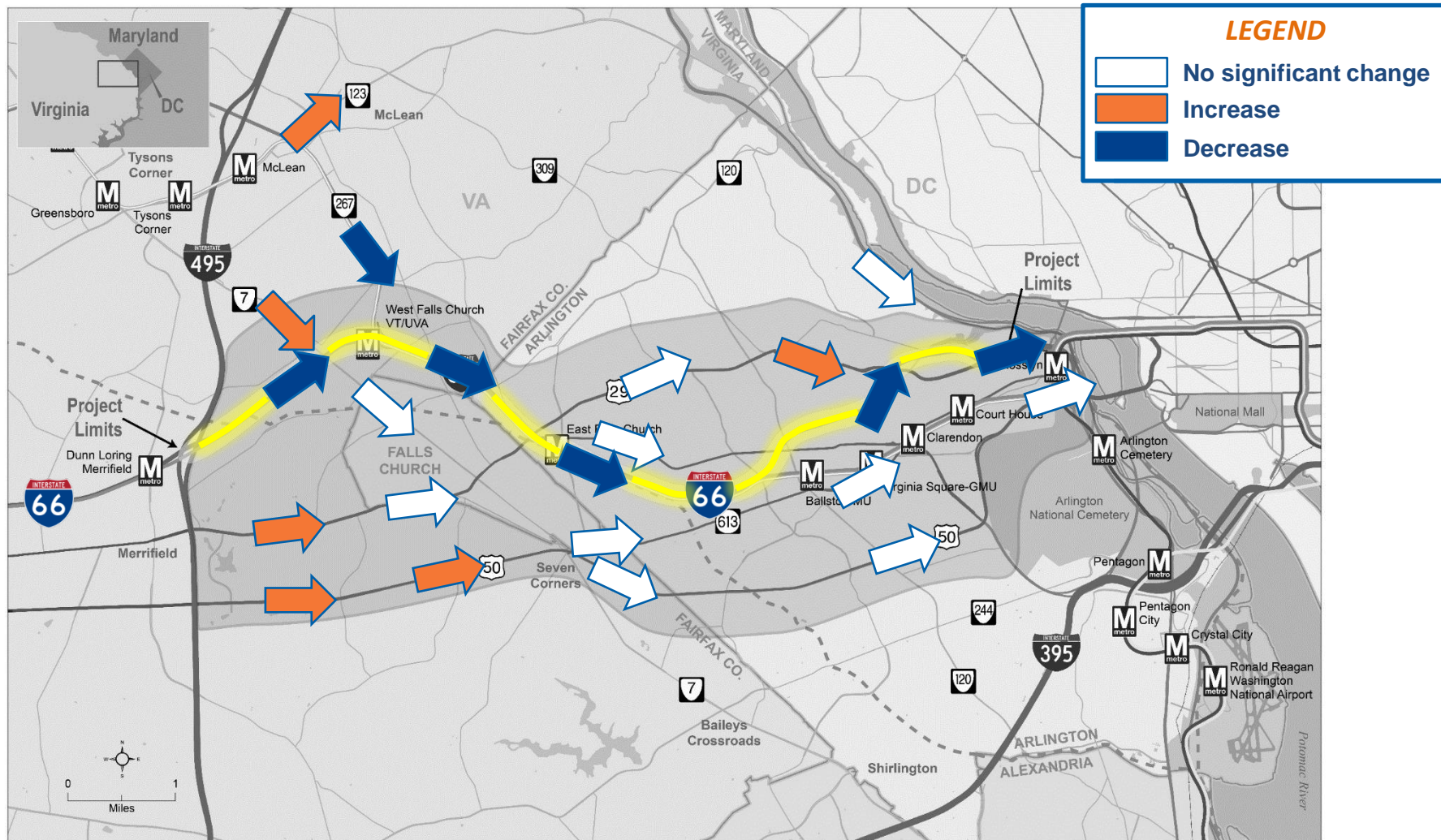




# Traffic Volume Impacts

## No-Build vs. Build – Eastbound PM

### 2017 HOV-2+ Rides for Free (Reverse Commute)





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## How Much Will Tolls Be?

Toll Scenarios	Peak Direction Commute		Reverse Commute	
	Eastbound AM	Westbound PM	Westbound AM	Eastbound PM
2017 SOV – Pays the Toll HOV2+ rides for FREE	\$9.00	\$8.00	\$1.00	\$2.00
2017 SOV/HOV2 – Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00
2021 SOV/HOV2 - Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00

- Tolls may be higher or lower, depending on traffic volumes, to manage demand and ensure free-flow travel for users
- Pricing reflects estimated tolls for a typical trip taken along corridor during peak hours based on forecast model



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## Project Implementation

- **Agreement for 40 years between Commonwealth of Virginia and NVTC**
- **Implemented jointly by VDOT and NVTC**
- **VDOT will:**
  - **Manage the design, construction, maintenance, operations of I-66 tolls, and potential future widening**
- **Northern Virginia Transportation Commission (NVTC) will:**
  - **Plan and select multimodal improvements, in accordance with applicable laws and terms of agreement;**
  - **Issue grants to and coordinate with agencies to ensure efficient delivery of selected projects; and**
  - **Monitor effectiveness of projects and report to VDOT.**

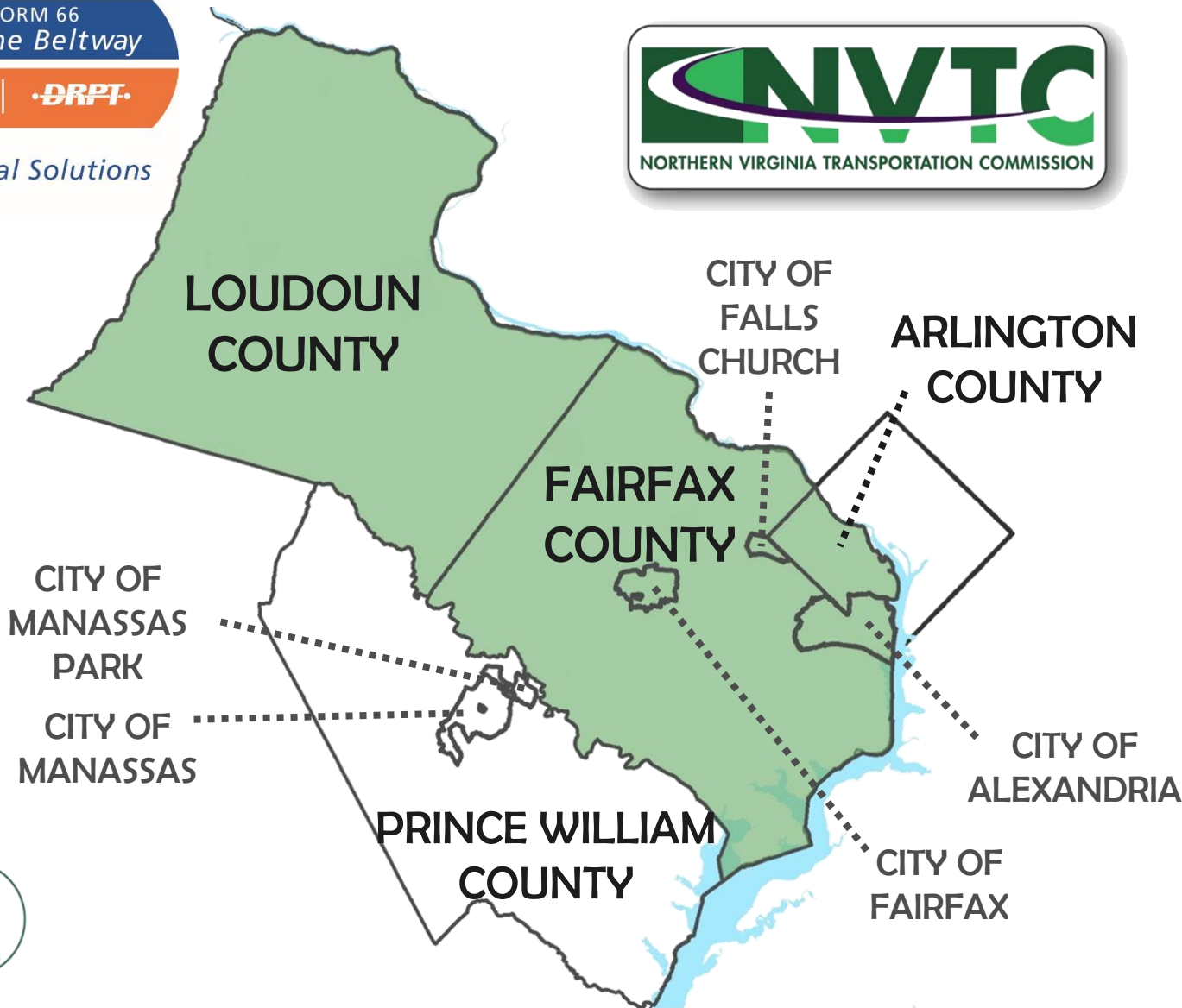




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## NVTC's Steps



Call for  
Projects



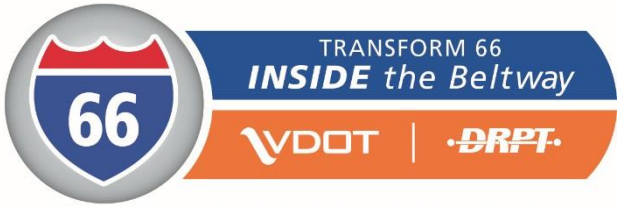
Draft Plan  
Public  
Participation



Adopt  
Initial  
Multimodal  
Project  
Plan



Implementation  
and Monitoring



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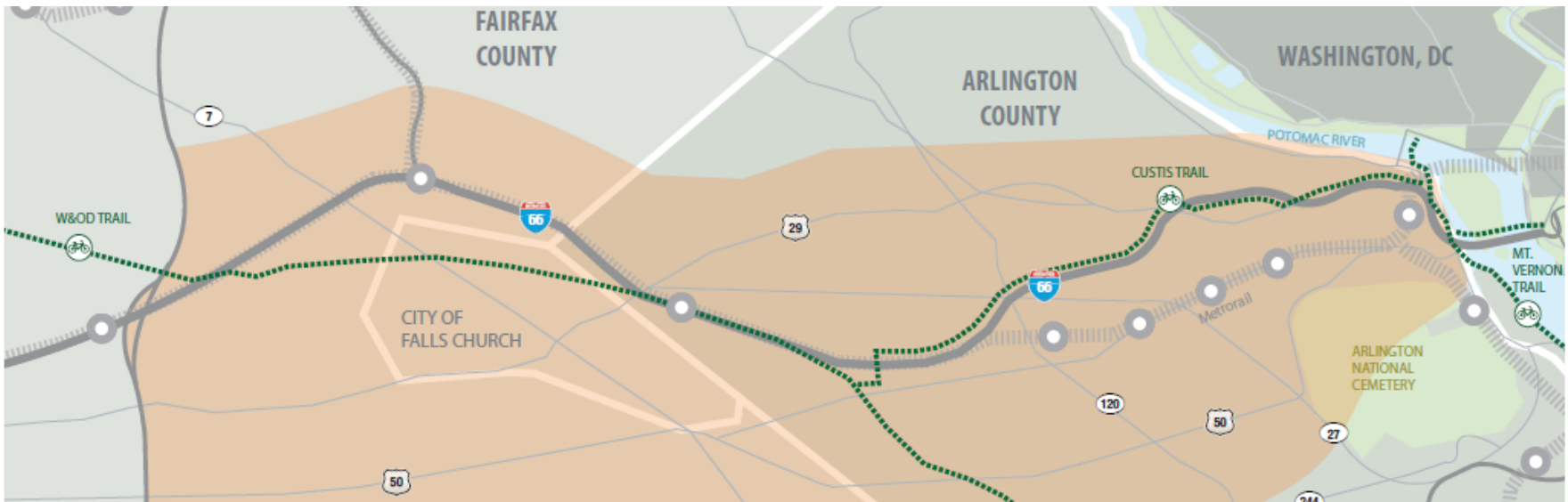
## Project Selection

### Project eligibility:

- Increase person throughput in the I-66 corridor
- Provide benefit to toll-payers
- Ready to implement

### Eligible project applicants:

- All NVTC Members
- Prince William County, Manassas and Manassas Park
- Transit agencies operating in the I-66 Corridor





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## Project Types

### *Re-investing in the I-66 corridor*



Transit Service



Transportation Demand Management (TDM)



Technology



Bicycle & Pedestrian



Roadway





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## Transform 66 Improves Multimodal Travel

### Improve bus travel



Today's I-66 peak hour traffic speeds can be as low as 5 mph .....



... with Transform 66 peak speeds will be an average of 45 or more mph in both directions

- FASTER** travel speeds
- More **RELIABLE** service
- INCREASED** service

### Increase cost-efficiency of bus service



### Encourage carpools and vanpools



### Invest in improvements for nearby streets





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## Future Widening of I-66 Inside the Beltway

- **Project includes potential widening of I-66 eastbound to provide 3 full through lanes from the Dulles Connector Road to the Ballston exit**
  - Congestion of the facility will be evaluated on a regular basis
  - If after 5 years congestion cannot be addressed through additional transit improvements and the management of lanes during peak hours, the road may be widened between Dulles Connector Road and Ballston



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## Upcoming Project Milestones

Key Milestones	Begin Dates
Public outreach	Ongoing
Working Group/Technical Stakeholder Advisory Group meetings	Ongoing
Toll and revenue study	Spring 2015
Group multimodal solutions according to implementation schedule	Spring 2015
Toll system design	Summer 2015
Framework agreement	Fall 2015
Public Information Meetings	October 2015
Environmental Review	October 2015
Design Public Hearing	January 2016
Group 1 multimodal solutions selection/implementation	Spring 2016
Tolling construction Start	Summer 2016
Begin Tolling	Summer 2017



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**THANK YOU**

**[transform66.org](http://transform66.org)**