Public Information Meetings

October 5, 6, 7, and 15, 2015
Project Map
- 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
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*
Project History

- Proposed project follows a multi-year study undertaken in 2011 and completed in 2013.
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
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
Current Conditions
AM Peak Period Congestion

Traffic Quality Rating
- Congested
- Severely Congested

Source: National Capital Region Transportation Planning Board’s *Traffic Quality on Metropolitan Washington Area Freeway System Spring 2014 Report*
Today’s Use of I-66

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

Western VA/WV: 58%
Fairfax: 18%
Fairfax & Frederick: 8%
Prince William: 11%
Loudoun: 5%
Today’s Use of I-66

Destination—AM Eastbound, East of Route 267

(Reference Point: ⭐)

Downtown Washington, DC

Arlington

Alexandria

Fairfax County

Falls Church

33%

38%

11%

7% (Other)

6%

5%
Today’s use of I-66

Origin – AM Westbound, East of Route 267
(Reference Point: ⭐️)

The pie chart and map illustrate the distribution of traffic destinations for AM westbound commuters on I-66, with 59% of traffic heading to Falls Church, 21% to Fairfax County, 6% to Downtown Washington, DC, and 5% to Alexandria. The remaining 8% is labeled as (Other).
Today’s use of I-66

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

- Fairfax: 80%
- Montgomery & Frederick: 12%
- <1%
- Western VA/WV: 3%
- Pr William: 4%
- Loudoun: 3%

Transform 66

Investing in Multimodal Solutions
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)
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

No-Build Speed Variability
HOT-2+ Reliable Speed: 45 MPH+
I-66 Speed Reliability
No-Build vs. Build
Eastbound PM Toll Period (Reverse Commute)
2017 HOV-2+ rides for free

No-Build Speed Variability
HOT-2+ Reliable Speed: 45 MPH+
Traffic Volume Impacts
No-Build vs. Build - Eastbound AM
2017 HOV-2+ Rides for free

LEGEND
- No significant change
- Increase
- Decrease
Traffic Volume Impacts
No-Build vs. Build – Eastbound PM
2017 HOV-2+ Rides for Free (Reverse Commute)

LEGEND
- No significant change
- Increase
- Decrease

VDOT | DRPT
## How Much Will Tolls Be?

<table>
<thead>
<tr>
<th>Toll Scenarios</th>
<th>Peak Direction Commute</th>
<th>Reverse Commute</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound AM</td>
<td>Westbound PM</td>
</tr>
<tr>
<td>2017 SOV – Pays the Toll</td>
<td>$9.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>HOV2+ rides for FREE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017 SOV/HOV2 – Pays the Toll</td>
<td>$7.00</td>
<td>$6.00</td>
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</table>

- 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.
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.
NVTC’s Steps

- Call for Projects
- Draft Plan
- Public Participation
- Adopt Initial Multimodal Project Plan
- Implementation and Monitoring
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
Re-investing in the I-66 corridor

- Transit Service
- Transportation Demand Management (TDM)
- Technology
- Bicycle & Pedestrian
- Roadway
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
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
<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Begin Dates</th>
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<tr>
<td>Public outreach</td>
<td>Ongoing</td>
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<tr>
<td>Working Group/Technical Stakeholder Advisory Group meetings</td>
<td>Ongoing</td>
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<tr>
<td>Toll and revenue study</td>
<td>Spring 2015</td>
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<tr>
<td>Group multimodal solutions according to implementation schedule</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Toll system design</td>
<td>Summer 2015</td>
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<td>Framework agreement</td>
<td>Fall 2015</td>
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<td>Public Information Meetings</td>
<td>October 2015</td>
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<td>Environmental Review</td>
<td>October 2015</td>
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<tr>
<td>Design Public Hearing</td>
<td>January 2016</td>
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<tr>
<td>Group 1 multimodal solutions selection/implementation</td>
<td>Spring 2016</td>
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<tr>
<td>Tolling construction Start</td>
<td>Summer 2016</td>
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<tr>
<td>Begin Tolling</td>
<td>Summer 2017</td>
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THANK YOU

transform66.org