



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transform66: Inside the Beltway

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Virginia Department of Rail and Public Transportation



TRANSFORM 66

Outside the Beltway

MULTIMODAL SOLUTIONS - 495 to HAYMARKET

Inside the Beltway

INVESTING IN MULTIMODAL SOLUTIONS



Transform66: Growth of a Regional Express Lanes Network



Context for I-66 Inside the Beltway

Only Interstate in the
Country limited to
HOV only traffic
during rush hours



Context for I-66 Inside the Beltway

**Stoplight at
the end of I-66
eastbound in
the District**



Context for I-66 Inside the Beltway



Context for I-66 Inside the Beltway



**Deck over I-66
in Rosslyn and
retaining walls
constrain
ability to
widen I-66**

Upcoming Changes to I-66

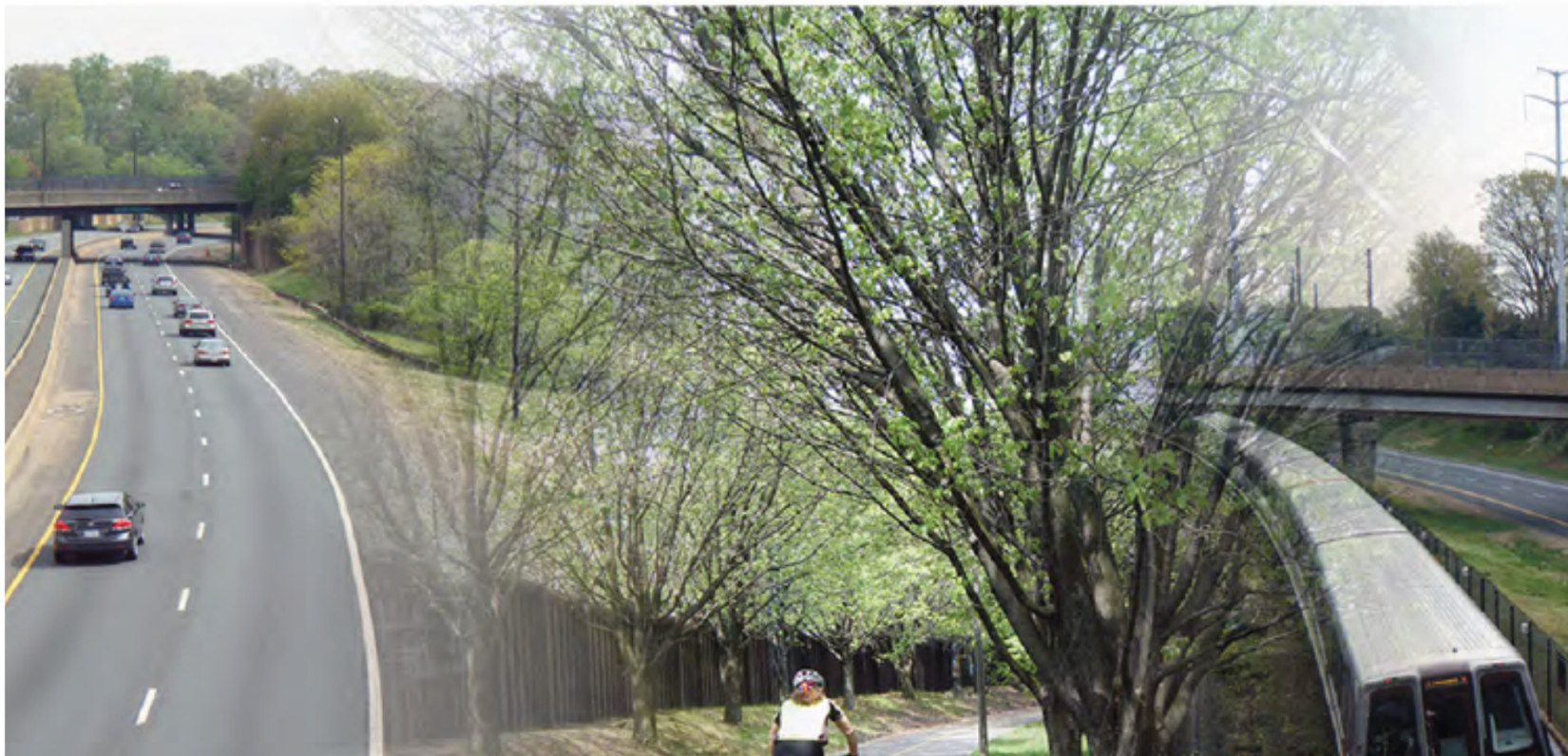
- **Transportation Planning Board at MWCOCG adopted plan to modify HOV rules in I-66 both inside and outside the Beltway**
 - Increase occupancy requirements from 2 to 3
- **Federal rules require ‘limiting or discontinuing’ use of HOV lanes by hybrids when lanes are degraded**
 - I-66 is currently degraded and has been for a number of years
- **Bus on-shoulder pilot program underway to allow buses to by-pass significant congestion points**
- **Spot improvements in westbound direction**
 - Spot #1 open to traffic
 - Spot #2 will open to traffic in 2016 and will provide 4 full lanes from Washington Blvd to Dulles Connector Road



I-66 Multimodal Study

Inside the Beltway

Supplemental Report



Transform66: Inside the Beltway

- **First major improvements proposed for I-66 Inside the Beltway in 15-20 years**
- **Proposed project is result of detailed multi-year study undertaken in 2011 to 2013**
 - **Convert I-66 to dynamic tolling during rush hours**
 - **Enhance bus service throughout the corridor**
 - **Improve access to Metro**
 - **Widen I-66 EB from Dulles Connector Road to Ballston**

Benefits of Transform66: Inside the Beltway

- **Move 40,000+ more people through the corridor in the future**
- **Improve travel time reliability**
- **Reduce congestion**
- **Increase travel choices for SOV drivers and transit users**
- **Improve travel conditions on local roads**

How will toll revenues be used?

ALL REVENUES WILL STAY IN THE CORRIDOR

- Debt service for dynamic tolling implementation
- Operations, maintenance and life-cycle of tolling equipment
- Multimodal components of the project selected by NVTTC which include
 - Expanded bus service
 - Park-n-ride lots
 - WMATA improvements, including access to stations
 - Roadway operational improvements
 - Widening I-66
 - Other transportation demand management strategies

Multimodal Components

- **Selected by the NVTC Board**
- **Demonstrate benefits to toll-paying users of I-66 inside the Beltway**
- **Demonstrate the ability to move more people through the corridor**
- **Serve users of I-66 throughout the region**
- **Be implemented within 4 years of funding allocation**

How much will tolls be?

- Tolls will vary based on demand to ensure free-flow travel for HOV, transit and SOV users
- Estimated typical toll along corridor during peak hours based on model are:

| | Eastbound | | Westbound | |
|-------------------------|-----------|--------|-----------|---------|
| | AM-peak | PM | AM | PM-peak |
| 2017 Toll HOV2+ free | \$9.00 | \$2.00 | \$1.00 | \$8.00 |
| 2022 Toll HOV3+ free | \$7.00 | \$1.00 | \$1.00 | \$6.00 |

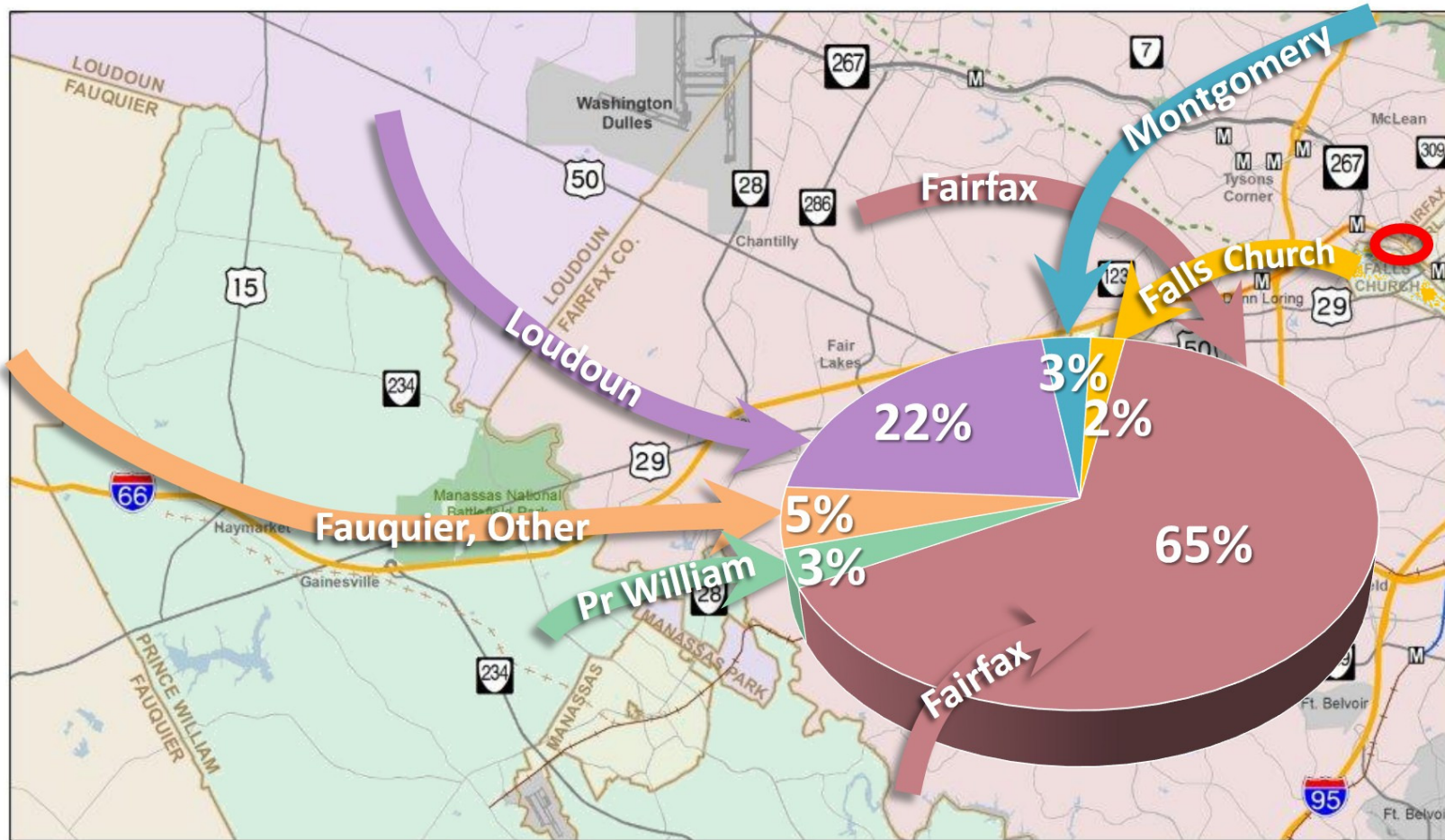
Impacts on Parallel Facilities

- **HOV restrictions have created pent-up demand to use I-66 during rush hours**
- **Conversion to HOT lanes will pull drivers from local roads onto I-66**
- **Estimated that LOS F on local roads will drop from 60% to 39% in the AM rush hour in the future**
- **Minor diversion in the ‘reverse-peak’ direction**
 - **Negligible impacts on travel speeds on parallel routes**
 - **NVTC may program revenues to address unintended impacts on local roads**

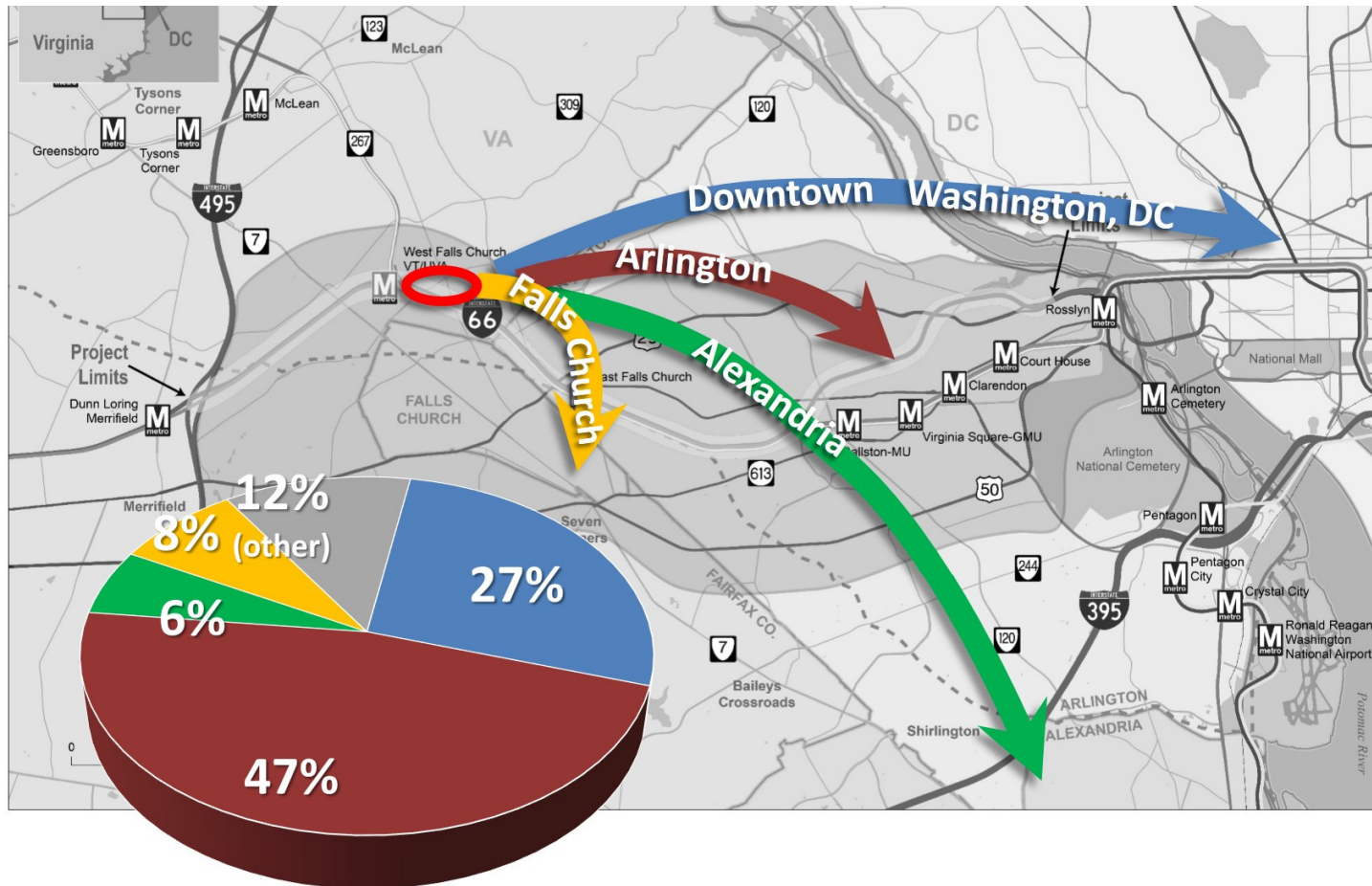
Widening of I-66 Inside the Beltway

- **Component of project includes potential widening of I-66 eastbound to provide 3 full through lanes from the Dulles Connector Road to the Ballston exit**
- **The performance of the facility will be evaluated regular basis based criteria which may include:**
 - **Travel speeds between Dulles Connector Road and Ballston**
- **If the trigger is met, toll revenues will be used to construct widening component**

Origin Highlights – EB I-66 East of Route 267



Destination Highlights – EB I-66 East of Route 267



Transform66: Inside the Beltway

Person Throughput

| | CLRP+ | Refined Package |
|---------------|---------|-----------------|
| Beltway | 321,522 | 356,429 |
| West of Glebe | 462,658 | 530,469 |
| Clarendon | 526,562 | 573,530 |
| Potomac River | 496,015 | 508,897 |

Project Implementation

- **Agreement for 40 years between CTB and NVTC**
- **Implemented jointly by VDOT and NVTC**
- **VDOT will be responsible for:**
 - **Operations and maintenance**
 - **Tolling**
 - **Roadway improvements**
- **NVTC will be responsible for:**
 - **Selecting multimodal improvements**
 - **Ensuring compliance with law and agreement**
 - **Reporting on use of funds**

Framework Agreement

- **Provides that funds may be used for the following :**
 - **Cost and expenses of tolling operation and maintenance**
 - **Repayment of the Toll Facilities Revolving Account for the design and construction of tolling operation**
 - **Multimodal components selected by the Northern Virginia Transportation Commission**
 - **Cost and expenses of widening I-66 eastbound from Dulles Connector Road to Ballston, if conditions are met**
- **Provides that the Board may set-aside a percentage of net revenues to pay for debt service for widening component if triggers are met**

Framework Agreement

- **NVTC may select multimodal improvements that:**
 - **Benefit the toll-paying users of I-66 inside the Beltway**
 - **Demonstrate the ability to move more people through the corridor**
 - **Serve users of I-66 inside the Beltway that reside both inside and outside the Beltway**
 - **Can be implemented within 4 years**
- **Board will program NVTC selections provided NVTC complies with the agreement**
- **NVTC must report on the effectiveness of selected projects over time**

Public Outreach

- **Six public information meetings**
- **47 Presentations to federal, state and local governing**
- **18 Presentations to federal, state and local elected officials**
- **12 Presentations to homeowners associations and civic groups**

General Comments/Concerns

- **Keep facility at HOV-2**
- **Diversion onto parallel routes**
- **Overall Cost of Toll**
- **Timing of widening eastbound lanes between Dulles Connector Road and Ballston**

| Key Milestones | Begin Dates |
|---|--------------|
| Public outreach | Ongoing |
| Working Group/Technical Stakeholder Advisory Group meetings | Ongoing |
| Toll system design | Ongoing |
| 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 |