



I-66 Inside the Beltway Initial Traffic Analysis and Framework Agreement

Board Transportation Committee
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Project Basics

- Congestion on I-66 Inside the Beltway is a significant problem.
- Roadway congestion also affects the reliability of bus service
- Metrorail's Orange and Silver Lines are experiencing overcrowding.



- Secretary of Transportation Aubrey Layne proposed tolling I-66 Inside the Beltway in both directions in the a.m. and p.m. peak periods.
- These tolls would generate about \$5-10 million per year in revenues (after operations and maintenance) to support multimodal improvements in the corridor.



Purpose and Need

The purpose of the I-66 Multimodal Project Inside the Beltway is to move more people and enhance connectivity in the corridor by improving transit service, reducing roadway congestion, and increasing travel options.





Multimodal Improvements

Multimodal Package Includes:

- Improved transit service
- Improved bicyclist and pedestrian access
- Transportation demand management strategies
- Integrated Corridor Management
- Tolling non-HOV 2+ vehicles during peak periods initially. This would increase to non-HOV 3+ vehicles during the peak periods in 2020.
- Peak periods expanded from 2.5 to 4 hours in both peaks
- Travel outside of the peak periods will remain free for all vehicles
- Consideration of future widening





Project Corridor



* The Corridor is defined as I-66 from I-495 to US 29 in Rosslyn and the parallel facilities: Arlington Blvd., Lee Hwy, Wilson Blvd., Washington Blvd., portions of Route 7, and the Metrorail Orange Line.



Recent Activity

- Board briefed on the Framework Agreement for the project on July 14.
- Board received a comprehensive project briefing on September 11.
- Board approved comments on the project on September 22. Comments were subsequently submitted to Sec. Layne.
- Local staffs began receiving traffic data associated with the project in mid September 2015.
- County staff received the Commonwealth's version of the Framework Agreement on September 28, 2015.
- Jurisdictional staffs are working with VDOT to identify the first set of multimodal projects that should be considered for funding, potentially in advance of the opening of the new toll facility.
- It appears that FHWA will allow tolls to be used for transit operating expenses.



Review of Initial Traffic Data

- To review the traffic and revenue data associated with the project, Fairfax County, Arlington and Falls Church established an inter-jurisdictional technical working group.
- The group is reviewing the traffic data provided by VDOT to determine where potential problem areas are.
- So far, the working group has received traffic information for 2017 and 2021.
- A Preliminary Future Conditions Technical Memorandum Report has recently been released which summarizes some of the initial findings. The report has been posted on the Transform66 website



Review of Initial Traffic Data

- Based on the review of the data received so far, County staff has reached the following conclusions:
 - In 2017, implementing tolls on I-66 and allowing HOV-2+ vehicles to use the facility for free reduces traffic on parallel roadways in the peak direction.
 - However, tolling in the counter flow direction, increases traffic on the parallel roadways in Fairfax County:
 - In the AM by up to 40% on US50, 50% on US 29 and 35% on VA7
 - In the PM by up to 25% on US50, 13.5% on US29 and 9% on VA7
 - Increases in traffic in the counter flow direction can be accommodated within the available capacity of the roadway



Review of Initial Traffic Data

(AM Counter Flow)

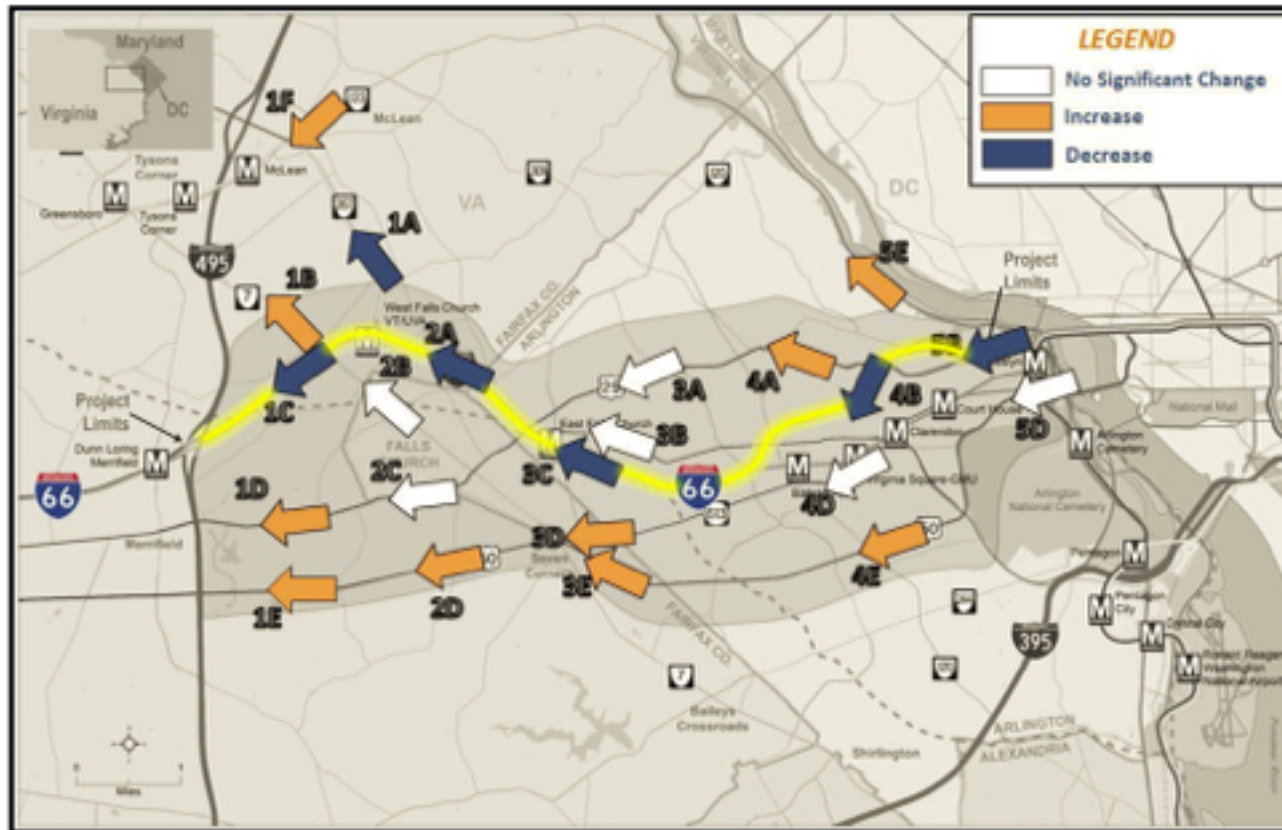


Figure 13 - 2017 HOT-2+ Traffic Volume Changes (WB AM Peak Hour)



Review of Initial Traffic Data

(PM Counter Flow)

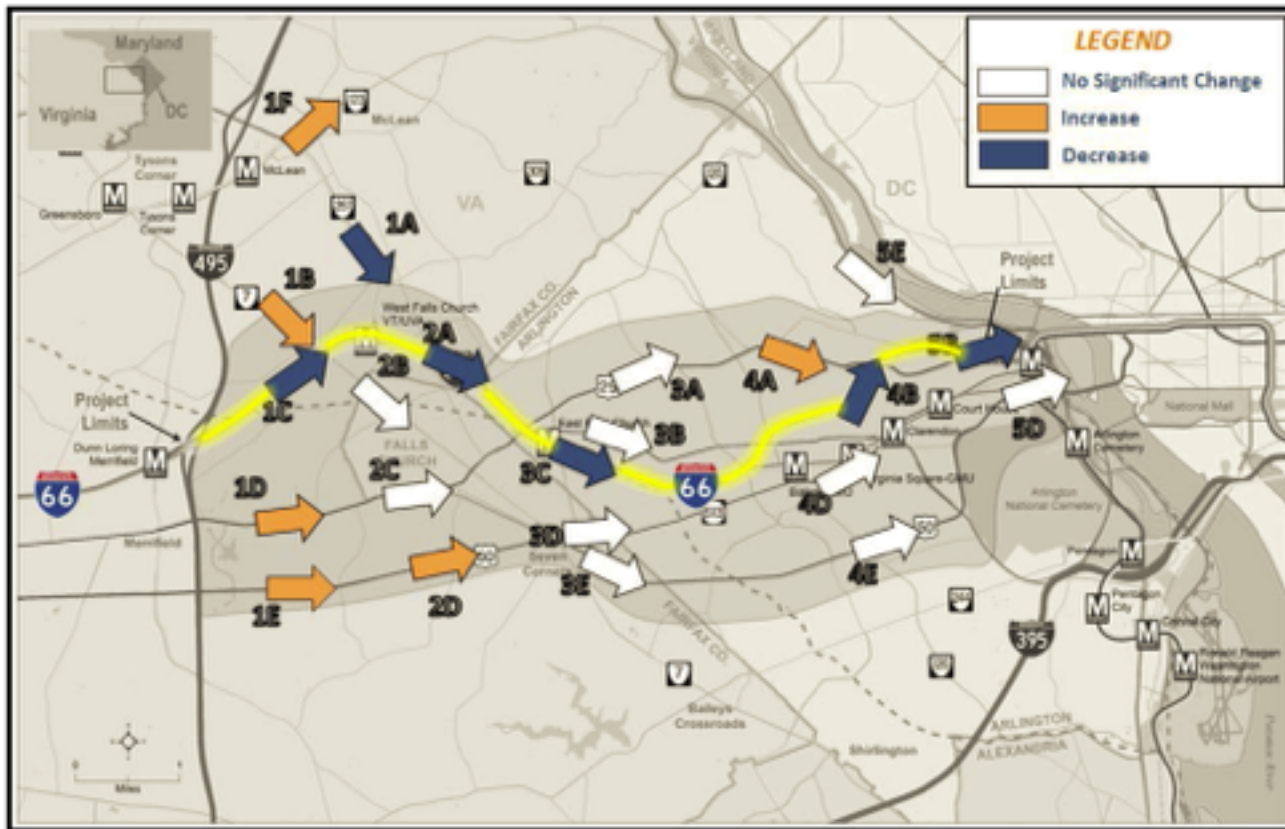


Figure 14 - 2017 HOT-2+ Traffic Volume Changes (EB PM Peak Hour)



Review of Initial Traffic Data

- Based on the review of the 2021 data received so far, County staff has reached the following conclusions:
 - The conversion from HOV-2+ to HOV-3+ vehicles being free in 2020, results in some increases in volumes on parallel roadways, particularly along US50 in Fairfax County
- County staff is continuing to work with the inter-jurisdictional technical working group and the VDOT consultant team to identify the ability of the existing infrastructure to handle the increases upon conversion to HOV-3+
- Additional analyses will be conducted on 2040 traffic data



Framework Agreement: Background

- In February 2015, Secretary Layne asked Arlington, Fairfax County and Falls Church to identify a regional partner for the I-66 Inside the Beltway Project
- On March 3, 2015, the Board considered this request and recommended that the Northern Virginia Transportation Commission be designated as the regional partner
- Similar action taken by the Arlington Board and the Falls Church City Council
- On March 10, 2015, the three jurisdictions transmitted their request to Secretary Layne.
- On March 25, 2015, Secretary Layne responded and concurred with the jurisdictions' recommendation.





Framework Agreement

- Staff from Arlington, Fairfax and Falls Church drafted an initial Framework Agreement in June 2015.
- This Agreement was reviewed with NVTC on July 9, 2015.
- The Commission offered comments and concerns
- The Agreement was revised and submitted to the Commonwealth on August 19, 2015.
- The Agreement outlined proposed roles for VDOT, CTB, NVTC and the local jurisdictions.



Framework Agreement: Roles

- **VDOT:** collect revenue, operate and maintain facility, and distribute remaining funding.
- **CTB:** includes NVTC recommended projects in Six Year Program
- **NVTC:**
 - Serves as fiduciary in receiving, managing, and segregating all remaining toll revenues
 - Develops a project application through the MAC
 - Facilitates project selection process through the MAC
 - Approves use of funds for multimodal projects
 - Ensures lawful use of revenues and report on use
- **Arlington, Fairfax, and Falls Church (“Jurisdictions”):** In consultation with VDOT and NVTC, apply selection criteria and recommend projects for funding





Framework Agreement: Proposed Project Selection

1. NVTC calls for project from eligible submitters including
 - Planning District 8 jurisdictions, transit agencies, VDOT, DRPT
2. NVTC conducts preliminary screening of projects
 - Is the project in the 2012 Multimodal Study and referenced documentation*?
 - Is the project located in or does it provide service to the Corridor?
 - Does the project align with the legal and VDOT requirements?
3. NVTC provides list of candidate projects to MAC



* The 2012 I-66 Multimodal Study Inside the Beltway incorporates the 2013 Supplemental Report and the CLRP+ baseline (2011 CLRP and the transit/TDM improvements from the 2009 DRPT I-66 Transit/TDM Study)



Framework Agreement: Proposed Project Selection (continued)

4. MAC applies selection criteria
 - Jurisdictions, VDOT/DRPT, and NVTC screen list and develop list of projects
5. MAC recommendations draft list of projects
6. NVTC holds public hearing to review draft list of projects
7. Jurisdictions, VDOT/DRPT, and NVTC finalize list of projects based on feedback
 - If there is disagreement, staff will meet and confer. CAOs are final arbiters
8. NVTC forwards finalized list to jurisdictions for approval
9. NVTC approves use of funding for recommended projects
 - If no concurrence, NVTC remands list to jurisdictions for further refinement





Framework Agreement: Project Funding

- NVTC will:
 - Develop a project agreement for use by NVTC to funding to project sponsors
 - Provide funding to project sponsors as outlined in agreement
 - Monitor project implementation to ensure compliance
 - Conduct periodic reviews of projects
 - Report on the use of funding in consultation with project sponsors and to the public
- Project sponsors will:
 - implement projects and services
 - provide documentation of expenses and information regarding project status





Commonwealth's Draft

- County staff received the Commonwealth's draft of the Framework Agreement on September 28
- Very different from jurisdictions' draft
 - More specific language defining the project
 - Expands language regarding VDOT's and CTB's roles
 - Establishes priorities for use of toll revenues
 - Establishes conditions for widening EB from Dulles Connector Road to Fairfax Drive
 - Later Date: 5 years from commencement of tolling (2022?) or 2 years after the increase from HOV-2 to HOV-3 (2022-2023?): evaluation of operating speeds
 - If average operating speed falls below ___ mph more than 10% of the time, design of widening to begin



Commonwealth's Draft

- Includes language regarding conditions for suspending tolls
- Includes language regarding eligible projects for toll funds and sets time limits for obligating and spending toll revenues
- Limited language about the project selection process
 - Requires that information on projects be provided to the public
- Includes language that would make it difficult for NVTC to bond revenues
- Local jurisdictions are not parties to the agreement





Next Steps

- Traffic and Revenue Study Review
 - Complete review of 2021 and 2040 traffic data when available
 - Identify problems areas and potential solutions
 - Review revenue data when available
- Framework Agreement
 - Jurisdictions and NVTC meeting on October 16 to discuss
 - Negotiations with Commonwealth to develop final document
- Initial Projects
 - Identification of initial candidate projects and services
 - Development of selection criteria
 - Project selection



Timeline

- November 5: NVTC briefing on project and framework agreement
- November 17: Board to consider framework agreement
- November TBD: Arlington Board and Falls Church Council to consider framework agreement
- December 2: CTB to consider framework agreement and project approval
- December 3: NVTC to consider framework agreement





Questions?