McLean Citizens Association
Transportation Committee
Project Briefing

November 10, 2015
Project Map
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
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*
Project History

- Proposed project follows a multi-year study undertaken in 2011 and completed in 2013.
What are the Current Operational Issues on I-66?

- **Heavy traffic volume** – over 140,000 vehicles per day (total both directions)
- **Significant multi-hour queues**
  - Bottlenecks created by limited thru lanes, lane drops and major merge areas
- **Heavy volumes entering and exiting I-66 at the Route 267 interchange** affect traffic in both directions for extended periods
- **In the peak direction**, vehicles leaving the corridor on both ends are impacted by downstream congestion
  - Westbound PM congestion approaching I-495 impacted by I-66 congestion outside the beltway
  - Eastbound AM congestion approaching the Potomac River impacted by congestion associated with Roosevelt Bridge
What are the Current Operational Issues on I-66?

Morning Commute

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
Who’s using I-66 in the morning heading Eastbound?

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

58%
5%
11%
18%
8%
11%
5%
58%
Where is Eastbound Morning Traffic Going?

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

Downtown Washington, DC

Arlington

Fairfax County

Alexandria

Falls Church

Falls Church

33%

38%

11%

7% (Other)

5%

6%
Eastbound Traffic Patterns

AM/PM HOV Restriction Period

Peak Volume Before HOV2+ Restriction (6:00AM)

Peak Volume During HOV2+ Restriction

Peak Volume After HOV2+ Restriction (9:00AM)

Unrestricted Reverse Commute

<<<Capacity

Average

TRANSFORM 66
Westbound Traffic Patterns

AM/PM HOV Restriction Period

Peak Volume Before HOV2+ Restriction (6:30PM)

Peak Volume During HOV2+ Restriction

Peak Volume After HOV2+ Restriction (3:30PM)

Unrestricted Reverse Commute

<<<Capacity

Capacity
Why extend to 4-hour period?

- Significant demand before and after current HOV restricted period
- Surges in demand overwhelms existing capacity and worsens existing bottlenecks

**Existing Conditions**

**Project Benefits**

- Project would balance demand across 4-hour period
- Control of demand onto I-66 will lessen impacts of existing bottlenecks
What are the Project Features?

- **Tolling**
  - Convert I-66 to dynamically-priced toll lanes in the peak direction 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**
  - Evaluation of the need for Eastbound widening
    - I-66 East from Dulles Connector Road to Ballston
What are the Project Benefits

- Move more people – up to 40,000 more people per day by 2040 – and enhance connectivity for the I-66 Corridor
- Enhance transit service
- Provide revenue stream support to multimodal components on I-66 and complementary corridors adjacent to I-66
- Provide more travel choices for single-occupancy vehicles
- Improve reliability for all travelers
- Promote a carpool culture and commitment to multimodalism
- Create opportunities for improved level of service on parallel routes
- Provide seamless connectivity to the region’s 40+ miles of express lanes
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:
  - Toll period will be 4-hours in length during AM and PM commuting periods in the peak direction (5:30am-9:30am; 3:00pm-7:00pm)
  - High Occupancy Vehicle (HOV)-3+ will be FREE
    - VDOT considering allowing HOV-2 ride for FREE for first few years
  - Single-occupant vehicle (SOV) drivers will have option to pay a toll and use the lanes during rush-hours
  - Lanes will remain FREE to all traffic during off-peak periods
  - Hybrids and Dulles Airport travelers not exempt from toll
  - Motorcycles and emergency response vehicles exempt from toll
  - Heavy trucks prohibited from lanes during rush hours

- By 2021:
  - HOV-3+ will travel for free as adopted in the Regional Transportation Plan
How Much Will Tolls Be?

<table>
<thead>
<tr>
<th>Toll Scenarios</th>
<th>Peak Direction Commute</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound AM</td>
</tr>
<tr>
<td>2017 SOV – Pays the Toll HOV2+ rides for FREE</td>
<td>$9.00</td>
</tr>
<tr>
<td>2017 SOV/HOV2 – Pays the Toll HOV3+ rides for FREE</td>
<td>$7.00</td>
</tr>
<tr>
<td>2021 SOV/HOV2 - Pays the Toll HOV3+ rides for FREE</td>
<td>$7.00</td>
</tr>
</tbody>
</table>

- Minimum Price at each toll zone is 25 cents
- 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
How are parallel roadways impacted by the project?

Traffic Volume Changes (2017 Eastbound AM)

LEGEND
- No significant change
- Increase
- Decrease

HOV-2+ Rides for free
55 Intersection that are being evaluated
How the Tolls Will Work?
Enforcement of Managed Lanes

- All users of the managed lanes will need to use an EZ-Pass or EZ-Pass Flex Transponder
- Users with no transponder will receive a violation notice in the mail from using a picture of the license plate taken from camera installed on gantry
- Gantry equipment with technology will differentiate SOV and HOV transponder setting
- Police will compare information received from system to the number of people in the car and manually enforce
  - This is consistent with the I-95 and I-495 Express Lanes
  - Information from the I-95 and I-495 Express Lanes program indicates that violation rates dropped from 27% to just above 1% once the managed lanes were implemented
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.
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
NVTC’s Steps

Call for Projects

Draft Plan Public Participation

Adopt Initial Multimodal Project Plan

Implementation and Monitoring
How has VDOT responded to public comment received to date?

- **Occupancy Requirements**
  - Consideration of HOV 2+ as a project start-up condition in lieu of HOV 3+ as originally proposed

- **Eligible use of toll revenues**
  - Exploring alternative project delivery options that will allow toll revenues to be applied toward transit operations and capital instead of just capital

- **More in-depth traffic impact analysis**
  - Expanding the level of detail related to the traffic operations along I-66 as well as on parallel roadways
  - A detailed traffic simulation model (animation) will be prepared for the length of I-66 inside the Beltway to illustrate the reliable traffic flow in peak times
  - The evaluation of impacts to parallel roadways will be greatly expanded to include 55 intersection locations (almost twice the original plan)

- **Omit dynamically priced toll lanes, including occupancy requirements in the reverse commute**
### Upcoming Project Milestones

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Begin Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public outreach</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Working Group/Technical Stakeholder Advisory Group meetings</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Toll and revenue study</td>
<td>Spring 2015</td>
</tr>
<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>
</tr>
<tr>
<td>Framework agreement</td>
<td>Fall 2015</td>
</tr>
<tr>
<td>Public Information Meetings</td>
<td>October 2015</td>
</tr>
<tr>
<td>Environmental Review</td>
<td>October 2015</td>
</tr>
<tr>
<td>Design Public Hearing</td>
<td>January 2016</td>
</tr>
<tr>
<td>Group 1 multimodal solutions selection/implementation</td>
<td>Spring 2016</td>
</tr>
<tr>
<td>Tolling construction Start</td>
<td>Summer 2016</td>
</tr>
<tr>
<td>Begin Tolling</td>
<td>Summer 2017</td>
</tr>
</tbody>
</table>
THANK YOU

transform66.org