



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# Transform66: Inside the Beltway

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# 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

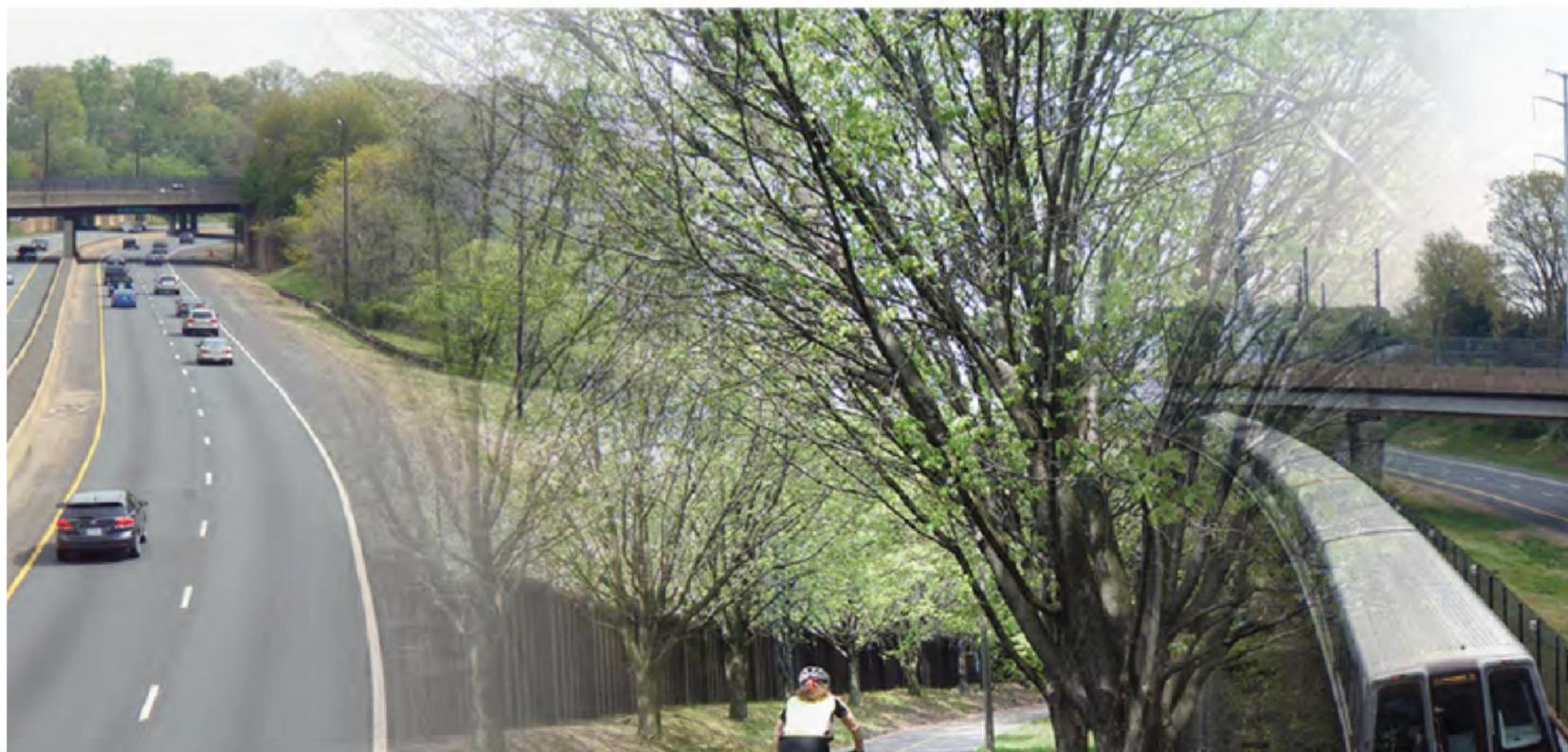
- **Transportation Planning Board at MWCOG adopted plan to modify HOV rules in I-66 both inside and outside the Beltway**
  - Increase occupancy requirements from 2 to 3
- **Federal rules require ‘limiting or discontinuing’ use of HOV lanes by hybrids when lanes are degraded**
  - I-66 is currently degraded 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

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- **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 NVTC 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

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- **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 HOV2+	\$7.00	\$2.00	\$1.00	\$9.00
2022 HOV3+	\$8.00	\$1.00	\$1.00	\$3.00

# Impacts on Parallel Facilities

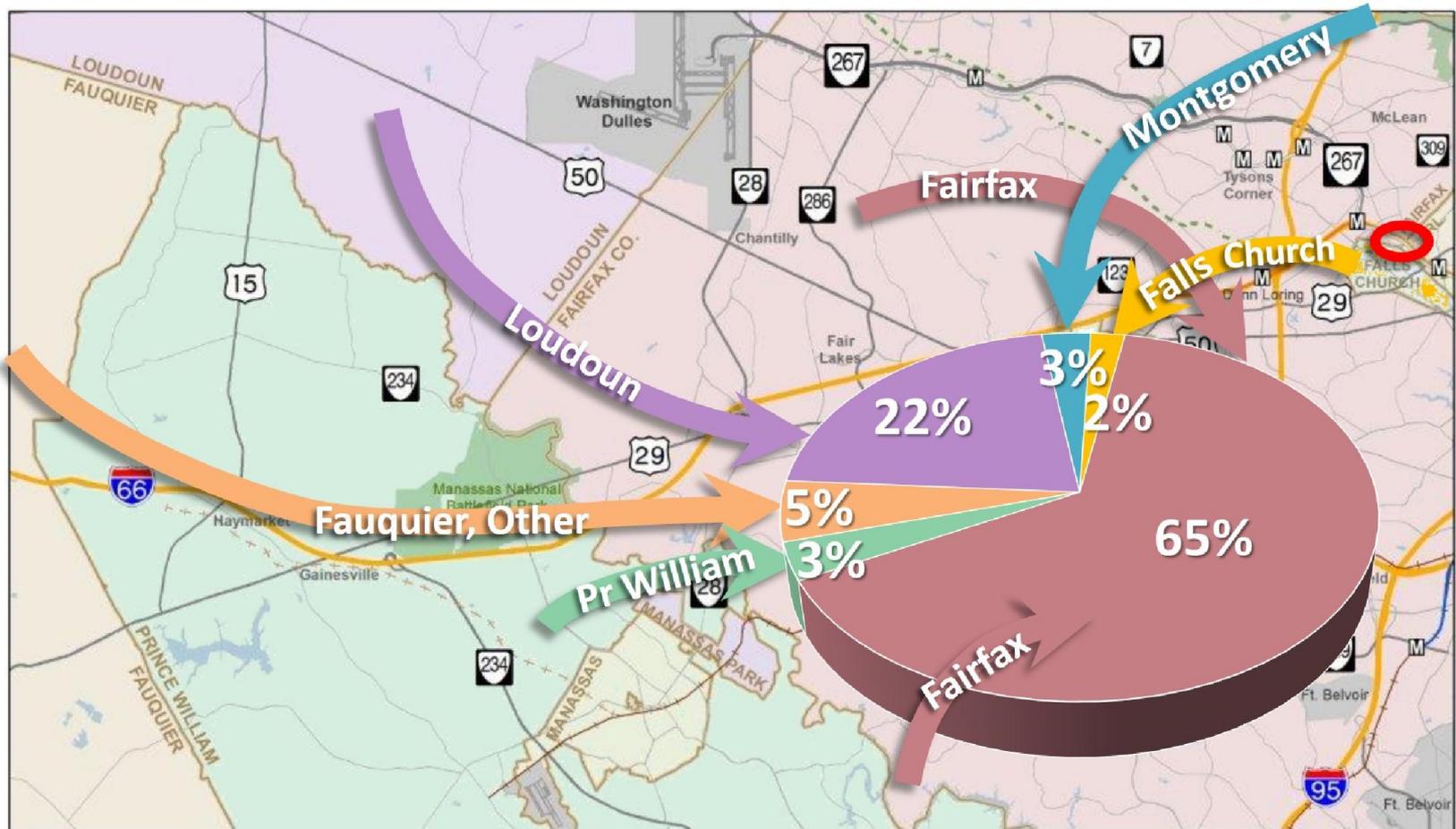
- **HOV restrictions have created pent-up demand to use I-66 during rush hours**
- **Conversion to HOT lanes will pull drivers from local roads onto I-66**
- **Estimated that LOS F on local roads will drop from 60% to 39% in the AM rush hour in the future**
- **Minor diversion in the ‘reverse-peak’ direction with LOS F estimated to increase from 2% to 3%**
  - **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:**
  - **Congestion between Dulles Connector Road and Ballston**
  - **Toll rates**
- **If conditions are met, toll revenues will be used to construct widening component**

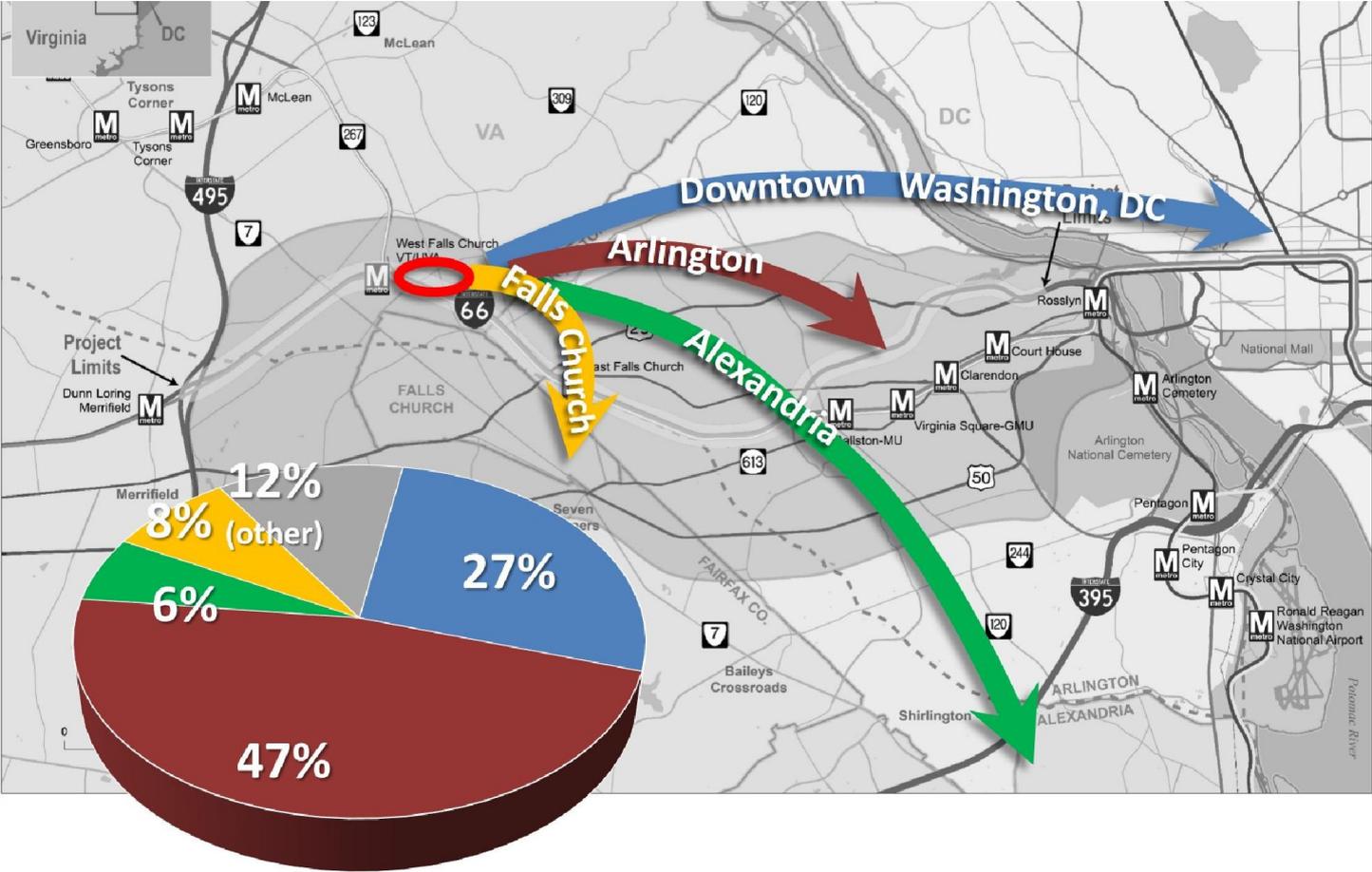
# Origin Highlights – EB I-66

## 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**