



Tolling on I-66 Inside the Beltway – Initial Observations

Board Transportation Committee
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I-66 Inside the Beltway Tolling

- VDOT implemented peak period, peak direction, dynamic tolling on I-66 inside the Beltway on December 4, 2017.
- Tolls in place:
5:30 a.m. to 9:30 a.m. Eastbound
3:00 p.m. to 7:00 p.m. Westbound
- Tolls vary based on number of vehicles. Tolls set to maintain a 55 mph speed.
- Carpools (HOV-2+) travel for free. EZ Pass Flex transponder required.
- Tolls support the repayment of the cost of the tolling equipment; maintenance of the tolling equipment; transit and transportation demand management strategies to reduce congestion; and improvements to benefit the toll payers.





Initial Toll Pricing

- 12/4: High Toll a.m. peak: \$34.50 paid by 39 people of more than 13,000 total vehicles; average toll was \$10.70
- 12/5: High Toll a.m. peak: \$40.00 only for several minutes
- 12/6: High Toll a.m. peak: \$23.00
- 12/11: sample tolls:
 - \$10.75 entering from Beltway at 7:00 a.m.
 - \$18.25 entering from Beltway at 7:30 a.m.
 - \$19.25 entering from Beltway at 8:00 a.m.
 - \$19.00 entering from Beltway at 8:30 a.m.
 - \$16.50 entering from Beltway at 8:45 a.m.
 - \$11.25 entering from Beltway at 9:00 a.m.
- P.M. tolls have generally be lower to A.M. tolls
- Toll information available at: <https://vai66tolls.com/#>



Route 699: Service Debrief



- Implementation of Fairfax Connector's first express bus service to the District of Columbia.



Route 699 – Summary

- NEW express bus route from Fairfax County Government Center to Downtown Washington
- Route serves four stops in the District, including the State Department, World Bank, and George Washington University
- 10 in-bound morning trips and 10 out-bound afternoon trips
- 15 to 30-minute frequency
- Operates from 5:40 to 9:08 a.m. and 3:25 to 7:18 p.m.
- Travel time: 43 to 51 minutes (most trips under 50 minutes)

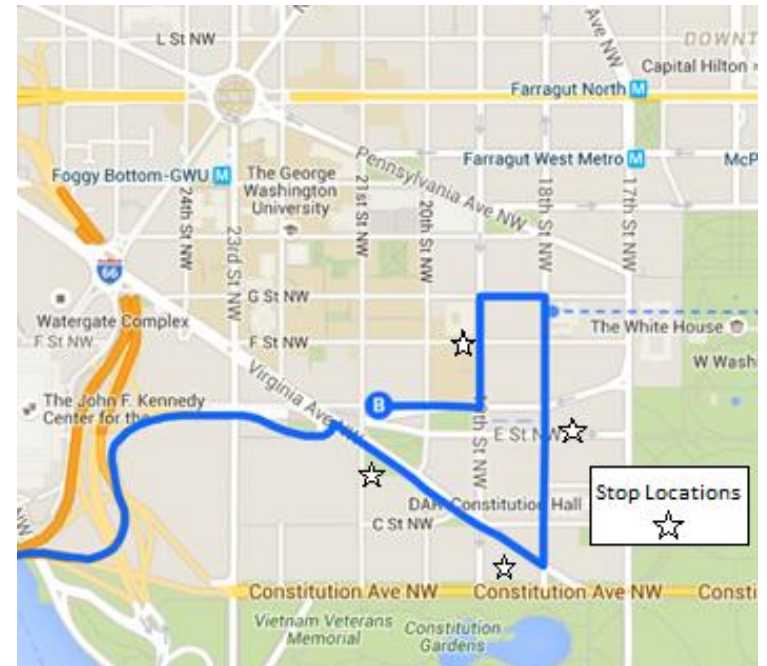


Route 699 – Summary

- Route is made possible by Northern Virginia Transportation Commission (NVTC) Multimodal “Commuter Choice” Grant using toll revenue.
- “Commuter Choice” Grants are part of NVTC’s strategy to increase the I-66 carrying capacity by shifting some single occupancy vehicle (SOV) trips to transit and other ridesharing initiatives.
- Funding will cover both operations and the purchase of 5 new buses for this service.
- Express fare of \$4.25 will be charged on this route.



Route 699 – Routing





Route 699 – Ridership

- First week's (4 days) preliminary ridership was 318
 - AM counts
 - Monday: 61
 - Tuesday: 70
 - Wednesday: 89
 - Thursday: 98
- Average of about 8 passengers per trip
- 30-40% of riders on December 4 had never ridden the Connector.
- Kick off: First week=free fare
- Second week: began regular \$4.25 fare





Route 699 – On-time Performance

- Route 699 on-time performance evaluation will be ongoing and may fluctuate depending on I-66 road performance.
- Customers are responding positively to the new service.
 - “It’s the best commute I’ve had in 7 years.”
 - “This is my first time riding transit.”
 - “This is fantastic!”
 - “This new route is a lifesaver and will save me a ton of money.”
 - “I’ve been wanting a bus to DC like this for years. Please add more.”
 - “Really impressed with the service.”
 - “I can’t believe it’s only \$4.25! This is going to be a popular option.”



I-66 Inside the Beltway Monitoring

- Significant monitoring efforts underway
 - Tolls
 - Auto Occupancy, travel time and traffic on adjacent roadways
 - Metrorail ridership and parking
 - Park-and-ride usage
 - Fairfax Connector ridership on Route 699 and other routes
 - Metrobus ridership



I-66 Inside the Beltway Monitoring

- VDOT monitoring multiple aspects of the project, including tolls, auto occupancy and travel time on I-66 and the impact on adjacent roadways.
- For Monday, December 4; a.m. peak
 - 13,473 vehicles
 - 38% or 5,082 vehicles traveled in carpools for free
 - Travel times: 10-12 minutes vs. 15-30 minutes in December 2016
- Traffic on Route 7, Route 29 and Route 50 was either similar or improved from December 2016.
- P.M. period also being monitored.





Metrorail Ridership and Parking

- Metro is monitoring ridership and parking on the Orange and Silver Lines.

Change in Total Weekly Boardings

	December 2016
	vs.
	December 2017
Vienna	0.67%
Dunn Loring	-2.00%
West Falls Church	0.31%
East Falls Church	-2.22%
Wiehle-Reston East	1.10%
Spring Hill	-5.51%
Greensboro	-6.19%
Tysons Corner	-2.06%
McLean	2.26%



- Parking utilization was up at Vienna and Wiehle-Reston East.



Park-and-Ride Usage

- Initial park-and-ride observations at lots in the I-66 and Dulles Corridors.
- Metrorail SafeTrack maintenance activity throughout most of 2016.
- The Herndon-Monroe Park-and-Ride Lot is under construction in December 2017.

Park-and-Ride Lot	Dec-16	Dec-17	Change	% Change
Centreville United Park-and-Ride	28	31	3	11%
Government Center Park-and-Ride	60	116	56	93%
Herndon Monroe Park-and-Ride	682	623	-59	-9%
Reston South Park-and-Ride	49	65	16	33%
Stone Road Park-and-Ride	259	248	-11	-4%
Stringfellow Park-and-Ride	305	388	83	27%
Wiehle-Reston East Metrorail Station	1717	2226	509	30%
Overall	3100	3697	597	19%



I-66 Inside the Beltway Summary

- One week is not enough time to reach conclusions.
- December is typically a lower travel month.
- December travel patterns are less uniform than other months.
- It will take time for commuters to decide which form of travel works best for them.
- Also want to look at impacts to other Fairfax Connector routes and Metrobus routes.



Questions?