

The following items were handed out at  
the January 4, 2018 NVTC Meeting.

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## 2018 NVTC COMMITTEE AND BOARD APPOINTMENTS

### NVTC EXECUTIVE COMMITTEE

Paul Smedberg, Chairman/WMATA Board\*  
 Matt Letourneau, Vice-Chairman\*  
 Katie Cristol, Secretary-Treasurer \*  
 Jim Corcoran, WMATA Board  
 Christian Dorsey, WMATA Board  
 Catherine Hudgins, WMATA Board  
 Adam Ebbin, General Assembly  
 Sharon Bulova, Fairfax Co. Board Chair  
 Jeff McKay, Immediate Past Chairman

\*Nominated

### NVTC LEGISLATIVE & POLICY COMMITTEE

Katie Cristol, Co-Chair  
 Jeff Greenfield, Co-Chair  
 Catherine Hudgins  
 Matt Letourneau  
 Paul Smedberg  
 Dave Snyder  
 Senate: Jennifer Wexton  
 House: \_\_\_\_\_

### NVTC GOVERNANCE AND PERSONNEL COMMITTEE

John Cook, Chairman  
 Jim Corcoran  
 Christian Dorsey  
 Adam Ebbin  
 Libby Garvey  
 Jeff McKay  
 Ron Meyer  
 Jennifer Mitchell  
 Paul Smedberg  
 Dave Snyder

### NVTC'S VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD\*

<b>Principals:</b>	<b>Alternates:</b>
Sharon Bulova	Jeff McKay
John Cook	
Katie Cristol	Libby Garvey
Paul Smedberg	Tim Lovain

\*Selected by Jurisdiction

### NVTC'S WMATA BOARD OF DIRECTORS

<b>Principals:</b>	<b>Alternates:</b>
Jim Corcoran*	Christian Dorsey
Catherine Hudgins	Paul Smedberg

\*Up for reappointment

### NVTC'S VIRGINIA TRANSIT ASSOCIATION BOARD OF DIRECTORS\*

<b>Principals:</b>	<b>Alternates:</b>
David Snyder	Katie Cristol
Kate Mattice	Jeff McKay

\*Up for reappointment

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Virginia Department of Rail and Public Transportation



COMMONWEALTH of VIRGINIA  
Office of the  
SECRETARY of TRANSPORTATION

# Transform66: Inside the Beltway

Nick Donohue  
Deputy Secretary of Transportation  
January 2018

# Context for I-66 Inside the Beltway



RETARY *of* TRANSPORTATION

# Previously Planned Changes to I-66

- **Transportation Planning Board at MWCOCG adopted plan to increase to HOV-2 to HOV-3 on I-66 both inside and outside the Beltway**
- **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 Improvements #1 and #2 are open to traffic





# I-66 Multimodal Study

Inside the Beltway

## Supplemental Report





# 2016 Compromise with General Assembly on I-66 Inside the Beltway

- Convert I-66 to express lanes from 5:30a to 9:30a EB and 3:00p to 7:00p WB
- Initiate work to widen I-66 EB from Dulles Connector Road to Ballston
  - Contract was awarded by CTB in December
- Re-invest toll revenues in the corridor for improvements recommended by the Northern Virginia Transportation Commission
- HOV-2 to HOV-3 in 2022 when 66 outside opens

# Public Outreach: Pre-2016

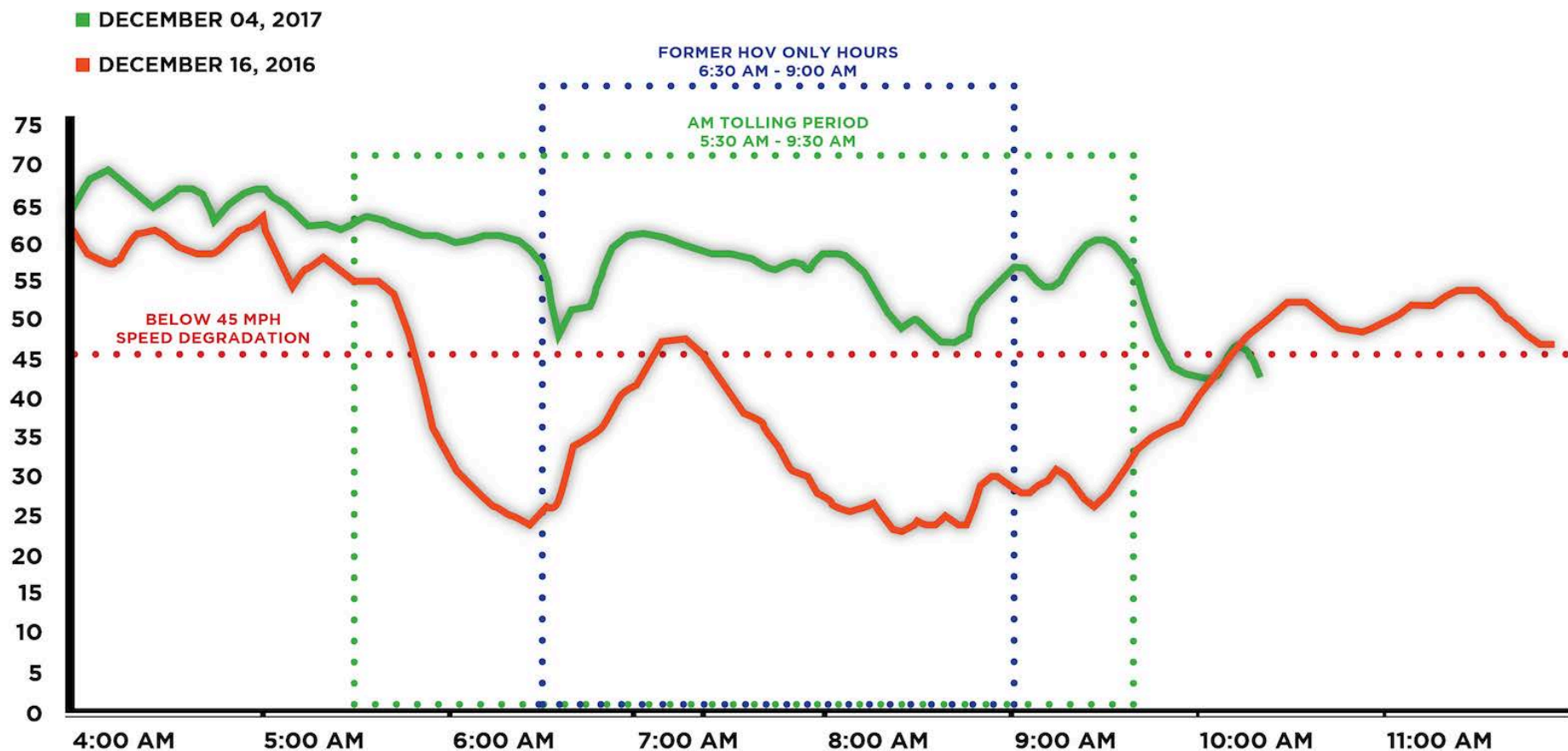
## Outreach Numbers

- 12 Public Information Meetings (since 2011)
- 76 presentations to elected officials, agencies and localities (in 2015)
- 17 presentations to Chambers of Commerce, homeowners and civic associations, and other community groups (in 2015)

## Outreach and Communications Tools

- Briefings and coordination with key stakeholders
- Project website
- Email and Electronic Marketing to stakeholder database of more than 4,500
- Proactive media outreach

# How Is I-66 Performing?



# How are the Parallel Routes Performing in the AM?

Travel Times in Minutes	December 2016	December 2017
Route 50	21.6	20.1
Route 29	27.2	24.4
Route 7	14.4	13.1
GW Parkway	17.0	16.3

# How are the Parallel Routes Performing in the PM?

Travel Times in Minutes	December 2016	December 2017
Route 50	23.3	23.6
Route 29	27.8	25.4
Route 7	15.1	14.9
GW Parkway	17.4	18.2



# Toll Rates

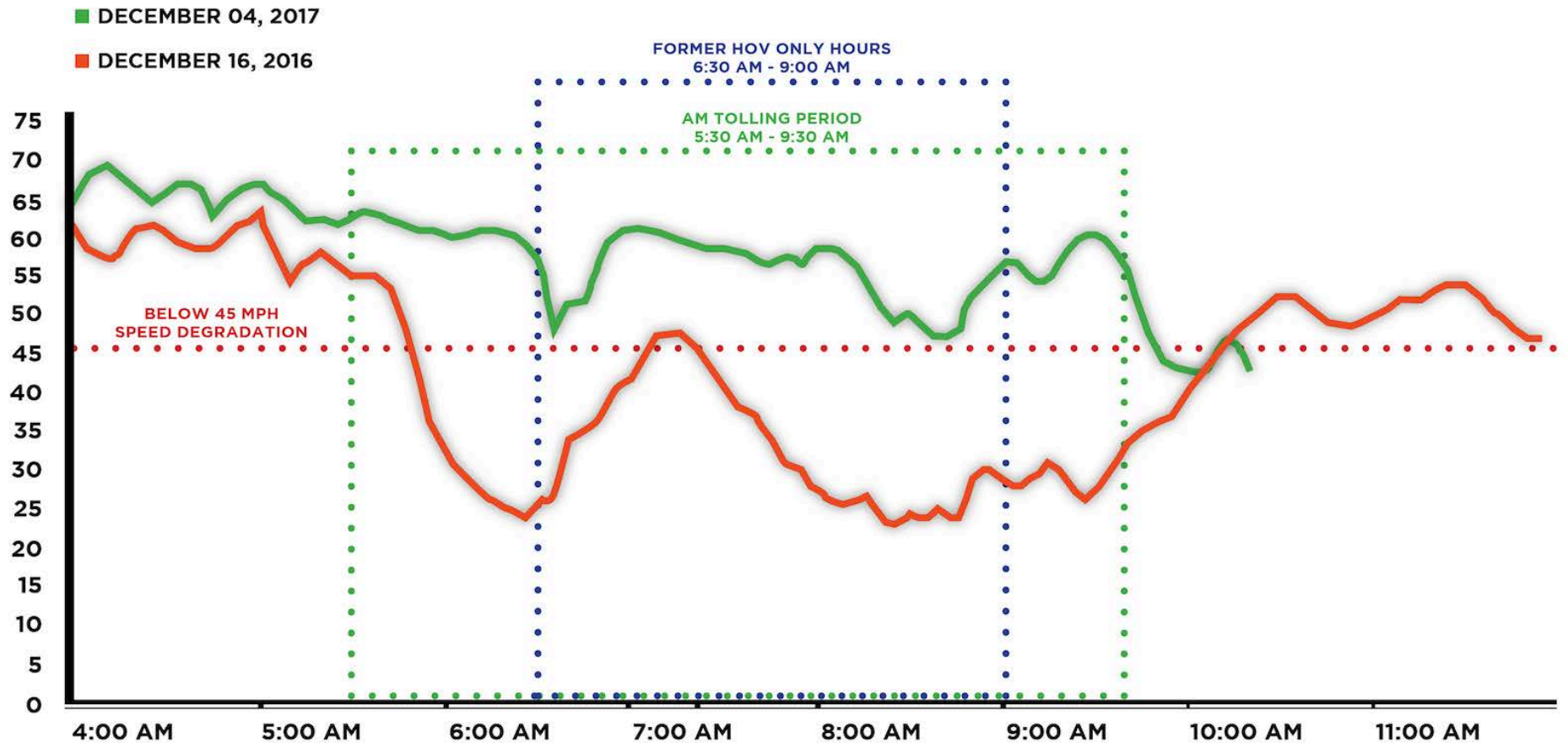
- Vary based on demand to ensure free flow travel as required by federal law
- Average toll over the first 2 weeks was \$13.48
  - \$3.52 less than estimated average round-trip toll for typical trip of \$17 in Fall of 2015
  - \$8.88 eastbound in the AM
  - \$4.60 westbound in the PM
- Significant media attention on high tolls during former HOV hours
  - 17 people choose to pay \$44
  - 29 people choose to pay \$40

# Excerpt from October 2015 Public Meetings

Toll Scenarios	Peak Direction Commute		Reverse Commute	
	Eastbound AM	Westbound PM	Westbound AM	Eastbound PM
2017 SOV – Pays the Toll HOV2+ rides for FREE	\$9.00	\$8.00	\$1.00	\$2.00
2017 SOV/HOV2 – Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00
2021 SOV/HOV2 - Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00

- 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

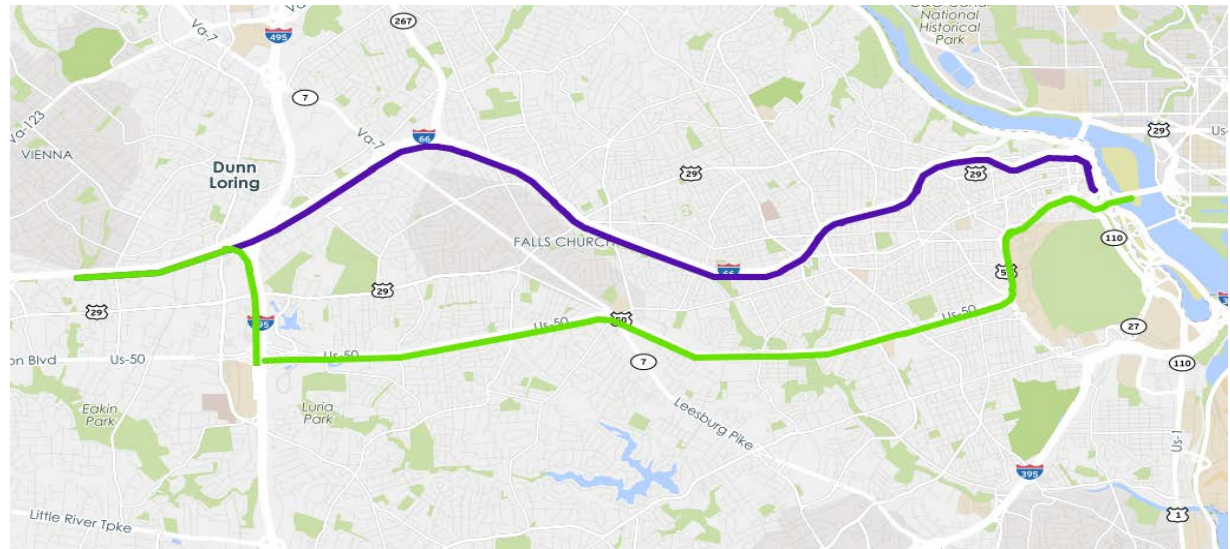
# Extended Restricted Hours on I-66



# Route 50 as an alternative to 66 at 6am

## Travel times from Nutley Street to Roosevelt Bridge

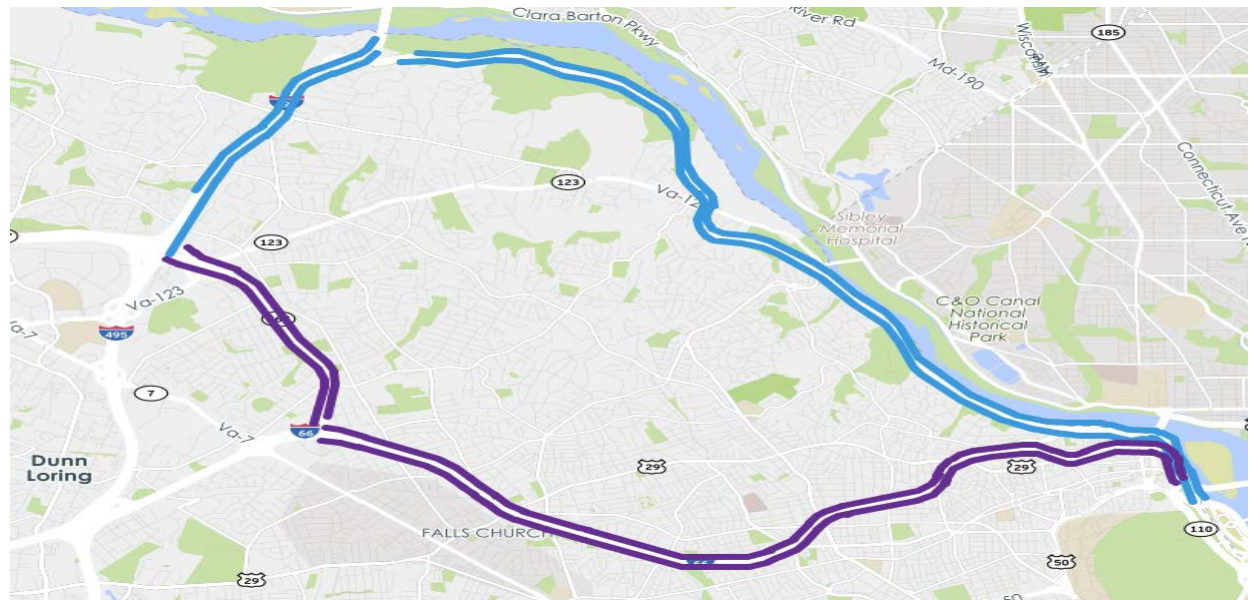
- I-66 in December 2016 took 19.8 minutes
- I-66 to 495 to Route 50 in December 2017 took 19.8 minutes



# GW Parkway as an alternative to I-66 at 6am

Travel times from  
Dulles Toll Road @ 495  
to Roosevelt Bridge

- Dulles Connector Road to I-66 in December 2016 took 17.3 minutes
- 495 to GW Parkway in December 2017 took 12.4 minutes





# Relationship to I-66 Outside the Beltway

- Traffic and revenue for I-66 outside the Beltway showed significant increase if I-66 inside the Beltway was converted to express lanes
- Benefits could only be realized in P3 procurement if private sector could count on conversion being implemented
- After 2016 compromise with General Assembly 66 contract, prior to final bids, was amended to include compensation event if tolls were not implemented as planned

# What Happens if Tolls are Suspended?

- Elimination of a travel choice for solo drivers during the height of rush hour
- Carpoolers and bus riders on I-66 will experience slower travel times, discouraging their use
- Hybrids will not be allowed back on I-66
- Elimination of funding for increased travel options serving the 66 corridor
- Likely reduction in 66 outside the Beltway concession payment - less projects in the corridor

**Northern Virginia Transportation Commission (NVTC) Resolution on New I-66 Tolls**  
**January 4, 2017**

WHEREAS, The Northern Virginia Transportation Commission (NVTC) is the recipient of revenue from the new tolls from the "Transform 66 - Inside the Beltway" project for funding to improve transit in the corridor, and

WHEREAS, NVTC includes jurisdictions which commute on I-66, including Loudoun, Fairfax, and Arlington Counties and the Cities of Fairfax and Falls Church, and

WHEREAS, the "Transform 66 - Inside the Beltway" project has been conceived, implemented, and managed by the Virginia Department of Transportation (VDOT); NVTC has no authority over the toll rates or management of this facility, and

WHEREAS, due to the new hours of operation associated with the "Transform 66 - Inside the Beltway" project, many working Virginians who previously utilized the roadway are now significantly impacted in their daily efforts to get to and from work;

- Prior to December 4<sup>th</sup>, these Virginians could utilize I-66 without HOV restriction or tolls during the 5:30 – 6:30 AM and 9 – 9:30 AM time frames eastbound and the 3 – 4 PM and 6:30 – 7 PM time frames westbound, and

WHEREAS, after one month of tolling operations, the road has been visibly under capacity and at speeds exceeding the speed limit, despite the federal minimum standard for dynamic tolls being 45 mph,

THEREFORE BE IT RESOLVED, that the NVTC requests that the Commonwealth consider taking action regarding "Transform 66 - Inside the Beltway" to lower tolling costs, which could include reconfiguring the system, dropping the minimum speed to 45 mph, lowering the base price, and/or capping the maximum toll, and

THEREFORE BE IT FURTHER RESOLVED, NVTC requests that the Commonwealth consider modifying the hours of operation for the tolling system to bring it closer to the previous restricted access time periods.

*Draft prepared by Supervisor Ron Meyer, Loudoun County.*

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# I-66 Commuter Choice Program FY 2018 Application Summary

Applicant	Application Title	Funding Request	Description
Arlington County	Expanded TDM Outreach with Extended Multimodal Options	\$ 350,000	Arlington County Commuter Services seeks to expand outreach to business and residents along the I-66 corridor focused on providing practical options to remove cars from I-66 & parallel roads. Transit, biking, vanpool and carpool formations, as well as telework and flexible work schedules will all be supported.
Arlington County	I-66 Corridor ITS Enhancements	\$ 400,000	This project seeks to upgrade Intelligent Transport System (ITS) assets along parallel routes in the I-66 Corridor. The funds will be used to increase count stations, CCTV coverage, and Bluetooth detectors through the Corridor. The funds will also cover the cost of making the data available to partnering agencies such as VDOT.
Arlington County	Arlington County Traffic Management Center	\$ 400,000	This project seeks to improve operations and traffic flow on Arlington roads by monitoring and improving incident response capabilities to the County. Currently, the County does not have the staff resources to dedicate full time staff to monitor peak period traffic. This grant would allow for the County to better respond to incidents on I-66 at the ramp junctions as well as provide improved feedback to adjust adjacent intersection timings to better facilitate the flow of vehicles on and off of the I-66 toll facilities.
City of Fairfax	City of Fairfax CUE Access and Technology Improvements	\$ 965,000	The City of Fairfax seeks to evaluate and implement access and technology improvements to the CUE bus system, which connects riders directly to the Vienna Metrorail Station and regional bus routes. These improvements will encourage travelers to consider CUE and Metrorail as an alternative to driving on I-66 or parallel commuting routes.
City of Falls Church	Metrobus Route 3T Extension and Service Expansion	\$ 845,754	This project seeks to restore direct Metrobus service between West Falls Church and East Falls Church Metrorail Stations via W. Broad Street and N. Washington Street. This peak-period-only service will be bi-directional with 20-minute headways, and will overlap with existing 28A service.
City of Falls Church	Multimodal Access to West Falls Church Metrorail Station	\$ 6,208,678	This project seeks to support the design and reconstruction of the intersection of Route 7 and Haycock/Shreve Road in Fairfax County to improve multimodal transportation connectivity, including a new multi-use path along Shreve Road to better connect the W&OD and the West Falls Church Metrorail Station.
City of Manassas	Bicycle parking improvements at the VRE station in Manassas	\$ 55,000	This project seeks to improve bicycle parking facilities at the VRE station in Historic Downtown Manassas. This project includes the installation of new bike racks, a bicycle parking shelter, bike lockers, and a bike repair station.
Fairfax County	Capital Bikeshare Stations in I-66 corridor from Oakton/Vienna to Merrifield/Falls Church	\$ 496,394	Fairfax County seeks to expand its Capital Bikeshare along the I-66 corridor between Route 123 and West Falls Church Metro Station. The goal of the project is to connect residents along the I-66 corridor to the Vienna and Dunn-Loring Metro stations, the I-66 trail and the W&OD regional trail.
Fairfax County	Weekday Commuter Bus Service from Vienna Metro Station to Pentagon	\$ 4,488,500	Fairfax County seeks to operate express bus service linking Vienna Metrorail Station in Fairfax County to Pentagon Transit Center in Arlington County. Service will feature 10 in-bound morning and 10 out-bound afternoon trips utilizing 5 buses.



Applicant	Application Title	Funding Request	Description
Loudoun County	Extension of Route 88X to Dulles South Park and Ride Lot	\$ 1,654,140	Loudoun County Transit currently operates the Route 88X from the East Gate Park and Ride Lot and travels to the Wiehle-Reston East Metrorail Station during AM and PM peak rush hours. This request is to add an additional pick up location to the service, which is an existing park and ride lot in Stone Ridge. Application requests funding for operating hours and leasing of two buses.
Loudoun County	Purcellville Park and Ride lot and Enhanced Metro Connection Transit	\$ 1,044,360	Loudoun County seeks to lease at least 80 park and ride lot spaces in the Town of Purcellville, Virginia, that will be used as the starting location for transit service to the Wiehle-Reston East Metrorail Station (Silver Line). This transit service will operate three buses weekdays during morning and afternoon peak rush hour.
PRTC	Manassas Metro Direct Service Enhancement	\$ 3,691,200	This project enhances the existing OmniRide Manassas Metro Direct route between Manassas and the Tysons Corner Metro Station by adding mid-day and peak hour reverse commute service. Expanding mid-day travel options and peak hour reverse commute service has long proven effective in encouraging peak hour ridership and transit use in general. Fourteen new trips, 7 AM and 7 PM would be added.
PRTC	Linton Hall Metro Direct Enhancement	\$ 428,800	This project seeks to enhance the existing OmniRide Linton Hall Metro Direct route by providing two additional peak hour trips - one AM, one PM adding important capacity during construction of the I-66 Express Lanes outside the Beltway.
PRTC	Flexible Vanpool Program	\$ 455,200	This project seeks to create a formalized flexible vanpool program that uses technology to allow registered riders to transfer between vanpools and unregistered riders to an ad-hoc trips. The project would organize existing vanpools between western Prince William County and the Rosslyn/Ballston corridor and promote the creation of new vanpools in the corridor.
PRTC	PRTC Commuter Lot Shuttles	\$ 1,381,500	The project seeks to create on-demand shuttles between neighborhoods in western Prince William County and area commuter lots. The service is conceived as technology enabled - riders would arrange trips through a software interface.
VRE	Crystal City Station Improvements	\$ 4,000,000	The project seeks to provide design and engineering to demolish the existing VRE Crystal City Station and provide an expanded VRE station at a new location with better connections to the local and regional transportation network. The new station will serve full-length VRE trains on two tracks, and will have two pedestrian grade-separated access points to Crystal Drive.
VRE	VRE L'Enfant Station and Track Improvements	\$ 6,000,000	The project seeks to provide design and engineering to reconstruct the existing VRE L'Enfant Station to service two tracks and provide better connections to the local and regional transportation network. The new station will serve full-length VRE trains on two tracks. Approximately 0.6 miles of fourth track will also be constructed to serve the L'Enfant station area.
VRE	Manassas Line Realtime Multimodal Traveler Information	\$ 3,481,000	The project seeks to integrate real-time VRE train arrival, and seat and parking availability with multimodal data in the I-66 corridor, and share it via VRE Mobile, websites, and displays at key decision points along I-66 and adjacent roads including at Broad Run, Manassas, and Manassas Park stations and parking lots, and VDOT screens on highways, to give travelers viable mode choices for their trip.
Total Funding Request \$ 36,345,526			1/4/2018

# Survey: Carpools, slugging not preferred alternative to I-66 tolls



By Amanda Iacone  
January 3, 2018 4:08 am



A Loudoun County commuter bus arrives at the Stone Ridge park-and-ride lot in this handout photo from the Northern Virginia Transportation Commission. The lot was among 10 transit and commuter projects that opened to give Interstate 66 commuters an...

WASHINGTON — Many Northern Virginia commuters are considering changes to their trek to work since tolls began along Interstate 66 last month. But carpooling and slugging are not among the most popular options.

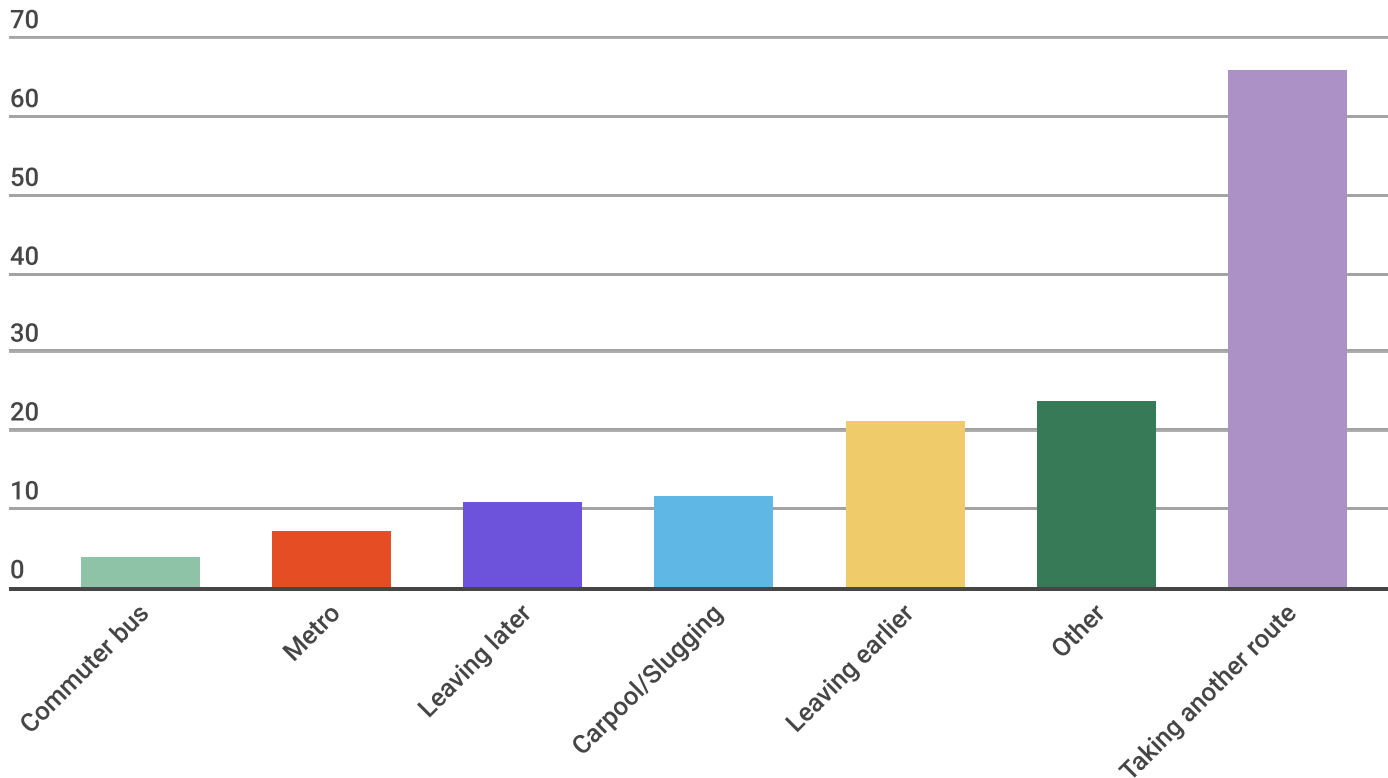
According to an online, nonscientific survey of commuters, carpooling and slugging ranked as the fourth most popular alternative to paying the tolls.

The survey of 1,030 commuters (<https://www.surveymonkey.com/results/SM-RFV9GF2M8/>) was conducted from Dec. 14 to Dec. 18. The tolls kicked in on Dec. 4.

Taking another route, leaving earlier and other options — such as moving or finding a new job — were the most popular alternatives. Leaving later, riding Metro or taking a commuter bus rounded out the bottom, according to the survey.

About half of commuters said that after a week of tolls and extended HOV restrictions, they were rethinking how they commute.

# If you change your commute, what options are you considering?



Source: WTOP survey of I-66 commuter from Dec. 14 to 18.

 Share

 infogram

Changes in commute Q9 (<https://infogram.com/6a63a4c2-ffa6-4bb8-96e0-7c20e3eff8e6>)  
Infogram (<https://infogram.com>)

State officials have said the goal of the tolls and extended HOV hours is not just to move traffic faster but to encourage drivers to carpool or choose public transit.

“We’re hopeful that this project can start to move more people through this corridor,” said Nick Donohue, deputy secretary of transportation for Virginia.

But so far, commuters have been unwilling, or unable, to leave their cars behind. One reason, commuters suggested, was that slugging — a form of casual carpooling common among Interstate 95 and 395 commuters — never evolved along I-66.

## A lone slug line

Three weeks and counting and commuter Kristen Koines of Oakton said she is successfully slugged along I-66 just once.

She has joined a Facebook group for I-66 sluggers; she has gone out of her way to stop at the Vienna Metro station to try to find a carpool. She has exchanged messages with other commuters. But no luck.

She quoted Transportation Sec. Aubrey Layne who told WTOP (<https://wtop.com/dc-transit/2017/12/state-no-plans-change-66-toll-hours/>) that to avoid paying tolls was “pretty simple: put somebody else in your car.”

“It’s not quite simple. I have been unable to find anybody,” she said.

Amid the Christmas holiday and her later, 9 a.m. departure time, slugging options were slim during the first few weeks of tolling. But Koiner plans to try for a few more weeks. If she doesn’t have any success, she will leave for work earlier to navigate side roads like U.S. 29 to her job near Farragut West.

She said that one laminated sign is posted at the Vienna Metro stop — specifically at the kiss-and-ride lot on the south side of the station — notifying slugs where they can wait to find a driver.

Kalai Kandasamy, creator of the SlugLines app, said the sign is there to help match drivers with riders heading to Foggy Bottom. He hopes to eventually add pickups locations in Herndon, Stringfellow Road and the Fairfax County Government Center.

## No fail-safe for sluggers

Transportation officials recognize that they are building a slugging culture from scratch along the interstate, Donohue said.

“We simply don’t have the infrastructure,” he said.

### **HOV2: What discouraged slugging along I-66 — Kalai Kandasamy, creator of the SlugLines app**

00:00

00:00

[Download audio \(https://wtop.com/wp-content/uploads/2018/01/Slug-Kalai-HOV-2.mp3?\\_=1\)](https://wtop.com/wp-content/uploads/2018/01/Slug-Kalai-HOV-2.mp3?_=1)

Both park-and-ride lots and bus service, to serve as a fail-safe for sluggers, are needed to make slugging a viable alternative, Donohue said.

The good news, he said, is that the state plans to build more park-and-ride lots outside of the Capital Beltway and to direct millions toward new bus service.

An estimated \$15 million from toll revenue will be available to pay for such transit improvements and to help encourage carpooling along the corridor, Donohue said.

Two new express bus routes are already up and running — one from the Fairfax County Government Center and another from Gainesville — with the help of an initial \$10 million from the state, said Kate Mattice, executive director of the Northern Virginia Transportation Commission.

A new park-and-ride lot gives Loudoun County commuters new options, including slugging. And three more projects are about to roll out — including more express bus service in Arlington County, she said.

Although the commission's programs don't focus specifically on slugging, they aim to give commuters incentives to try carpooling or vanpooling or to help link commuters to Metro stations, Mattice said.

And the demand is high — local governments requested more than four times the money available in 2017, she said.

"I think that demonstrates the need and the desire to be funding more transit and more transportation alternatives along that corridor," Mattice said.

## In the wrong place

Still, those planned projects don't help Christine Simmon with her commute from Wolf Trap through Tysons Corner. The hybrid driver, who traveled I-66 legally under the old HOV restrictions, said she looked into slugging, but nothing has emerged north of the interstate.

"Some of those alternatives should have been put in place so that they were available when the tolls were instituted," she said. "Now they are just vague promises."

Commuter Richard Howard agreed. He wrote in the open comments portion of the survey that slug lines are needed "all up and down I-66, not just (at) Vienna Metro."

## Where the toll revenue goes

### ***\$10 million worth of transit projects approved***

\$3.3 million — Fairfax Connector service from Government Center to D.C.

\$1.9 million — Stone Ridge park-and-ride, 2 years of bus service to D.C.

\$887,900 — PRTC service from Gainesville to Pentagon

\$1 million — Metrobus 2A peak service expansion

\$450,000 — ART bus route 55 peak service expansion

\$462,000 — ART bus stop consolidation on Lee Highway, Washington Boulevard

\$500,000 — BikeShare service for Falls Church

\$250,000 — Information screens at Arlington County Metro stations

\$623,000 — Loudoun County commuter incentives

\$350,000 — Arlington County commuter outreach

*WTOP's Neal Augenstein contributed to this report.*

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