



FACT SHEET

February 17, 2016

Transform 66: Inside the Beltway Compromise

Governor Terry McAuliffe and members from both parties and chambers of the Virginia General Assembly announced a bipartisan agreement to move forward on a plan to reduce congestion on I-66 inside the beltway by widening a four mile stretch from the Dulles Connector Road to Ballston, improving transit, and adding new options for single drivers.

The project will improve I-66 inside the Beltway by cutting commute times during rush hour and other times of the day, and providing new travel choices.

By 2021, the entire I-66 corridor will be transformed benefitting the region's economic competitiveness and quality of life.

The conversion of I-66 to dynamically-priced toll lanes during rush hours in the peak direction is moving forward, with an expected opening in summer 2017.

The proposed widening of I-66, which will be pursued as a separate project, will require a study that will begin in spring 2016 to analyze potential impacts as required by the National Environmental Policy Act.

About the Project

The Transform 66 Inside the Beltway project includes the following components:

- Converting I-66 inside the Beltway to dynamically-priced toll lanes during rush hours in the peak directions. HOV vehicles and buses will travel the lanes for free, while others must pay a toll.
- Toll revenues will be used to:
 - Increase transit service benefitting the users of I-66 inside the Beltway
 - Enhance carpool and other TDM strategies throughout the corridor
- Widening of I-66 eastbound from the Dulles Connector Road to Ballston with lanes opening in late 2019.

This plan is being implemented jointly by the Commonwealth Transportation Board, Northern Virginia Transportation Commission and Virginia Department of Transportation.

Expected Benefits of Transform 66: Inside the Beltway

Reduce Person Hours of Delay	Reliability	Person Throughput
Eliminates 26,000 person hours a day	45mph+ compared to 20mph to 60mph	40,000+ additional people per day



FACT SHEET

February 17, 2016

How Will Toll Revenue Be Used

Toll revenue can only be used for components selected by the Northern Virginia Transportation Commission that will:

- Benefit toll paying users of I-66 inside the Beltway
- Move more people through the corridor
- Are submitted by a jurisdiction in Planning District 8
- Be implemented within 5 years

Eligible components include:

- Enhanced bus service
- Vanpool and carpool improvements
- Metrorail improvements
- Roadway improvements on parallel routes
- Park and ride lots
- Roadway operational improvements
- Transportation systems management

Frequently Asked Questions

Will I-66 inside the Beltway be widened?

Yes, the Commonwealth will start environmental reviews and design work immediately. Construction of an additional lane eastbound is expected to start in 2018 and open to traffic in late 2019. The construction will not take any homes or businesses and will be completely within the existing right of way.

Will toll revenues be used to widen I-66?

No, this work will be funded with un-programmed funds resulting from increased revenues from the recently enacted federal FAST Act and updated state revenue forecast, and will not impact the recommended House Bill 2 funding scenario for the High Priority Projects program or Construction Districts Grant program.

How much will the tolls be to use I-66 inside the Beltway?

Tolls will only apply during rush hours in the peak direction. Carpoolers meeting the occupancy requirements, vanpools, and buses will travel for free. Tolls will vary based on demand to ensure that toll paying users will have a high-speed, reliable trip similar to the I-495 Express Lanes and I-95 Express Lanes. It is anticipated that the average toll will be \$5-6 a trip – similar or lower to the tolls on other express lanes in Northern Virginia.

Why will the HOV requirements increase from 2 to 3 people?

The HOV requirements on I-66 will increase in 2020 with or without this project. This change was adopted in 2009 as part of the region's strategy to comply with federal air-quality standards. Compliance with federal air-quality standards is determined by the Environmental Protection Agency and failure to comply results in the inability to use federal transportation funds to widen roadways.

Will clean fuel vehicles be able to use I-66 during rush hours in the peak direction?

By 2017, the temporary exemption for clean fuel vehicles on the HOV lanes along I-66 will end due to federal rules. While this temporary exemption is in effect, VDOT is required to monitor and report on the performance of the HOV lanes to the Federal Highway Administration. When an HOV lane becomes "degraded" under federal standards – as they are along portions of the I-66 corridor – VDOT must develop and implement an action plan to improve performance including limiting and then discontinuing the use of HOV lanes by clean fuel vehicles. As part of VDOT's plan, legislation was enacted in 2011

FACT SHEET

February 17, 2016

prohibiting the issuance of new clean fuel vehicle plates. The next step of this action plan is to eliminate the clean fuel vehicle exemption on the HOV lanes entirely.

Transform66: Inside the Beltway is a part of larger effort to establish a regional Express Lanes network that will provide high-speed reliable trips throughout Northern Virginia for drivers, carpoolers and transit users starting in 2021 and far into the future.

