

## Get Involved

Public involvement is a critical element in the development and delivery of transportation projects. VDOT strives to provide opportunities to the public to participate in public decisions on transportation projects and programs affecting them. Public comments will be considered by the team during the planning and development process.

### PROVIDE INPUT

#### At Tonight's Meeting:

- Engage in discussions with project representatives
- Submit written comments on the comment sheets
- Participate in the question and answer session following the presentation
- Provide oral comments to the court reporter

#### At Your Convenience:

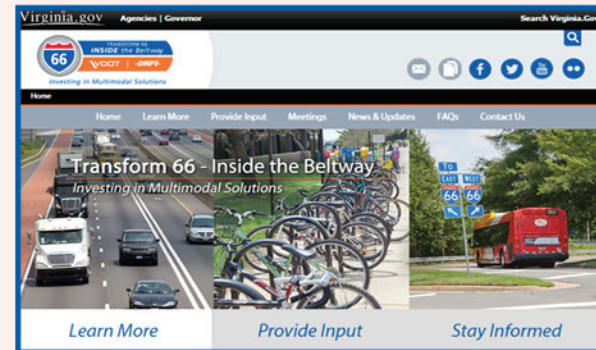
- Email your comments or questions to [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov)
- Post your comments or questions on the Transform 66 Inside the Beltway interactive community discussion board at [www.Transform66.org](http://www.Transform66.org)
- Mail your written comments to the VDOT Northern Virginia District, Attention: Amanda Baxter, 4975 Alliance Drive, Fairfax, VA 22030

### STAY INFORMED

- Sign up to receive regular project updates by visiting [www.Transform66.org](http://www.Transform66.org) or emailing [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov)
- Request a briefing for your homeowners' association, neighborhood, community group, or service organization by emailing [Tranform66@VDOT.Virginia.gov](mailto:Tranform66@VDOT.Virginia.gov)

Please reference "Transform 66 Inside the Beltway" in the subject line of all correspondence.

### VISIT TRANSFORM66.ORG



### Next Steps

### Contact Information

Fall 2015:	Framework Agreement
January 2016:	Design Public Hearing
Spring 2016:	Tolling Construction
2016/2017:	Group 1 Multimodal Solutions Selection/Implementation
Summer 2017:	Tolling Begins

Website: [Transform66.org](http://Transform66.org)  
 Email: [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov)  
 Mail: VDOT Northern Virginia District  
 Amanda Baxter  
 4975 Alliance Drive  
 Fairfax, VA 22030  
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### Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-367-7623 or TTY/TDD 711.



Investing in Multimodal Solutions

Public Information Meeting

## I-66 Multimodal Project I-495/Capital Beltway to Route 29 in Rosslyn

**Monday, October 5, 2015**  
 VDOT Northern Virginia District Office  
 4975 Alliance Drive  
 Fairfax, VA 22030

**Tuesday, October 6, 2015**  
 Mary Ellen Henderson Middle School Cafeteria  
 7130 Leesburg Pike  
 Falls Church, VA 22043

**Wednesday, October 7, 2015**  
 Washington-Lee High School Cafeteria  
 1301 N. Stafford Street  
 Arlington, VA 22201

**Thursday, October 15, 2015**  
 Farmwell Station Middle School Cafeteria  
 44281 Gloucester Parkway  
 Ashburn, VA 20147

7:00 - 9:00 p.m.

Presentation at 7:30 p.m.

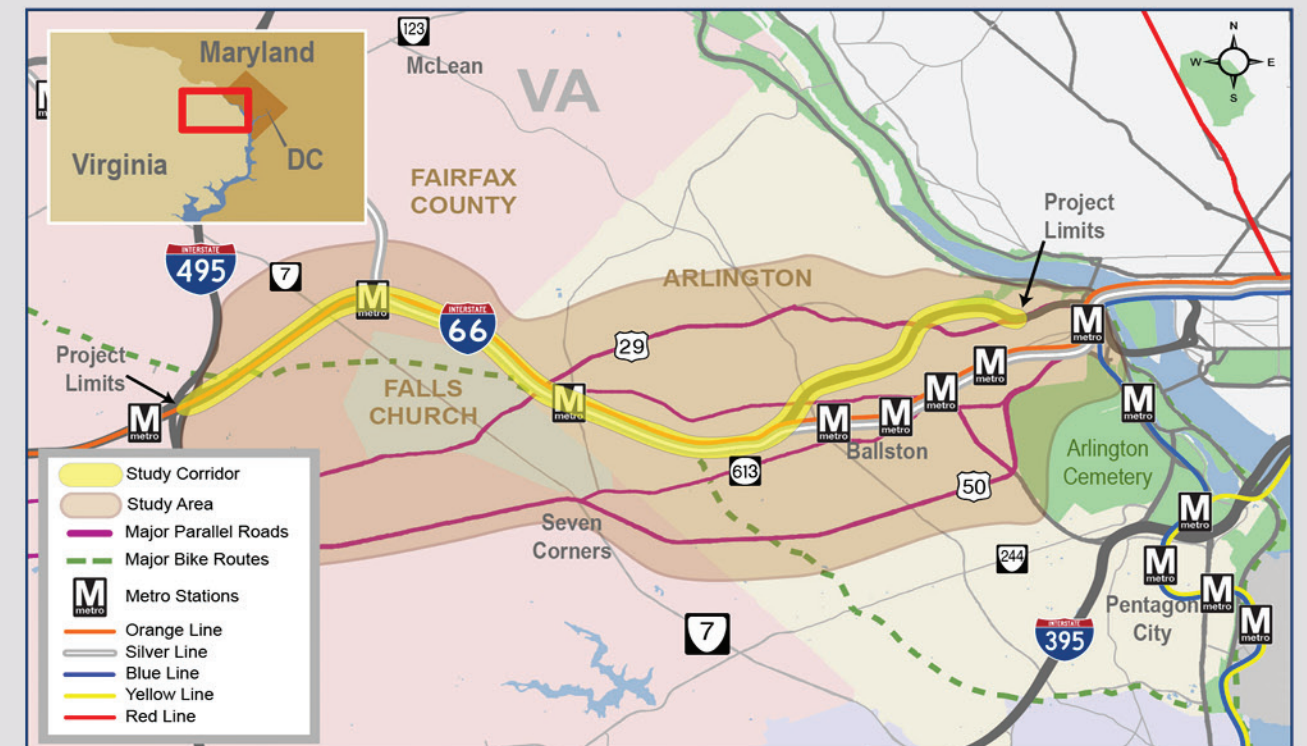
### About Tonight's Meeting

Open House, Presentation, and Question and Answer Session

The Virginia Department of Transportation (VDOT), in partnership with the Virginia Department of Rail and Public Transportation (DRPT), welcomes you to a Public Information Meeting to learn about plans to Transform 66 Inside the Beltway. The project involves converting I-66 to dynamically-priced toll lanes in both directions during morning and afternoon rush hours between I-495 (the Capital Beltway) and U.S. Route 29 in Rosslyn, along with implementing a series of multimodal improvements that benefit the I-66 Corridor.

Single Occupancy Vehicles (SOVs) will now have the option to use I-66 during the morning and evening rush hours in the peak direction by paying a toll, while High Occupancy Vehicles with three or more passengers (HOV-3+) will ride for free. VDOT is also considering a toll scenario that would allow HOV-2+ to ride for free until improvements are completed outside the Beltway in 2021. Proposed improvements are intended to move more people, enhance connectivity and improve travel reliability on I-66.

### I-66 Multimodal Project Area



## Project History and Description

I-66 between I-495 (the Capital Beltway) and Rosslyn opened in 1982 as an HOV-4 facility. It was changed to HOV-3 in 1983 and HOV-2 in 1995.

The I-66 Multimodal project is based on recommendations from the *June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway*, which involved participation and support from federal, state and local governments, as well as transit providers. The study built upon the *2009 DRPT I-66 Transit/Transportation Demand Management (TDM) Study*. It evaluated and recommended various multimodal improvements for the corridor. Further refinements to the improvements were documented in the *August 2013 Supplemental Report*.

The recommendations for the Transform 66 Inside the Beltway project include:

- Converting the existing HOV lanes to dynamically-priced toll lanes in both directions during weekday rush hours (5:30-9:30 a.m. and 3:00-7:00 p.m.);
- Enhancing bus service throughout the corridor;
- Improving access to Metro; and
- Widening I-66 eastbound from I-495 (the Capital Beltway) to Ballston.

The revenue generated by the tolls will be used to fund additional multimodal improvements that benefit the toll payers and users of the I-66 Corridor.

The lanes will remain free to all traffic during off-peak periods. The rush-hour toll lanes are expected to keep the lanes free-flowing by managing demand for the lanes through congestion-based tolling, resulting in increased speed reliability.

Clean-fuel vehicles (hybrids) and vehicles traveling to and from Dulles International Airport will be treated like any other vehicle. Heavy trucks will continue to be prohibited from using the lanes.

The widening of I-66 eastbound from the Dulles Connector Road to the Glebe Road/Fairfax Drive exit will be considered in the future after assessing how the current improvements are working.

### Upcoming Changes to I-66

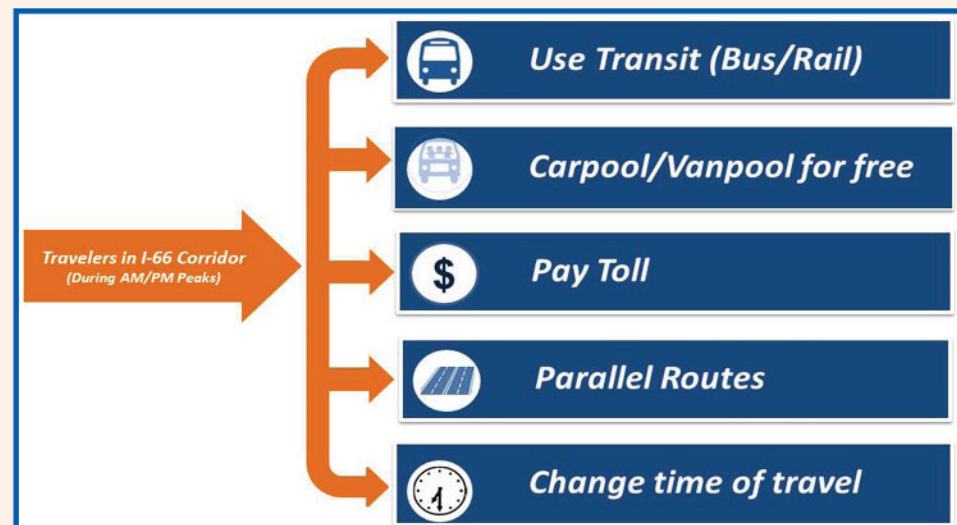
- The Transportation Planning Board adopted a plan to modify HOV rules on all regional interstates, including I-66 Inside and Outside the Beltway
  - » Increase occupancy requirements from 2 to 3 by 2020
- Federal rules require 'limiting or discontinuing' use of HOV lanes by hybrids when lanes are degraded (< 45 mph)
  - » I-66 is currently degraded and has been for a number of years
- Spot improvement #2 will open to traffic in 2015 and will provide 4 full lanes from Washington Boulevard to the Dulles Connector Road in the westbound direction

## Benefits and Travel Choices

The project will offer a new travel choice for single-occupancy drivers who could not use the road before in the peak direction due to the existing HOV-2+ restriction. It will also improve reliability and provide new options for buses, carpoolers and other transit users.

- Move more people - up to 40,000 per day - and enhance connectivity for the I-66 Corridor by 2040
- Enhance transit operations
- Improve reliability for all travelers

- Create opportunities for improved level of service on parallel routes
- Provide seamless connectivity to the region's 40+ miles of express lanes
- Provide revenue stream to support multimodal investments on I-66 and complimentary corridors adjacent to I-66



## 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 of Columbia
- Deck over I-66 in Rosslyn and retaining walls constrain ability to widen I-66
- Metrorail Orange Line trains are overcrowded

## Tolling and Revenue Study

When toll collection begins in 2017, the lanes will be free for HOV-3+. VDOT is considering allowing HOV-2+ to ride for free until the improvements proposed for I-66 outside the Beltway are in place. At that time, vehicles will be required to have three or more occupants to qualify as an HOV on I-66 and ride for free. The change from HOV-2+ to HOV-3+ is consistent with the region's Constrained Long Range Plan, and will occur on I-66, regardless of this project.

The following estimated toll rates are based on VDOT's recent Toll and Revenue Study. Tolls could be higher or lower, based on the level of congestion.

Vehicles that do not meet the HOV requirement will have the option to legally use the lanes during rush hours if they choose to pay a toll. While toll rates will vary, VDOT studies estimate that, in 2017, SOVs traveling eastbound could pay an average toll of \$9 during the morning commute and \$2 during the evening commute; SOVs traveling westbound could pay an average toll of \$1 during the morning commute and \$8 during the evening commute.

By 2021, SOVs and HOV-2 traveling eastbound could pay an average toll of \$7 during the morning commute and \$1 during the evening commute; SOVs and HOV-2 traveling westbound could pay an average toll of \$1 during the morning commute and \$6 during the evening commute.

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

Estimated typical tolls along corridor during peak hours based on the typical trip traveled in the forecast model

## Traffic Analysis

Based on the recent traffic analysis, it is anticipated that the conversion to toll lanes will divert traffic from parallel roads onto I-66 in select locations. It is also anticipated that there could be a modest increase in traffic on parallel roads in some locations, particularly in the reverse commute direction. The study confirms that the parallel roads have the capacity to handle these predicted increases in traffic. VDOT will monitor the parallel roads and will be able to use toll revenues to address any impacts that may occur.

## Project Implementation

The project will be implemented jointly by the Commonwealth of Virginia and Northern Virginia Transportation Commission (NVTC). NVTC will manage the selection of multimodal improvements that will be implemented to benefit the toll users of I-66 and the mobility of the overall corridor.

In early 2016, NVTC will issue a call for projects and approve criteria for project selection. Priority will be given to projects that have the ability to move more people through the I-66 corridor in 2017. Multimodal projects located in the City of Alexandria, Arlington County, City of Falls Church, City of Fairfax, Fairfax County, Prince William County and Loudoun County will be eligible for consideration. NVTC will approve a draft list of recommended projects. It is anticipated that a range of projects, including bus service, intersection enhancements on parallel roads, travel demand management and technology, will be considered. The public will be invited to participate in the process through public outreach and meetings. In spring or early summer 2016, NVTC expects to approve a final project list and issue project or grant agreements to local jurisdictions for implementation. The Commonwealth will require that all projects be implemented within four years.

Tolling construction is expected to begin in 2016. Tolling and implementation of the first group of multimodal improvements are expected to be in place by 2017.

