

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 US YOUR 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:

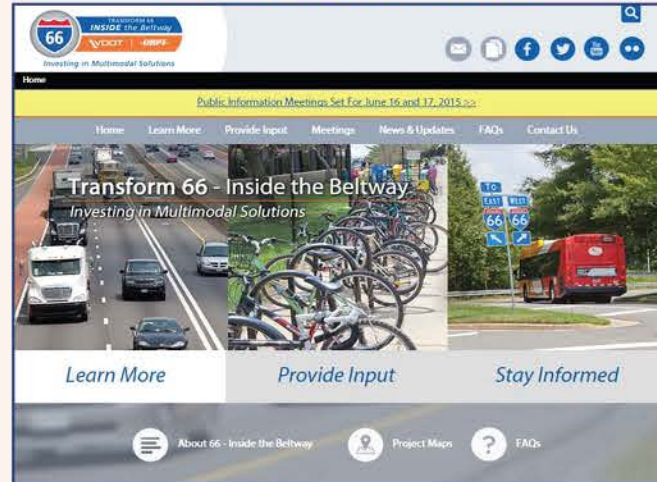
- Email your comments or questions to Transform66@VDOT.Virginia.gov
- Post your comments or questions on the Transform 66 Inside the Beltway interactive community discussion board at www.Transform66.org
- Mail your written comments to the VDOT Northern Virginia District, attention Amanda Baxter, 4975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

STAY INFORMED

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

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

VISIT TRANSFORM66.ORG



Next Steps

Summer 2015:	Toll and Revenue Study
Summer 2015:	Traffic Study
Spring 2015 - Fall 2015:	Group Multimodal Solutions
Fall 2015:	Public Information Meetings
Fall 2015:	Tolling Design-Build Procurement
2016:	Tolling Construction Begins
2017:	First Group of Multimodal Solutions/Tolling Implementation

Contact Information

Website:	Transform66.org
Email:	Transform66@VDOT.Virginia.gov
Mail:	VDOT Northern Virginia District Amanda Baxter 4975 Alliance Drive Fairfax, VA 22030
TTY/TDD:	Dial 711

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

Tuesday, June 16, 2015
7:00 - 9:00 p.m.
Mary Ellen Henderson Middle School Cafeteria
7130 Leesburg Pike
Falls Church, VA 22043

Presentation at 7:30 p.m.

Wednesday, June 17, 2015
6:30 - 8:30 p.m.
Arlington Central Library
1015 N. Quincy Street
Arlington, VA 22201

Presentation at 7:00 p.m.

About Tonight's Meeting

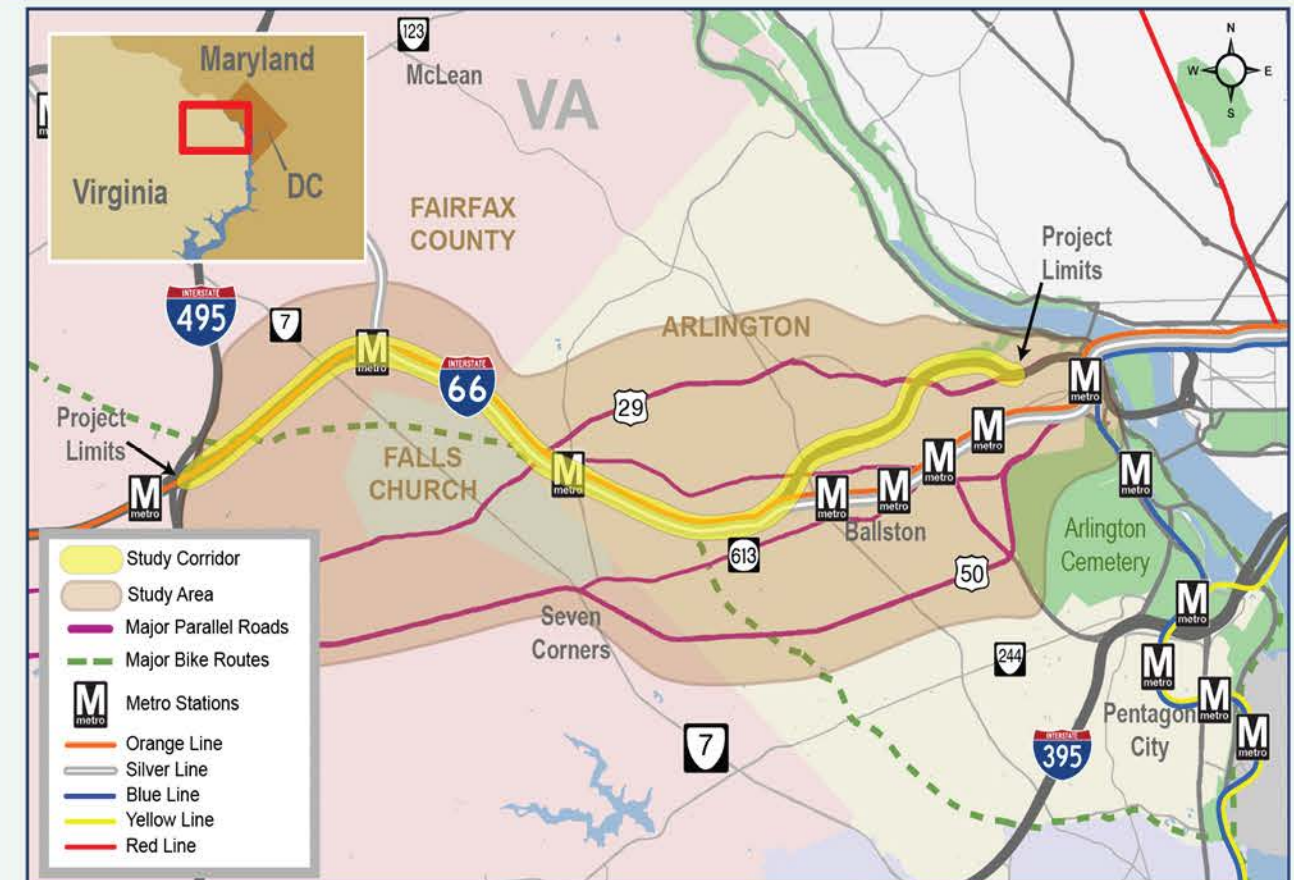
Presentation, Followed by Question and Answer Session

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 Interstate 66 Inside the Beltway by:

- Moving more people
- Enhancing connectivity
- Providing new travel options

Proposed improvements include converting the existing I-66 High Occupancy Vehicle (HOV) lanes between I-495 (the Capital Beltway) and U.S. Route 29 in Rosslyn into High Occupancy Toll (HOT) or express lanes during weekday peak periods, in order to deliver free-flowing and more reliable travel. Vehicles with three or more people will be able to travel the lanes for free, while other drivers will pay a toll to use the lanes. Critical multimodal improvements, supported by tolls from the express lanes, also are proposed within the I-66 corridor or on surrounding roadways.

I-66 Multimodal Project Area



Project Description

The I-66 Multimodal Project Inside the Beltway is based on recommendations from the *June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway*, which involved stakeholder input and support from surrounding localities, transit providers, as well as state and federal government.

The study built upon the *2009 DRPT I-66 Transit/Transportation Demand Management (TDM) Study* and evaluated and recommended various multimodal improvements for the corridor. Further refinements to the improvements were made in the *August 2013 Supplemental Report*.

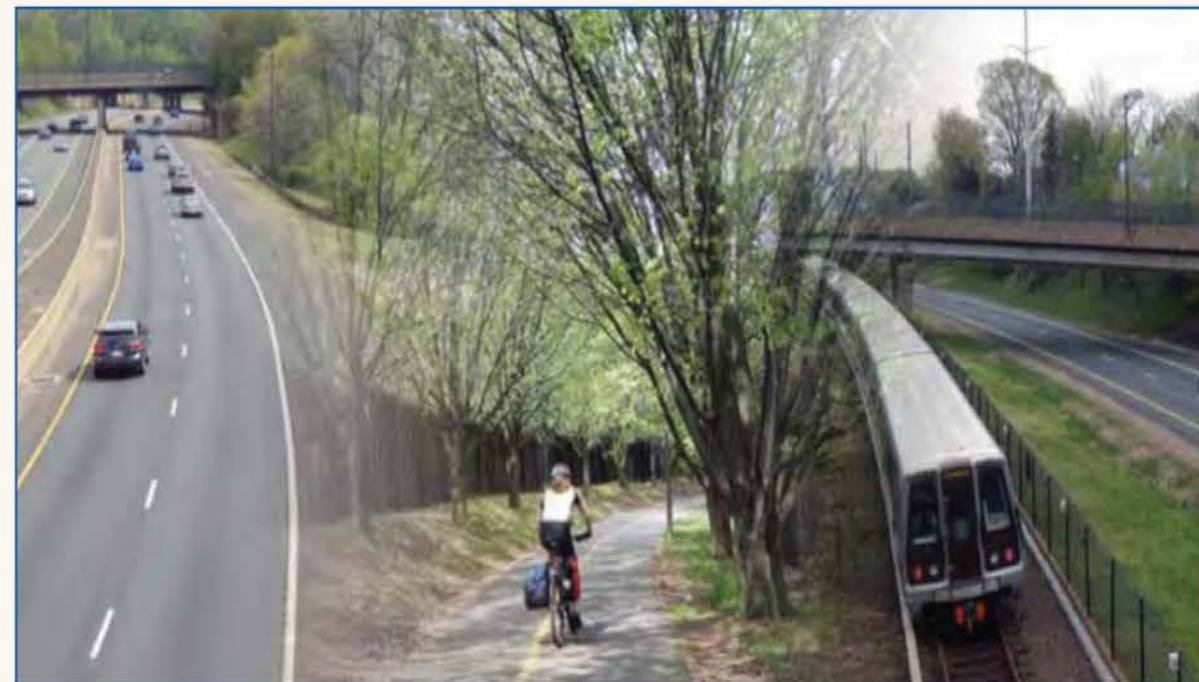
Multimodal Project Elements:

- Converting the existing HOV lanes to tolled express lanes during peak periods, to manage demand for the lanes and keep them free-flowing.
- Improving transit service including enhanced bus service, and potential improvements to Metrorail stations, and service and core capacity throughout the corridor.
- Bicyclist and pedestrian improvements.
- Transportation demand management strategies to manage travel demand and promote alternative travel options.
- Corridor-wide technology enhancements to improve safety, enhance operations, and provide real-time travel information to drivers.
- Evaluating highway improvements, such as spot improvements and enhancements on arterial roadways.

- Consideration of future widening on I-66 between I-495 and Fairfax Drive, after evaluating the effectiveness of the multimodal improvements.

Project Benefits

- Move more people and enhance connectivity in the I-66 Corridor
- Provide congestion relief and new travel choices
- Manage demand and ensure congestion-free travel
- Provide a seamless connection to nearly 40 miles of Express Lanes in region
- Create a "carpool culture" on I-66 Corridor by providing free, faster, more reliable trips for HOV-3+, vanpools and buses
- Provide support for multimodal improvements in the corridor or on surrounding roadways that benefit mobility on I-66



How the Express Lanes Will Work

Tolling is proposed on I-66 Inside the Beltway in both directions during weekday peak periods only. Travel will be free for vehicles with three or more passengers, as well as for buses and motorcycles. Heavy trucks will be prohibited from the lanes. As with other express lane facilities in the region, toll prices will change depending on traffic volumes in order to manage the demand for the lanes and ensure a faster and more-reliable trip for buses, high occupancy vehicles, and toll-paying drivers. The lanes will remain free to all traffic during off-peak periods.

All drivers will need an E-ZPass on the express lanes; HOV-3+ drivers will be required to have an E-ZPass Flex in order to travel for free. Electronic tolling equipment on overhead roadway gantries will charge a driver's E-ZPass account based on trip distance and toll rate at the time of travel. Drivers will lock in their toll rates when entering the lanes, and current prices will be displayed on electronic signs at all entry points.

HOV-2 to HOV-3

The current HOV-2 requirement on I-66 will be raised to HOV-3. This matches the occupancy requirements on I-495 and I-95 Express Lanes, and is consistent with the region's current Constrained Long Range Plan. The exact timing of the conversion for each project will be determined based upon future study and project implementation.

Project Delivery

VDOT will:

- Manage the design and construction of the tolling infrastructure
- Manage the maintenance and operations of the toll facility
- All toll revenues will be used by VDOT to offset design, construction, operating and maintenance costs of the project, and to support multimodal improvements that benefit users of I-66 inside the Beltway

Northern Virginia Transportation Commission (NVTC): NVTC, in coordination with VDOT, DRPT and surrounding local jurisdictions will:

- Plan and select which multimodal improvements will be implemented, in accordance with applicable laws and terms of agreement
- Coordinate with agencies to ensure efficient delivery of selected multimodal projects
- Report to VDOT on outcomes of multimodal improvements

Multimodal Improvements

Multimodal solutions are necessary to improve I-66 Inside the Beltway and it is envisioned that the tolls generated by the express lanes will support critical multimodal improvements that will benefit the I-66 Corridor.

VDOT and DRPT are working closely with the region's transit partners and surrounding jurisdictions to identify the most effective multimodal solutions and a reasonable schedule for implementing these improvements.

The following improvements are under consideration:

Transit Improvements:

- Enhanced bus service throughout the corridor, including new priority bus routes on I-66, Route 29, and Route 50
- Metrorail station improvements at Ballston and East Falls Church, as well as service enhancements for numerous routes in the study area
- Assistance with core capacity improvements for Metrorail including possible eight-car Metrorail trains

Transportation Demand Management (TDM) Strategies:

- Rideshare and telework programs
- Priority access for vanpools
- Transit subsidies
- Enhanced employer outreach
- Incentives for new vanpools and carpools
- Capital assistance for vanpools

Bicycle and Pedestrian Improvements:

Approximately 60 bicycle and pedestrian improvements are under consideration and include:

- Custis Trail and W&OD Trail improvements
- Fairfax Drive Connector
- Arlington Boulevard Trail – Glebe Road to the City of Fairfax
- West Falls Church Connector Trail
- Route 7 Trail from Tysons Corner to Falls Church

Consideration of Future Widening of I-66:

- Additional eastbound lane between I-495 and Fairfax Drive near Ballston
- Additional westbound lane between Sycamore Street and Washington Boulevard
- Additional westbound lane from the Dulles Connector to I-495