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For Immediate Release

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Governor McAuliffe Announces a Bipartisan Agreement on I-66

Richmond - Today, Governor Terry McAuliffe announced a bipartisan agreement on I-66 to toll and widen east bound lanes inside the Beltway to the Glebe Road exit in Ballston.

Delegate Patrick Hope, whose district includes portions of I-66 that will be included in the widening stated: "While I'm disappointed the agreement includes an accelerated timeline for the widening of I-66, I'm encouraged that aspects of the deal include increased investment in multi-modal transportation solutions that will include expanded bus service, carpooling, and other ways to improve transit options not just on I-66 but throughout the region."

"I've been assured by the Governor that the widening of I-66 will be done within the existing right of way and sound barriers will be strengthened to completely mitigate any harm to existing homes or Arlington's quality of life as a result."

Patrick A. Hope is a Member of the Virginia General Assembly as the Delegate from the 47th District representing part of Arlington County. He serves on the House Health, Welfare, and Institutions, Courts of Justice, and Militia, Police and Public Safety Committees.

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Transform66: Inside the Beltway Compromise

Governor Terry McAuliffe and members from both parties and both chambers of the Virginia General Assembly announced today 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 and providing new travel choices. Commuters will see improvements during rush hours and other times of the day through the improvements provided in this project. In 2020 the entire I-66 corridor will be transformed benefitting the region's economic competitiveness and quality of life.

The plan will be implemented jointly by the Commonwealth Transportation Board, the Northern Virginia Transportation Commission and the Department of Transportation. The Transform66: Inside the Beltway project includes the following components—

- Widening of I-66 eastbound from the Dulles Connector Road to Ballston with lanes opening in late 2019;
- Converting of I-66 during rush hours in the peak directions to dynamic tolling where HOV vehicles and buses travel free while others must pay a toll;
- Increasing transit service benefitting the users of I-66 inside the Beltway; and
- Enhancing carpool and other TDM strategies throughout the corridor.

Expected Benefits of Transform66: 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

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

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

Eligible components include the following—

- Enhanced bus service
- Vanpool and carpool improvements
- WMATA improvements
- Roadway improvements on parallel routes
- Park-n-ride lots
- Widening I-66
- Roadway operational improvements
- Transportation systems management

02/10/16

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 will start in 2018 and open to traffic in 2019. The construction will not take any homes or businesses and will be completely within the existing right-of-way.

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. The tolls will vary based on demand to ensure the 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 be \$5-6 a trip – similar or lower to the tolls on other express lanes in Northern Virginia.

Why are 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 has been adopted policy of the region for more than half a decade. It was adopted in 2009 as a part of the region’s strategy to comply with federal air-quality standards. Compliance with federal air-quality standards is determined by the EPA 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 hour in the peak direction?

By 2017 the temporary clean fuel vehicle exemption to the HOV lanes along the I-66 corridor will end due to federal rules. The temporary exemption for clean fuel vehicles requires VDOT to monitor and report on the performance of 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 actions to limited then discontinue the use of HOV lanes by clean fuel vehicles. As a part of VDOT’s plan in 2011 legislation was enacted prohibiting the issuance of new clean fuel vehicle plates and the next step of the action plan is to eliminate the clean fuel vehicle exemption 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.

