

March 2024 Public Comment Opportunity
Draft Regionally Significant for Air Quality Project Details

I-66 Multimodal Improvements (Inside the Beltway)

CE3484

PROJECT DESCRIPTION

Title I-66 Multimodal Improvement Project, inside the Beltway

Project ID CE3484

Lead Agency Virginia Department of Transportation

VISUALIZE
2050

PROJECT INFORMATION

Route/Facility Name I 66 Inside the Beltway

From I 495 Fairfax County

To RT 29 Near Roslyn, Arlington County

Primary Project Type Road - HOV/Managed Lanes

County

Municipality

Accommodations

Complete Street Advance

Primary Contact Amanda Baxter

Contact Email amanda.baxter@vdot.virginia.gov

Project Information URL

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Project Description

The I-66 Multimodal Improvement Project (the Project) was originally submitted for the 2015 CLRP Air Quality Analysis, & this current submission provides the most recent updates to the project components, schedule, & costs.

The Project is based on the recommendations from the June 2012 Final Report of the I-66 Multimodal Study inside the Beltway. The study team for the Multimodal Study included local, state, regional & federal stakeholders who participated in an interactive process which resulted in endorsements from these partners. The study, which built upon the 2009 Department of Rail & Public Transportation (DRPT) I-66

Transit/Transportation Demand Management (TDM) study, evaluated & recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The recommended improvements from the study included transit, bike/ped, TDM, integrated corridor management (ICM), tolling, & widening components, making this a truly multimodal solution for the corridor.

VDOT is completing a categorical exclusion (CE) NEPA process to advance the tolling component identified in the I-66 Multimodal Study. VDOT is also completing a comprehensive traffic analysis as well as a traffic & revenue study to determine the expected project revenues by year. VDOT has been working with corridor stakeholders, including local jurisdictional partners, to review the results of the traffic analysis & refine the list of multimodal & operational improvements.

VDOT will own & operate the facility inside the Beltway. Toll revenues will be used first to operate & maintain the facility, to repay the cost of construction, & then to implement multimodal solutions in the corridor. The Northern VA Transportation Commission (NVTC) will take the lead, in coordination with the local jurisdictions, in recommending to the Commonwealth Transportation Board (CTB) which multimodal projects should be funded using the toll revenues. This arrangement has been formalized through a Memorandum of Agreement (MOA) between CTB, VDOT & NVTC, which details the specific responsibilities of each agency.

The multimodal improvement program administered by NVTC will implement multimodal projects beginning in 2017 in conjunction with the tolling component. The multimodal improvement program will be funded through net toll revenues allocated by CTB for the term of the MOA, which is 40 years. Multimodal projects will be selected through a process established by NVTC.

The tolling component of the Project & Initial Multimodal Program will be implemented first. The tolling includes conversion of the existing I-66 facility inside the Capital Beltway to a Managed Lns facility with the following characteristics:

- oDynamic tolling during 4-hour peak periods

- oOpens to tolling in the peak direction only

- oWhen the tolling begins, HOV-2+ will be allowed to ride free. The free HOV occupancy requirement will be raised to HOV-3+ when the I-66 outside the Beltway project opens or converts to HOV-3+.

- oFacility free to all traffic during off-peak periods;

- oConsistent with current policy, heavy trucks will be prohibited.

Concurrent with the tolling component, the first group of multimodal improvements will be implemented. The improvements will be based on recommendations from VDOT's June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway, & the further refinements found in the August 2013 Supplemental Report, recommendations from DRPT's 2009 Transportation Demand Management/Transit Report, projects in the regions constrained long range plan (updated periodically) & including but not limited to

(Draft 2-27-24)

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multimodal transportation improvements to the corridor Rdways & associated transportation & transit facilities, as established by NVTC through a defined selection process. The net toll revenues will fund the multimodal improvements that can be obligated by the time tolling begins in the corridor & that meet project eligibility...

SCHEDULE AND FUNDING INFORMATION

Estimated Project Completion Date 2022

Current Implementation Status One or more segments open to traffic. Final cons

Total Project Cost \$0.00

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CONFORMITY INFORMATION

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
789	Construct/Widen	Road Segment	I 66/I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	2020

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
740	Revise Operations	Road Segment	I 66/I 66	I 495 Fairfax County	RT 29 Arlington County - Near Rosslyn	2017

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
787	Withdrawn	Road Segment	I 66/I 66 Eastbound	Virginia Lane Overpass	VA 267 DTR	

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
797	Implement	Road Segment	I 66/I 66 Corridor Enhanced Bus	Inside the Beltway		2050

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
787	Construct/Widen	Road Segment	I 66/I 66 Eastbound	Virginia Lane Overpass	VA 267 DTR	2040

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
786	Construct/Widen	Road Segment	I 66/I 66 Westbound	Sycamore Street	Washington Blvd On-Ramp	2020

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
788	Construct/Widen	Road Segment	I 66/I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	2020

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Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
863	Revise Operations	Road Segment	I 66/I 66	I 495	US 29 Near Rosslyn	2040

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
797	Implement	Road Segment	I 66/I 66 Corridor Enhanced Bus	Inside the Beltway		2025

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
862	Revise Operations	Road Segment	I 66/I 66	I 495	US 29 Near Rosslyn	2022

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
798	Implement	Road Segment	I 66/I 66 Corridor Enhanced Bus	Inside the Beltway		2040

ENVIRONMENTAL REVIEW INFORMATION

Environmental Document Type -

Environmental Review Status -

☒ This project has been identified for the following potential environmental mitigation activities.

Air Quality

REGIONAL POLICY QUESTION RESPONSES

32a. ☒ This project promotes non-auto travel or can be expected to reduce VMT in the region.

32b. ☒ Please identify all travel mode options that this project promotes, enhances, or supports.

- BRT
- Bicycling
- Local Bus
- Metrobus
- Single Driver

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33. ☐ This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)
- 34a. ☒ This project is physically located in an Equity Emphasis Area (EEA)
- 34b. ☒ Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
Connects Equity Emphasis Areas to Activity Centers. This is a regional-scale project providing fair and equitable transportation and mobility and meeting accessibility needs of the residents and travelers in the region without regard to race, ethnicity, age or income. Multiple modes are advanced, and transit, ridesharing and financial subsidies are utilized to assure all travelers
- 35a. ☒ This project begins or ends in an Activity Center.
- 35b. ☒ This project connects two or more Activity Centers.
- 35c. ☒ This project promotes non-auto travel within one or more Activity Centers.
- 35d. ☐ This project connects an Equity Emphasis Area to an Activity Center.
36. ☐ This project contributes to enhanced system maintenance or preservation.
37. ☐ This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).
38. ☒ This project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists.
39. ☒ This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).
- 40a. ☒ This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.
- 40b. ☒ If the answer to question 40a. regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions?
41. ☒ This project enhances, supports, or promotes the following freight carrier modes.

• **Local Delivery**

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42. ☒ This project enhances, supports, or promotes the following passenger carrier modes.
- **Air**
43. ☒ Please check each strategy that is implemented by this project.
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- 44a. ☒ Please provide additional written information that describes how this project further supports or advances the TPB Strategies.
- 44b. ☒ Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
45. ☒ Federal Planning Factors: This project supports the following planning factors (select all that apply)
- **Emphasize the preservation of the existing transportation system**
 - **Enhance travel and tourism**
 - **Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation**
 - **Increase accessibility and mobility of freight**
 - **Increase accessibility and mobility of people**
 - **Increase the safety of the transportation system for all motorized and non-motorized users**