



I-66 Express Lanes

I-66 Express Lanes Inside the Beltway began operation Dec. 4, 2017. The program requires drivers to use an E-ZPass or E-ZPass Flex (for HOV-2) to travel on I-66 Eastbound between 5:30 and 9:30 a.m. or Westbound between 3 and 7 p.m. Solo drivers may now use the roadway during time previously reserved only for carpools and numerous exempt vehicles. HOV-2+ continue to ride for free with E-ZPass Flex switched to HOV mode. Early data demonstrate the program is working:

- Morning and afternoon trips are faster and travel times more reliable than before the program.
- Travel speeds on I-66 averaged 54.1 miles per hour (mph) during morning commutes in January 2018, compared to 42.3 mph in January 2017. Afternoon commute speeds averaged 57.5 mph in January 2018, compared to 47.2 mph in January 2017.
- Travel times on I-66 averaged 3.7 minutes shorter during morning commutes and 2.8 minutes shorter during afternoon commutes, compared to January 2017.
- Drivers on parallel arterial roadways, including Routes 7, 29 and 50, and the George Washington Memorial Parkway, experienced similar or improved travel speeds and times.
- Average price paid for round trip in January 2018 was \$12.37. Average price for full corridor round trip (I-495 to Rosslyn/Washington) was \$18.06.
- 461 trips (out of 594,381 total) paid \$40 or more -- .08% of all trips, or 1 out of 1,290.

Commuter Choice Program

Express Lanes toll revenue funds multimodal transportation projects in the I-66 corridor under a 40-year agreement signed in 2017 between the Commonwealth of Virginia and the Northern Virginia Transportation Commission (NVTC). The first 10 projects were approved by the NVTC and Commonwealth Transportation Board in 2017 and include:

- Expanded bus service in Fairfax, Arlington, Loudoun, and Prince William counties
- Transportation Demand Management outreach programs
- Real-time transportation information screens
- Expanded bike share

Inside the Beltway Widening

The I-66 widening project will add a third travel lane on eastbound I-66 from the Dulles Connector Road to Fairfax Drive (Exit 71). In addition to addressing this chronic congestion point, the project will build direct access from eastbound I-66 to the West Falls Church Metro station by constructing a new ramp connection between two existing ramps (eastbound I-66 to Route 7 and the eastbound I-66 collector-distributor road adjacent to the station's parking garage) and construct a new bridge over Lee Highway (Route 29) for the W&OD Trail in the Arlington/Falls Church area. Early construction activity began in February 2018, with the lane opening to traffic in fall 2020.