

Key Facts and Statistics

The full 22.5-miles of the new 66 Express Lanes between Route 29 in Gainesville and I-495 (Capital Beltway) fully opened in November 2022, providing faster and more reliable travel, new access points, and new travel options in the I-66 corridor. The express lanes were built as part of the Virginia Department of Transportation's (VDOT) Transform 66 Outside the Beltway Project through a public-private partnership between the Commonwealth of Virginia and I-66 Express Mobility Partners, a consortium of private developers Cintra, Meridiam, and APG.

TRANSFORM 66 OUTSIDE THE BELTWAY PROJECT OVERVIEW

- The Transform 66 Outside the Beltway project provides 22.5 miles of new express lanes (two lanes in each direction alongside three general-purpose lanes), with dedicated express lanes access ramps, safety and operational improvements at key interchanges, and auxiliary lanes between interchanges. Nine miles of 66 Express Lanes opened on Sept. 10 between Route 29 in Gainesville and Route 28 in Centreville. The remaining 13 miles between Route 28 and I-495 opened on Nov. 19 (westbound) and Nov. 22 (eastbound).
- Multimodal improvements include more than 4,000 new park and ride spaces, new and expanded commuter bus service on Fairfax County Connector and Potomac and Rappahannock Transportation Commission's Omniride, and 18 miles of bicycle and pedestrian paths and connections.
- The I-66 Outside the Beltway Project will deliver about \$3.7 billion worth of transportation improvements benefitting northern Virginia's I-66 corridor, financed by I-66 Express Mobility Partners, a consortium of private developers Cintra, Meridiam, and APG. The project's design-build contractor is FAM Construction, a joint venture between Ferrovial Construction and Allan Myers.

66 EXPRESS LANES ENTRANCES AND EXITS

- Direct connections to and from the express lanes are located at major interchanges along the I-66 corridor including Route 28, Route 50, Route 123, and I-495.
- First-time connections are available between the express lanes and major transit hubs including two new park and ride lots built as part of the project at University Boulevard in Gainesville and Balls Ford Road in Manassas, as well as new connections at Monument Drive and Vaden Drive (near the Vienna-Fairfax/GMU Metrorail Station)



- Ramps at Monument Drive and Stringfellow Road are now express lanes-only ramps.
- Multiple flyover ramps and slip ramps allow drivers to switch between the general-purpose and express lanes.

HOW TO USE THE 66 EXPRESS LANES

- Motorists can choose to use the lanes by paying a toll or ride toll-free if traveling as a high occupancy vehicle (HOV) with two or more people (three or more beginning Dec. 5) and an E-ZPass Flex in HOV mode.
- Tolls for the 66 Express Lanes will be based on traffic volumes and speed, to manage demand for the lanes and keep traffic moving.
- Drivers will see their individual toll price on electronic signs in advance of choosing to enter the lanes.
- Passenger vehicles such as cars, SUVs, most vans, and pickup trucks will pay the same toll rate. Large and extra-large trucks will pay a higher rate to use the 66 Express Lanes.
- Drivers can pay using an E-ZPass transponder or by using one of the other payment options available through ride66express.com and the 66 Express Lanes Customer Service Center. These other payment options include online payment, mobile app, mail-in payment, pay by phone, Walmart pay, or in-person payment at the Customer Service Center in Manassas. An administrative fee is required with the alternative payment options.
- Drivers can order an E-ZPass at ezpassva.com or get one in-person at many AAA offices, Connector Stores, and Giant and Wegmans grocery stores in Northern Virginia.

HIGH OCCUPANCY VEHICLES

- Eligible HOVs with an E-ZPass Flex in “carpool mode” can use the 66 Express Lanes toll-free.
- Vehicles currently must have two or more occupants to qualify as HOV and travel for free. Beginning Dec. 5, drivers will need to have three or more occupants to qualify as an HOV and travel the express lanes for free.
- This change from HOV-2+ to HOV-3+ will apply across the entire I-66 corridor between Route 15 in Haymarket and the Washington, D.C. line – including 66 Express Lanes located inside and outside the Beltway – and is consistent with HOV requirements on other express lanes in Northern Virginia.
- VDOT and Commuter Connections have partnered to offer an incentive of up to \$366 per person for new HOV-3+ carpools traveling the I-66 corridor. Learn more at transform66.org.



PARK AND RIDE LOTS AND COMMUTER BUS

- The University Boulevard Park and Ride lot in Gainesville opened in 2019 offering 1,000 parking spaces and OmniRide commuter bus service. Additional spaces will be opened in 2023 to bring the total to 2,000. Additional OmniRide bus service is planned beginning December 2022.
- The Balls Ford Road Park and Ride lot in Manassas opened in Sept. 2022, with a total of 1,300 spaces available by summer 2023. OmniRide bus service is planned to begin in December 2022.
- The Monument Drive Commuter Parking Garage and Transit Center is being built by Fairfax County using \$38.5 million from Transform 66 concession project funds and \$4.5 million from local funds. The garage will offer 820 parking spaces and is planned to open in late 2023.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

VDOT and I-66 EMP have worked with Fairfax and Prince William counties, bike advocacy groups, homeowners associations and local residents to incorporate new and improved trail facilities as part of the overall Transform 66 Outside the Beltway Project. The project is constructing 11 miles of shared-use path along the I-66 corridor from Dunn Loring to Centreville as part of the new 66 Parallel Trail, as well as new and improved sidewalk and trail connections on reconstructed roadways that cross I-66.

PROJECT BENEFITS TO THE COMMONWEALTH

The Transform 66 Outside the Beltway project will deliver about \$3.7 billion worth of transportation improvements benefitting Northern Virginia's I-66 corridor, financed by Express Mobility Partners. Improvements include:

- \$2.2 billion in construction and design costs
- \$500 million for smaller improvement projects in the I-66 corridor
- \$800 million for transit service in the corridor
- \$350 million for future transportation improvements benefitting the I-66 corridor

As part of the Transform 66 Outside the Beltway Project Comprehensive Agreement, I-66 Express Mobility Partners provided a concession fee including \$500 million for additional transportation improvements in the I-66 Outside the Beltway corridor. Projects were submitted by local governments, recommended by the Northern Virginia Transportation Authority (NVTA) after a competitive process, and approved by the Commonwealth Transportation Board (CTB). Projects



include a range of roadway, mass transit, and bicycle and pedestrian improvements across Prince William, Fairfax, and Arlington counties.

The 22.5 miles of 66 Express Lanes outside the Beltway are part of a 90+ mile network of express lanes planned in Northern Virginia. Express lanes are in operation on I-95, I-395, and I-495, with extensions under construction on I-495 and I-95, and under study on I-495.

PROJECT FUNDING

The Transform 66 Outside the Beltway project is a public-private partnership between the Commonwealth and I-66 Express Mobility Partners.

The project's comprehensive agreement was signed in 2016 with I-66 EMP responsible for the design, build, finance, operations, and maintenance the project for 50 years (through 2066).

TRANSFORM 66 PROJECT "BY THE NUMBERS"

- 22.5 miles of new Express Lanes from I-495 to near Route 29 in Gainesville
- 18 miles of new shared-use path along and near I-66
- 4,000+ new park-and-ride spaces
- 12 interchanges rebuilt or modified
- 63 bridges constructed
 - 13 new bridges at Route 28 Interchange
 - 11 new bridges at I-495 Interchange
 - 395 concrete beams
 - 657 segments of steel beams
 - Largest beam is 46 tons
- 33 bridges demolished (17 complete, 16 partial)
 - 150,000+ tons of concrete deck removed
 - 80,000+ tons of rebar
 - 500+ steel beams
- 2.2 million square feet of new and replacement noise wall
- 2.3 million square feet of retaining wall
- 57 million pounds of steel
- 3.1 million tons of asphalt (*with over 1 million tons laid in 1 year (2021)*)
- 11.9 million hours worked (*as of Oct. 31, 2022*)
 - Average 2000+ workers per day during peak construction

