

TRANSFORM66: OUTSIDE THE BELTWAY

Concession Fee Project Eligibility

*Required Entry

PART 1 GENERAL INFORMATION

1.1 Applicant Information

Please indicate the jurisdiction or agency that is submitting this project application. If a project is being submitted by two or more jurisdictions or agencies, please indicate both the lead and partner applicant(s).

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| a. *Submitting/Lead Jurisdiction or Agency: City of Fairfax |
| b. Partner Jurisdiction or Agency: |

1.2 Point of Contact Information

Please indicate the point(s) of contact for this project.

Primary Project Contact

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| c. Name: Wendy Block Sanford |
| d. Job Title: Transportation Director |
| e. Phone Number: (703) 385-7889 |
| f. Email Address: Wendy.Sanford@fairfaxva.gov |

Secondary Project Contact

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|-------------------|
| g. Name: |
| h. Job Title: |
| i. Phone Number: |
| j. Email Address: |

PART 2 PROJECT INFORMATION

2.1 Project Background

Please provide relevant background information about the project. This information may be used in outreach material shared with the public.

Provide relevant and specific project information for your project type.

- *Roadway projects: include project limits, changes to number or use of lanes, any changes to traffic control systems, and complimentary bicycle/pedestrian improvements*
- *Bike/Pedestrian projects: include geographic area served, specific improvements or amenities considered, and magnitude of travel impacts*
- *Transit projects: include service route, operating schedule frequency, stops/station locations, and station access information*
- *TDM projects: include program details with anticipated nature and magnitude of travel impacts*
- *ITS projects: include details about operation, communication, and magnitude of travel impacts*

***Required Entry**

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| a. * Title/Name: George Snyder Trail |
| b. * Project Type (select all that apply): <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Transit <input type="checkbox"/> Transportation Demand Management (TDM) <input type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other: |
| c. * Location: Southern side of the Accotink Creek (City of Fairfax) |
| d. Terminal Points (if applicable): Start: Chain Bridge Road End: Draper Drive |
| e. * Opening/Implementation Date: Spring 2022 |
| f. * Detailed Description: The proposed project is construction of 1.4 miles of the George Snyder Trail in the City of Fairfax. The trail will be constructed along the southern side of the Accotink Creek and will run east/west between Chain Bridge Road (Route 123) and Fairfax Boulevard (Route 50) at Draper Drive. To the west, the trail will connect to the proposed Virginia Department of Transportation (VDOT) shared use path along Route 123 and I-66. To the east, the trail will connect to the Wilcoxon Trail which then connects to the Pickett Road Trail (to the Vienna Metrorail Station) and the Cross County Connector Trail, a 40-mile trail that runs throughout Fairfax County. The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side. The project will include construction of six truss bridge stream crossings. |
| g. Short description: |
| h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: <ul style="list-style-type: none">• Proposed trail will fill in gaps in the existing regional trail network.• Connects to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway project. |

2.2 Project Delivery Information

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| a. * Planning Status (select all documents/plans that reference the project): |
| <input type="checkbox"/> Constrained Long Range Plan (MPO) <input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Planning / Safety Study |
| <input type="checkbox"/> Vision Long-Range Plan (MPO) <input checked="" type="checkbox"/> Capital Improvement Program <input type="checkbox"/> Other Regional Plan |
| <input checked="" type="checkbox"/> Local Comprehensive Plan <input type="checkbox"/> NEPA Study <input type="checkbox"/> Other: |

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| b. Existing VDOT UPC or DRPT Number or locality ID Number: |
| c. Designed by (select all that apply): <input type="checkbox"/> VDOT <input checked="" type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Consultant <input type="checkbox"/> Other: |
| d. Administered (select all that apply): <input type="checkbox"/> VDOT <input checked="" type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Other: |
| e. Delivery Method (select all that apply): <input type="checkbox"/> Not Determined <input type="checkbox"/> Design-Build <input checked="" type="checkbox"/> Design-Bid-Build <input type="checkbox"/> State Forces <input type="checkbox"/> Locality Forces <input type="checkbox"/> Other: |

PART 3 PROJECT ELIGIBILITY CRITERIA

Projects must benefit the users of I-66 Express Lanes Outside the Beltway to be considered eligible as part of TRANSFORM66: OUTSIDE THE BELTWAY projects. Please provide any supporting documentation.

The project will be in compliance with all applicable laws, rules, and regulations, and will have received or will receive all required regulatory approvals.

The project is federal-aid eligible pursuant to Title 23 of the U.S. Code.

The information provided in this section will be used to review project eligibility.

3.1 Person Throughput

The objective of the person throughput evaluation criteria is to assess how well a project is suited to move more people through the corridor efficiently.

***For applicable projects, what is the project's opening year inbound AM peak period increase in person throughput (i.e. how many more people will your project move through the corridor):**

3.2 Peak Period Travel Time

The objective of the peak period travel time criteria is to evaluate a project's ability to provide or support consistent travel duration during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

***Choose one:**

- Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person
- Project is likely to result in moderate reductions (15 to 30 percent) in inbound AM peak hour total travel time per person
- Project is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person
- Project is likely to result in no significant change (i.e. less than 5 percent in inbound AM peak hour travel time).

***Describe trip to which project travel time is being compared (i.e. a non-toll paying single occupant vehicle trip between X and Y, walk to B Metrorail station and ride to C):** AADT on Fairfax Blvd (according to VDOT 2016 counts) is 40,000, and the portion of Fairfax Blvd between Chain Bridge Road and Draper experiences considerable congestion especially westbound in the PM rush period. This congestion leads to additional traffic accidents. By constructing a new trail in this location, the City will be offering an alternative travel option and in particular will assist with the first/last mile connection for residents who wish to access the Vienna Metrorail station.

3.3 Connectivity

The objective of the connectivity criteria is to evaluate how well a project creates, completes, or links transportation network elements and/or modes. This measurement of this criteria is based on the number of connections between modes created or enhanced by the project and the promotion of transportation choice in daily travel.

***Choose one:**

- Project provides or enhances connections between two or more travel modes
- Project provides new modal connections AND/OR further promotes transportation choice
- Project has no impact on connectivity
- Project creates a barrier between modes OR results in a loss of travel options

(Optional): Describe how the project addresses connectivity and benefiting the users of I-66: The George Snyder trail will connect on its west end to the new I-66 trail and on its east end to the Wilcoxon Trail, which then connects to the Cross County Trail and the Vienna Metrorail station. Improvements constructed with this project will provide enhanced options to access the Vienna Metro, the Town of Vienna (via the I-66 trail), and other nearby destinations from local neighborhoods. A new trail within the City of Fairfax will benefit City residents and assist with the first mile/last mile connection to the Metrorail station, but there is an ever larger, regional benefit that will be derived from the various connections this trail makes to the larger trail network to facilitate long distance trips.

PART 4 ADDITIONAL INFORMATION

(Optional): List internet links to any additional information in support of this project:

<http://www.fairfaxva.gov/government/public-works/transportation-division/current-transportation-projects/george-snyder-trail>

***Additional Attachments**

- Project sketch/concept plan/vicinity map, if applicable
- Photos or other graphics to support your application
- Quantitative data and/or analyses demonstrating benefits to the users of the I-66 Express Lanes Outside the Beltway.

PART 5 APPLICANT SIGNATURE

If this application is confirmed for funding, the information contained in this application will become the foundation for a follow-on funding agreement, where applicable.

- *I have reviewed the project eligibility requirements and that the information submitted in this application is true and correct. If awarded funding through *TRANSFORM66: OUTSIDE THE BELTWAY*, I agree that the execution and delivery of the project will adhere to the requirements and guidelines specified in the Memorandum of Agreement.

Wendy Sanford
Name

Transportation Director
Title

January 3, 2018
Date