

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).

a. *Submitting/Lead Jurisdiction or Agency: Virginia Railway Express
b. Partner Jurisdiction or Agency:

1.2 Point of Contact Information

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

Primary Project Contact

c. Name: Christine Hoeffner
d. Job Title: Manager, Project Development
e. Phone Number: (703) 838-5442
f. Email Address: choeffner@vre.org

Secondary Project Contact

g. Name: Sonali Soneji
h. Job Title: Planning Program Administrator
i. Phone Number: (703) 684-1001
j. Email Address: ssoneji@vre.org

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**

a. * Title/Name: VRE Manassas Line Capacity Expansion
b. * Project Type (select <u>all</u> that apply): <input type="checkbox"/> Roadway <input type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Transit <input checked="" type="checkbox"/> Transportation Demand Management (TDM) <input type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other:
c. * Location: Prince William County, Manassas, and Manassas Park
d. Terminal Points (if applicable): Start: Broad Run Yard End: Manassas Park station
e. * Opening/Implementation Date: 2023
f. * Detailed Description: The project expands the capacity of the I-66 Outside the Beltway (OTB) corridor by increasing the number of seats on VRE Manassas Line trains that serve travelers who may otherwise drive on I-66. All Manassas Line trains will be lengthened to a minimum of 8 cars, and up to 10 cars based on demand. This will provide additional seating capacity on VRE trains and is consistent with the direction provided by the VRE Operations Board in February 2016 to pursue the Natural Growth service profile as a short-term means of system expansion. The project involves acquisition of rolling stock and expansion of the Broad Run Yard necessary to store the new train cars. The platform at Broad Run station will need to be moved north to allow space for the yard expansion. Additional parking spaces at Manassas Park and Broad Run stations, improved access to an existing surface lot at Manassas station, and additional bike parking will be provided to facilitate access for the additional VRE riders. The project also integrates real-time VRE train arrival, and seat and parking availability data with other multimodal information in the I-66 corridor that will be provided over VRE Mobile, the internet, and through displays at key decision points along I-66 and adjacent roads to allow travelers to make the most appropriate choice of mode for their trip.
g. Short description: This project expands all VRE Manassas Line trains to 8-10 cars. It includes acquisition of rolling stock, expansion of the Broad Run Yard, relocation of Broad Run Station platform, parking expansion at Broad Run and Manassas Park, platform extension and access improvements at Manassas, and provision of real-time VRE information to travelers in the I-66 corridor.
* How does the project benefit the users of I-66 Express Lanes Outside the Beltway: Ridership modeling developed for the Manassas Line shows a 11% overall increase in demand for VRE service by 2030. This amounts to about 155,500 annual trips (or an

estimated 622 daily trips) associated with the three stations within the project area (i.e. Broad Run, Manassas, and Manassas Park). The forecasts project additional demand for VRE service at the other Manassas Line stations as well.

Expansion of the Manassas Line was studied recently during the Gainesville-Haymarket Expansion study. The study included an option to expand service by relocating Broad Run station and expanding the yard in its current location. While the analysis accounted for 2040 conditions and 6 additional VRE trains, a reduction of at least 52,000 vehicles miles traveled (VMT) was attributed to the Broad Run option. VRE capacity expansion would divert commuters that would otherwise be using the I-66 highway corridor as their primary travel mode.

2.2 Project Delivery Information

a. * Planning Status (select all documents/plans that reference the project):					
<input checked="" type="checkbox"/>	Constrained Long Range Plan (MPO)	<input checked="" type="checkbox"/>	Transit Development Plan	<input checked="" type="checkbox"/>	Planning / Safety Study
<input checked="" type="checkbox"/>	Vision Long-Range Plan (MPO)	<input checked="" type="checkbox"/>	Capital Improvement Program	<input checked="" type="checkbox"/>	Other Regional Plan
<input checked="" type="checkbox"/>	Local Comprehensive Plan	<input type="checkbox"/>	NEPA Study	<input type="checkbox"/>	Other:
b. Existing VDOT UPC or DRPT Number or locality ID Number: UPC T8523, VRE Broad Run Parking Garage					
c. Designed by (select all that apply):					
<input type="checkbox"/>	VDOT	<input type="checkbox"/>	Locality	<input checked="" type="checkbox"/>	Agency
<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	Consultant
<input type="checkbox"/>	Other:				
d. Administered (select all that apply):					
<input type="checkbox"/>	VDOT	<input type="checkbox"/>	Locality	<input checked="" type="checkbox"/>	Agency
<input type="checkbox"/>	Other:				
e. Delivery Method (select all that apply):					
<input checked="" type="checkbox"/>	Not Determined	<input type="checkbox"/>	Design-Build	<input type="checkbox"/>	Design-Bid-Build
<input type="checkbox"/>	Locality Forces	<input type="checkbox"/>	Other:		<input type="checkbox"/>
					State Forces

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.

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

X 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):***

The project supports the operation of longer VRE trains in the near- to mid-term, and future service expansion consistent with the VRE System Plan 2040, enabling more commuters to shift from automobile travel to commuter rail travel and reducing highway congestion in this corridor. The Manassas Line generally runs parallel to the I-66 corridor and currently has an average daily ridership (ADR) of over 9,000.

Ridership forecasts were developed using the VRE Travel Demand Model (VTDM, July 2016 forecast), and based upon the Metropolitan Washington Transportation Planning Board Travel Model. Ridership is forecasted to grow by over 30% by 2040. This assumes VRE operates the same number of trains as today but extends trains (i.e. Natural Growth scenario). By 2022, the opening year for this project, the Manassas Line ridership is forecasted to grow by almost 7%, from 9270 to 9,897 (see Attachment 1).

The ridership forecasts show that boardings within the project area (Broad Run, Manassas, and Manassas Park stations) are forecasted to increase from 2,741 in 2016 to 3,694 in 2040 for the Natural Growth scenario. If VRE expands peak period service to 20 minute headways, the number of AM peak period boardings is forecasted to increase to 4,798 in 2040 (see Attachment 2).

This project integrates real-time VRE data into the multimodal information that will be provided to drivers on I-66 Outside the Beltway from toll day 1, and expands their choices of viable modes of travel. As ridership increases, this project will help also VRE riders make the best choice of train and/or parking option using real-time data. This can help distribute riders better among the trains and maximize use of available seat and parking capacity. In case of accidents and other unforeseen circumstances and emergencies, this project can help alleviate congestion on one mode by shifting trips to other modes that have capacity at that time.

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):***

Reductions in travel time will depend on specific origins and destinations. An analysis conducted during the Gainesville-Haymarket study showed that travel time for an SOV trip from Haymarket to L'Enfant Station was about 140 minutes. As the Broad Run station travel shed extends to Haymarket, making that same trip on VRE from Broad Run provides a travel time savings of 50 minutes (about 35%), including travel time to the VRE station.

Today, about 6,600 residents in the GHX study area west of Manassas commute to Arlington in the peak period (6 am to 9 am). By 2040, the number of peak trips could increase to 9,100. This indicates a growing market for transit services in this area that can alleviate the need to drive along 1-66 and help keep toll prices from spiking (see Attachment 3).

The majority of VRE riders commuted by single occupancy vehicle prior to using VRE, based on responses in the 2017 VRE Customer Opinion Survey (see Attachment 4).

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:

Station and parking expansions proposed at the Broad Run, Manassas, and Manassas Park stations will enhance multimodal access including more convenient and safer access for drivers, carpoolers, bicyclists and pedestrians. Real-time multimodal traveler information will also improve access to VRE train stations and seats, especially drivers looking for a parking space. VRE has a system-wide program to implement automatic passenger counters in all rail cars and automatic parking counters at all VRE parking facilities. While train location information is currently provided on the internet and on screens at the stations, this project will support provision of real-time train arrival information in the future. Software upgrades will be required to provide these real-time data feeds that will then be integrated with VRE Mobile and other third-party apps and websites, as well as on display screens at VRE stations and parking facilities. This project will be coordinated with the VDOT-led effort on the Northern Virginia East West Integrated Corridor Management project to provide VRE data along with other multimodal data at key decision points for drivers commuting on I-66 or accessing transportation facilities in the corridor including VRE stations. This project will help travelers choose the best option for their trip based on accurate and relevant data. If they choose to park at a VRE station, it will help them to efficiently find a parking space by reducing cruising and travel time and increasing safety, especially at stations where parking facilities are located on either side of the train tracks.

PART 4 ADDITIONAL INFORMATION

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

<https://www.vre.org/development/broad-run/>

<https://www.vre.org/development/manassas-park-station-parking-expansion/>

***Additional Attachments**

- Project sketch/concept plan/vicinity map, if applicable **(Figures 1a, 1b, 1c)**
- Photos or other graphics to support your application **(Figure 1d)**
- Quantitative data and/or analyses demonstrating benefits to the users of the I-66 Express Lanes Outside the Beltway. **(Attachments 1-4)**

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.


Name

VRE Manager of Project Development
Title

1/3/18
Date