

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: Fairfax County

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: Tom Biesiadny

d. Job Title: Director, Fairfax County Department of Transportation

e. Phone Number: (703) 877-5663

f. Email Address: tom.biesiadny@fairfaxcounty.gov

Secondary Project Contact

g. Name: Sung Shin

h. Job Title: Senior Transportation Planner, Fairfax County Department of Transportation

i. Phone Number: (703) 877-5753

j. Email Address: sung.shin@fairfaxcounty.gov

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: Commuter Parking Structure at Government Center/Fairfax Corner
b. * Project Type (select all that apply): <input type="checkbox"/> Roadway <input checked="" 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: Monument Drive & Government Center Parkway (Fairfax County)
d. Terminal Points (if applicable): Start: . End: .
e. * Opening/Implementation Date: 2022
f. * Detailed Description: Construct a parking structure for commuter parking on land that is owned by the County that was acquired for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement.
g. Short description: Construct a parking structure for commuter park and ride facility
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: The project is in the I-66 Outside the Beltway Corridor and the users would have immediate access to the Monument Drive access ramps both east and west. This Project has the ability to reduce congestion by facilitating greater use of transit and carpooling in the corridor. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66. The facility would also provide a location for carpool formation, for those using the Express Lanes.

2.2 Project Delivery Information

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 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:
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 checked="" type="checkbox"/> Not Determined	<input type="checkbox"/> Design-Build	<input 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.

<input checked="" type="radio"/> The project will be in compliance with all applicable laws, rules, and regulations, and will have received or will receive all required regulatory approvals.
<input checked="" type="radio"/> 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):**

Assuming the provision of 800+ parking spaces at the Government Center/Fairfax corner site as specified in the I-66 Transit/TDM report, along with users who would access the facility via other means, bus service from this facility could carry approximately 1,000 passengers in the AM peak period. Increase in throughput in the corridor would consist of the number of transit passengers plus the capacity along I-66 that is freed up to accommodate additional traffic.

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):** Comparison is

for bus passengers compared to general purpose lane users from Government Center to the District of Columbia.

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:

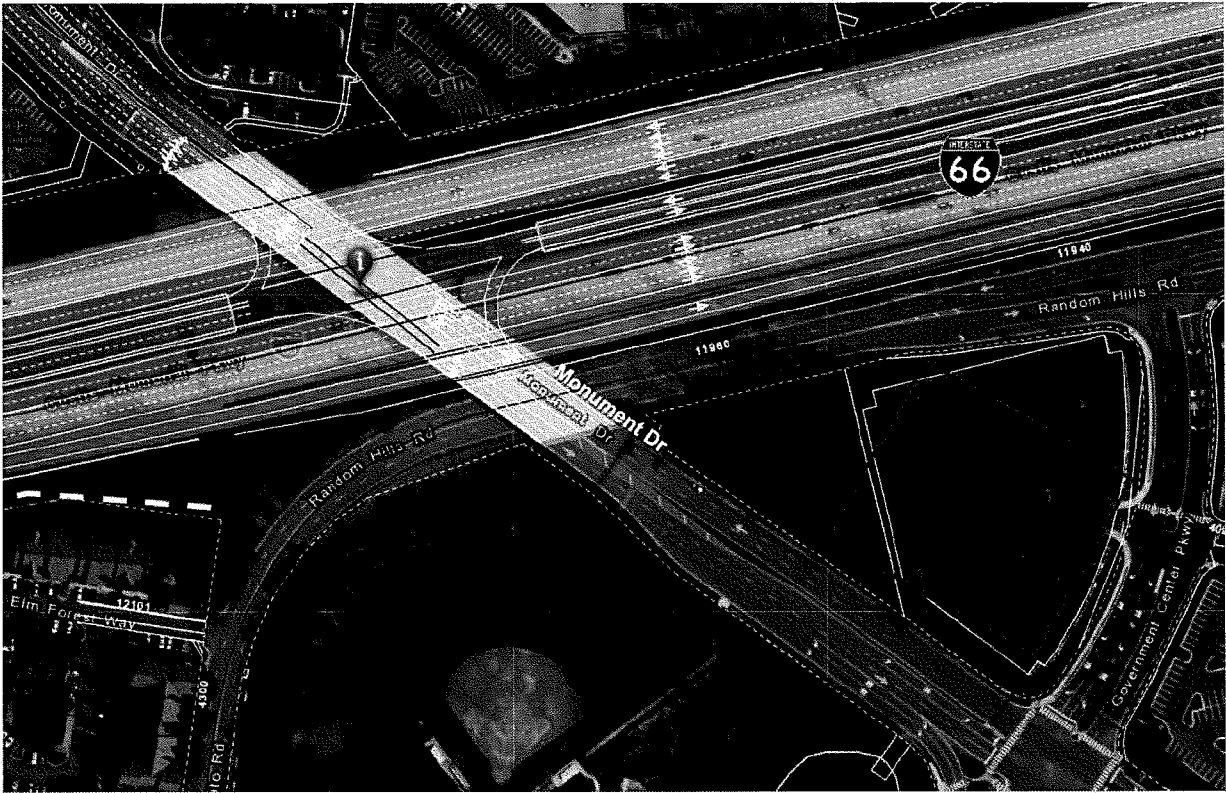
This parking facility is part of the I-66 Express Lane plan which provides a location for carpoolers and transit riders to park and increase vehicle occupancy in corridor. Provides better access to transit services operating in the corridor and provide a location for carpool formation for those using the I-656 Express Lanes.

PART 4 ADDITIONAL INFORMATION

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

***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 to the best of my knowledge. 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.

Jan Brumley
Name

*Director
Fairfax County Department of
Transportation*
Title

1/4/18
Date