

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: Monument Drive Bridge Pedestrian Facility
b. * Project Type (select <u>all</u> 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: Monument Drive at I-66 (Fairfax County)
d. Terminal Points (if applicable): Start: Fair lakes Promenade Dr End: Just north of Government Center Pkwy
e. * Opening/Implementation Date: December 2022
f. * Detailed Description: Add a sidewalk on the west side of the existing bridge with a signalized crosswalk at the new ramp to the Managed Lanes (westbound).
g. Short description: See above.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: This project is within the I-66 Outside the Beltway Corridor. The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes. Most of the bridges over I-66 are being reconstructed as part of the I-66 Project. As part of the reconstruction, sidewalks are being added if they were lacking. Monument Drive is an exception, because the bridge does not have to be reconstructed in Phase I. Furthermore, the Fairfax County Comprehensive Plan has a policy calling for sidewalks on both sides of streets, and this is not the case on the Monument Drive Bridge. Normally, when construction occurs, the new construction is in conformance with the Comprehensive Plan. Adding this sidewalk would be in conformance with the Comprehensive Plan. The project will Improve access to the new Fairfax Corner park and ride lot / transit center from a high-density residential area, which will serve as a hub for commuter bus service uses using the I-66 Express Lanes. The project will also provide connectivity between two existing sidewalk segments that are incomplete on the west side of Monument Drive, as well as improves pedestrian safety at the Monument Drive intersection with the Express Lanes ramps

2.2 Project Delivery Information

a. * Planning Status (select <u>all</u> documents/plans that reference the project):
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<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 type="checkbox"/> Locality	<input type="checkbox"/> Agency
<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Other: EMP	
d. Administered (select all that apply):		
<input checked="" type="checkbox"/> VDOT	<input 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 type="checkbox"/> Design-Bid-Build
<input type="checkbox"/> Locality Forces	<input checked="" type="checkbox"/> Other: DBFOM	

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):** This project will provide an enhanced pedestrian connection to the new commuter parking structure that will be constructed at Government Center/Fairfax Corner. This will improve access to the commuter facility and increase use of transit services and carpool formation. The project will also provide connectivity between two existing sidewalk segments that are incomplete on the west side of Monument Drive.

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:** N/A

- 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):***

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 project will improve access to the new Fairfax Corner park and ride lot / transit center from a high-density residential area, which will serve as a hub for commuter bus service uses using the I-66 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.

[Handwritten Signature]
Name

*Director
Fairfax County Department of Transportation*

Title

1/4/18
Date