

# 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: Arlington County
b. Partner Jurisdiction or Agency: WMATA

#### 1.2 Point of Contact Information

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

##### Primary Project Contact

c. Name: Bee Buergler
d. Job Title: Transit Planning Program Manager
e. Phone Number: 703-228-0597
f. Email Address: Bbuergler@arlingtonva.us

##### Secondary Project Contact

g. Name: Dan Malouff
h. Job Title: Regional Transportation Planner
i. Phone Number: 703-228-7989
j. Email Address: dmalouff@arlingtonva.us

### 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.

Construction of up to three new bus bays in the existing bus loop at East Falls Church Metro station, on the northwest corner of N Sycamore Street and I-66. There are four bus bays there now. Project also includes pedestrian access improvements to the Metro station and parking lot, ADA-related improvements, and an additional traffic signal and crosswalk at the entrance to the park-and-ride/station property from Washington Boulevard.

**\*Required Entry**

a. * Title/Name: East Falls Church Metrorail Station Bus Bay Expansion
b. * Project Type (select <b>all</b> that apply): <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Transportation Demand Management (TDM) <input checked="" type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other:
c. * Location: East Falls Church Metrorail Station (intersection of Washington Boulevard and N Sycamore Street)
d. Terminal Points (if applicable): Start: End:
e. * Opening/Implementation Date: Summer 2020
f. * Detailed Description: This project is necessary to accommodate increased I-66 bus service, planned to be part of Transform I-66 Outside the Beltway. The project will expand bus bay capacity at the East Falls Church Metrorail Station by adding up to three new bus bays and replacing the existing shelters. The project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The project will be coordinated with a complete streets project on Sycamore Street as well as a Capital Bikeshare expansion project in the area in both Arlington and City of Falls Church. The East Falls Church Metrorail Station currently has four bus bays that are at maximum capacity. Additional bus service is expected in the immediate future with the implementation of new and expanded Commuter Bus Service on the adjacent I-66 corridor and additional local feeder routes. This project will expand the capacity of the station with up to three additional bus bays, as determined through the design process.
g. Short description: New bus stops at the East Falls Church Metro, with associated traffic signal and pedestrian improvements to Metro station and bus access.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: East Falls Church Metrorail Station is the first transfer point between the orange and silver lines. According to the Preliminary Proposed New Transit Service associated with the Transform I-66 Outside the Beltway project, East Falls Church is a destination for I-66 Commuter Service, with frequent peak period headways. As noted in the Project Description, East Falls Church needs additional capacity before it can accommodate increased bus service. This project provides immediate capacity for additional bus-to-rail transfers. By providing additional capacity for bus-to-rail transfers, the Transform I-66 Outside the Beltway Transit Plan may be implemented to achieve the bus service proposed for the OTB project.

## 2.2 Project Delivery Information

a. * Planning Status (select <b>all</b> documents/plans that reference the project):		
<input type="checkbox"/> Constrained Long Range Plan (MPO)	<input 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 (I-66 Multimodal Study)
<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: Possibly WMATA, but potentially Arlington or a consultant.	
d. Administered (select all that apply):		
<input type="checkbox"/> VDOT	<input checked="" type="checkbox"/> Locality	<input checked="" 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"/> Locality Forces	<input type="checkbox"/> State 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="checkbox"/> 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="checkbox"/> The project is federal-aid eligible pursuant to Title 23 of the U.S. Code.<br><b>Note from Arlington: This project will follow all applicable federal procedures, as is our standard practice, however it is not currently federalized via NEPA.</b> |

*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 is dependent on bus service improvements that may be proposed/operated as part of other projects/proposals. This project enables those improvements. However, an unofficial ballpark estimate for potential future bus ridership increased at East Falls Church enabled by these improvements is approximately 500-800 bus riders per day. This rough estimate is generated from

Arlington's July 26, 2017 EFC white paper, and validated by the scale of existing bus-to-rail transfers at EFC (approximately 2,000 per day at the four existing bus bays).

### 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):** A hypothetical peak period trip between Stringfellow Road park-and-ride and East Falls Church Metro station, via bus using Express lanes, takes approximately 30-35 minutes. A hypothetical SOV trip between those same locations via general purpose lanes outside the Beltway and alternate local roads inside the Beltway takes up to 65 minutes. Thus this project (along with associated potential bus route improvements) enables transit riders who are unable to pay Express lane fees to enjoy the benefits of over 50% reduction in trip time, depending on the specifics of bus route implementation.

### 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:**

By providing additional capacity for bus-to-rail transfers, the Transform I-66 Outside the Beltway Transit Plan may be implemented to achieve the bus service promised for the OTB portion of the I-66 corridor.

## 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. 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.

Dan Malouff  
Name

Regional Transportation Planner  
Title

January 3, 2018  
Date