



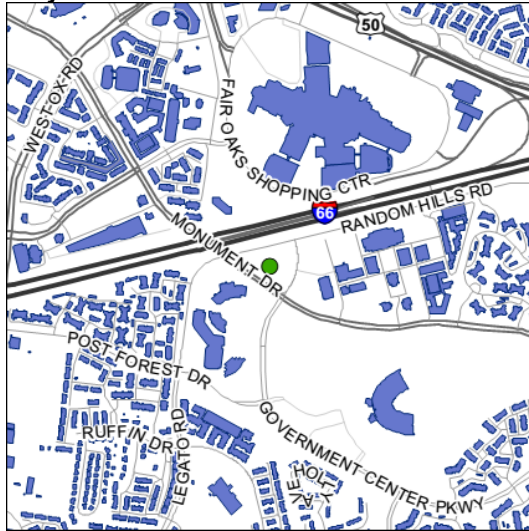
# Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

## Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Commuter Parking Structure at Government Center/Fairfax Corner

### Project Location:



**Project Description:** Construct a parking structure for commuter parking on land that is owned by the County that was purchased for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement.

## General Project Eligibility Consideration Criteria. Please check all that apply.

Provide supporting documentation

### Project in a Regionally Adopted Plan/ Document:

- a. TransAction 2040
- b. VTrans 2040
- c. I-66 Corridor of Statewide Significance

- d. Comprehensive Plan   X
- e. Capital Improvement Plan
- f. Regional Transportation Priorities Plan
- g. Constrained Long Range Plan
- h. Transportation Improvement Program
- i. Other Regionally Adopted Plan (*please specify*)
- j. Letter or resolution of support via formal approval by the governing body   X

VTrans Northern Virginia Corridor (I-66) Segment H2, Need B references Park and Ride lots in Fairfax County have higher utilization rates than statewide average (pg 32-33):  
[http://vtrans.org/resources/VTRANS2040\\_CoSS\\_H\\_NoVa\\_I-66\\_071816.pdf](http://vtrans.org/resources/VTRANS2040_CoSS_H_NoVa_I-66_071816.pdf).

This Project has been on the county Comprehensive Plan for many years as the Comprehensive Plan includes the extension of the Orange Line to Centreville. Comprehensive Plan for this area of Fairfax County can be found here: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/fairfax.pdf>.

Fairfax County Letter with Recommended List of Potential Improvements for Consideration (attached)

**Additional Project Criteria.**

Provide supporting documentation

**Projects must meet all of the following criteria:**

Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.

Projects can demonstrate utilization of concessionaire funding by toll day-one (mid- 2022).

Projects must demonstrate commitment of any required operation and/or maintenance funds.

Projects must show benefit to users within the corridor.

Studies are ineligible for funding consideration.

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.

Concession funding would be used for design and construction so that the facility could open around the same time that the I-66 Express Lanes are expected to become operational mid-2022.

Fairfax County would operate and maintain the facility as it operates and maintains numerous other commuter parking and transit facilities.

## Project Milestones

Specify start and end dates

### Project Milestones by Project Phase:

- **PE/Design:** 2018-2019
- **Right of Way Acquisition:** Completed, Land is owned by Fairfax County. Though the land is currently under lease to a private entity through August 10, 2021, the agreement allows the County to terminate the lease with two years notice provided that the County elects to provide public commuter parking on the premises to enable commuters to use bus service to take advantage of the I-66 Express Lanes.
- **Construction:** 2020-2021
- **Capital Asset Acquisitions:** N/A
- **Other:** N/A

## Project Cost

Total Requested Concessionaire Funds: 38,500,000

Total Cost to Complete Project: \$38,500,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$3,500,000		\$3,500,000
Right of Way Acquisition			
Construction	\$35,000,000		\$35,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$38,500,000</b>		<b>\$38,500,000</b>

## Prioritization

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale).
- Project can demonstrate the ability to reduce congestion.
- Project is a joint effort between two or more localities or agencies.

- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.
- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).
- Project can be constructed prior to toll day one (mid-2022).

### Additional Documentation/Information in Support of this Project