

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: I-66 Median Widening
b. * Project Type (select <u>all</u> that apply): <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Transportation Demand Management (TDM) <input type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other:
c. * Location: I-66 (Fairfax County)
d. Terminal Points (if applicable): Start: US Route 29 End: VA Route 28
e. * Opening/Implementation Date: 2022
f. * Detailed Description: <ul style="list-style-type: none">• Provides a wider median in Centreville area from west of Route 28 through the US 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet.• The I-66 overpasses above US 29 would be rebuilt and lengthened/raised to address clearance issues. US 29 would be widened to 3 lanes plus full-width sidewalks or trails in each direction beneath the bridges. <p>This project will accommodate the future Metrorail Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost, and with more disruption to I-66 users.</p>
g. Short description: Preserve the I-66 median from Route 28 to Route 29 for future Metrorail extension and widen Route 29 below I-66.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: The extension of the Metrorail Orange Line from Vienna to Centreville will significantly reduce congestion on I-66. Commuters currently driving to Vienna to board Metrorail will have the option of boarding Metrorail at points further west along the Orange Line. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to provide for and construct these improvements at this time to avoid the need for additional modifications and costs in the future. Project will also help to reduce congestion on US 29 and I-66; provide pedestrian/bike connectivity; reduce future disruption to I-66; and improve access to I-66 and the Express Lanes.

2.2 Project Delivery Information

a. * Planning Status (select <u>all</u> documents/plans that reference the project): <input type="checkbox"/> Constrained Long Range <input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Planning / Safety Study
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Plan (MPO)		
<input type="checkbox"/> Vision Long-Range Plan (MPO)	<input 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:		
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 checked="" type="checkbox"/> Not Determined	<input type="checkbox"/> Design-Build	<input 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.

- 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):***

By not precluding the future Metrorail extension, a significant increase in person throughput will be achievable when Metrorail gets extended to Centreville area. Ridership for the future Metrorail extension is projected to be greater than 10,000 peak period, peak direction passengers according to the Fairfax County Countywide Transit Network Study (2016). Also, throughput can be maintained along the I-66 corridor during the Metrorail construction phase. However, at opening year of the I-66 Express Lanes the median widening to accommodate for the Metrorail extension would not result in an increase in person-throughput.

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 likely impact of future construction on both general purpose lane and Express Lane users.

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:

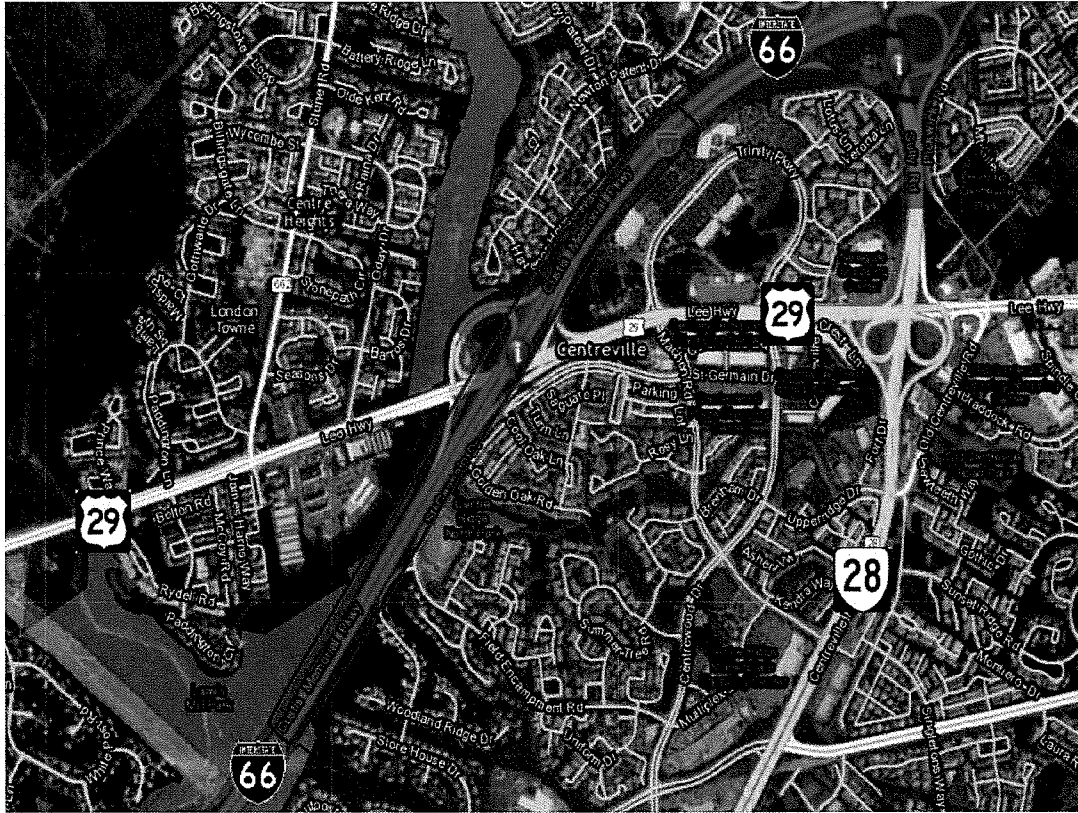
- Facilitates future travel option (Metrorail)
- Avoids future construction disruption
- Improves access to I-66 and Express Lane that is associated with Route 29 segment.

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.

Ken Besada
Name

*Director,
Fairfax County Department of
Transportation*
Title

1/4/18
Date