FY 2018 I-66 Commuter Choice Program
Presentation to the Northern Virginia Transportation Commission
May 3, 2018
Presentation Overview

I-66 Commuter Choice Program Overview

FY2018 Program Evaluation and Selection

FY2018 Applications Received

FY2018 Recommended Program
The I-66 Commuter Choice Program uses toll revenues from I-66 Inside the Beltway to fund multimodal transportation projects that improve travel on the corridor.
Transform 66 Inside the Beltway Partnership

40-year agreement between the Commonwealth and NVTC

**NVTC’s Role**
- Establish a selection process
- Plan and select multimodal improvements
- Issue grants to and coordinate with agencies to ensure efficient delivery
- Monitor effectiveness of projects
- Provide annual reports to the CTB
- Provide information to the public concerning the projects

**VDOT’s Role**
- Widen I-66 eastbound between exits 67 and 71
- Manage the design, construction, maintenance, and operations of I-66 Inside the Beltway toll facilities
Eligible Applicants

- Virginia Planning District 8 jurisdictions
- Agencies providing public transportation within those jurisdictions (VRE, WMATA, PRTC)
The principal objective of the I-66 Commuter Choice Program is to select projects that meet the **Transform 66 Multimodal Project Improvement Goals** identified in the MOA:

- **Move More People**
- **Reduce Roadway Congestion**
- **Increase Travel Options**
- **Enhance Transportation Connectivity**
- **Improve Transit Service**
FY 2018 Program Selection

FISCAL YEAR 2018 PROCESS

SUMMER 2017
FY 2018 Call & Working Group Preparation Begins

SEPT 7, 2017
FY 2018 Call for Projects: Commission Approval

SEPT 20, 2017
FY 2018 Call for Projects Opens

FALL 2017
NVTC Presents I-66 Commuter Choice Kick-Off Event

WINTER 2017
Program Development, Public Meeting & Comment Period

SPRING 2018
Call For Projects Closes, Project Evaluation Begins

MAY 2018
NVTC Commission Selects FY 2018 Program

JUNE 2018
CTB Approves FY 2018 Program

August 2017
Jurisdictional Working Group

Members

Arlington County/ART  City of Manassas Park  Prince William County
City of Alexandria/DASH  DRPT  PRTC
City of Fairfax/CUE  Fairfax County/Connector  VDOT
City of Falls Church  Loudoun County/LCT  VRE
City of Manassas  NVTA  WMATA

Meetings

August 2017  Working Group Kick-off Meeting
September 2017  Preparation for kick-off event and application period
October 2017  Review project evaluation process, application questions
November 2017  Review project evaluation process, application questions cont.
December 2017  Review submitted applications, eligibility determination
January 2018  Review preliminary project evaluations
February 2018  Review final project evaluations
March 2018  Develop preliminary project list
April 2018  Develop final project list
Assisted by Kimley Horn Consulting Team
The I-66 Commuter Choice Commissioner Working Group provided feedback to NVTC staff on the list of proposed projects reflected in the final staff recommendation.

**Members**

- Libby Garvey (Arlington County)
- Jeff Greenfield (City of Fairfax)
- John Foust (Fairfax County)
- Matt Letourneau (Loudoun County)
- David Snyder (City of Falls Church)
Application Summary

- 17 applications received
- Total funding request $29.6 million
- Applications from:
  - Arlington County
  - City of Fairfax
  - City of Falls Church
  - City of Manassas
  - Fairfax County
  - Loudoun County
  - PRTC
  - VRE

COMPOSITION OF FY18 I-66 COMMUTER CHOICE APPLICATIONS

- Enhanced Bus Service 23%
- Roadway Operations 12%
- Park and Ride Lot / Access to Transit 6%
- PRTC 5%
- VRE 17%
- Intersection Safety / Access to Transit 6%
- New Bus Service 6%
- Capital Rail Improvements 12%
- Access to Transit 17%
- Vanpool 6%
- TDM 6%
## Evaluation Criteria

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Evaluation Criteria</th>
<th>Criteria Objective</th>
<th>Weight</th>
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<tbody>
<tr>
<td>Congestion Relief</td>
<td>Person Throughput</td>
<td>To move more people through the corridor efficiently.</td>
<td>45</td>
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<td></td>
<td>Peak Period Travel Time</td>
<td>To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network</td>
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<td></td>
<td>Connectivity</td>
<td>To create, complete, or link transportation network elements and/or modes.</td>
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<td></td>
<td>Accessibility</td>
<td>To provide people access to opportunities.</td>
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<td></td>
<td>Diversion Mitigation</td>
<td>To mitigate the impacts of trips diverted from I-66 inside the Beltway resulting from tolling and/or high occupancy vehicle restrictions</td>
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<td></td>
<td><strong>Total Benefit Score</strong></td>
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<td><strong>100</strong></td>
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<tr>
<td></td>
<td><strong>Cost Effectiveness Score</strong></td>
<td>To have a cost-effective solution relative to the realized benefits</td>
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<td></td>
<td></td>
<td><strong>Total Benefit Score x 1M Funding Request</strong></td>
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</table>
## FY18 Recommended Program

### FY2018 I-66 Commuter Choice Project Name

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Applicant</th>
<th>Total Funding Request</th>
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<td>NVTC</td>
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<td><strong>Total</strong></td>
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</table>
FY18 Project Types

- 2 new and 3 enhanced bus services
- 4 access to transit projects
- 2 park and ride lots
- 2 roadway operations projects
- 1 vanpool project
- 1 transportation demand management project
- Regional outreach and program administration
60% of the program will fund **new or enhanced bus service**

22% of the program will improve **access to park and ride lots, bus stops, and Metrorail and VRE stations**

7% of the program will directly serve to **improve responsiveness to incidents** along the I-66 corridor

6% of the program will support **transit incentives and alternate ways to travel such as carpool and vanpool**
Moves an additional 2,000 people through the corridor during the morning peak period

Saves approximately 120,000 hours of travel delay per year during the commuter peak periods

Connects people to more than 15 activity centers in Virginia and the District of Columbia

Provides two new bus routes and enhances service on three existing bus routes

Improves emergency and incident response capabilities to keep I-66 moving
Next Steps

- May 15 - CTB Workshop Presentation
- June 20 - CTB Action Meeting
Questions?

Patricia Happ
NVTC I-66 Commuter Choice Program Manager
patriciahapp@novatransit.org
FY18 Projects
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations
Fairfax County ($3,452,618)

• What it funds:
  ✓ the purchase of five new buses to provide 10 inbound and 10 outbound weekday trips
• What it provides:
  ✓ restoration of bus service, proven popular during SafeTrack
  ✓ a direct route between the Vienna/Fairfax-GMU Metrorail station and the Pentagon, a major employment and transportation hub
• What it funds:
  ✓ the purchase and operation of two new buses to extend service further west, past Dulles International Airport

• What it provides:
  ✓ increased ridership on the 88X through the addition of a stop at Dulles South park and ride lot
  ✓ commuter bus service, with no change in bus frequency, between two park and ride lots and the Wiehle-Reston East Metrorail station during rush hour
On-Demand Commuter Lot Shuttles in Prince William County
PRTC ($1,087,796)

• What it funds:
  ✓ development of new software
  ✓ new vehicles
  ✓ on-board vehicle hardware
  ✓ transit operations
  ✓ promotion and outreach

• What it provides:
  ✓ free on-demand shuttles between Gainesville/Haymarket neighborhoods and nearby commuter lots
  ✓ improved access to OmniRide Metro Direct buses by resolving issues pertaining to a lack of parking
Loudoun County Transit Metro Connection from New Purcellville Park and Ride
Loudoun County ($1,065,960)

• What it funds:
  ✓ the operation of new express bus service
  ✓ the leasing of at least 80 parking spaces

• What it provides:
  ✓ direct bus service between Purcellville and the Wiehle-Reston East Metrorail station
  ✓ nine morning inbound and nine evening outbound trips
  ✓ improved access to Metro Connection buses by resolving issues pertaining to a lack of parking
CUE Access and Technology Improvements
City of Fairfax/CUE ($965,000)

• What it funds:
  ✓ the purchase of real-time transit arrival information screens at high ridership bus stops
  ✓ improvements to bus shelters, benches and signage
  ✓ identifying and prioritizing the locations for improvements
  ✓ marketing of CUE services

• What it provides:
  ✓ improved reliability, access and comfort to make CUE a more attractive commuting option
  ✓ enhanced connections between the City of Fairfax, George Mason University and the Vienna-Fairfax/GMU Metrorail station
Metrobus Route 3T Extension and Service Expansion
City of Falls Church ($845,754)

- What it funds:
  ✓ operation of increased and geographically extended bus service
- What it provides:
  ✓ restoration of direct Metrobus service between the West Falls Church-VT/UVA and East Falls Church Metrorail stations
  ✓ bidirectional, rush-hour service with 20-minute headways along West Broad and North Washington streets
I-66 Corridor Vienna/Merrifield Bike Share Expansion
Fairfax County ($497,100)

• What it funds:
  ✓ the purchase of 10 new bike share stations
• What it provides:
  ✓ greater access to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations as well as the future I-66 bicycle and pedestrian trail
  ✓ access to bike docks from near Gallows Road/I-495 intersection and Inova Fairfax’s campuses
  ✓ closes a significant gap in Fairfax County’s bike share network
I-66 Corridor Intelligent Transportation System Enhancements
Arlington County ($400,000)

• What it funds:
  ✔ enhancements to Arlington County’s intelligent transportation system
• What it provides:
  ✔ more rapid response to traffic incidents in the I-66 corridor, which can minimize back-ups and delays
  ✔ reduce gaps in monitoring coverage
  ✔ strengthen real-time situational awareness
  ✔ information sharing with commuters, VDOT, and local law enforcement and emergency personnel
Traffic Management Center
Arlington County ($400,000)

• What it funds:
  ✓ staffing of Arlington County’s Traffic Management Center during business hours

• What it provides:
  ✓ optimal use of the county’s Intelligent Transportation System
  ✓ centralization and evaluation of traffic data from field devices
  ✓ improved coordination with partner agencies such as VDOT and first responders
Expanded Transportation Demand Management Outreach to the I-66 Corridor
Arlington County ($350,000)

• What it funds:
  ✓ new staff – one for marketing and one for outreach
• What it provides:
  ✓ expanded employer and residential outreach with a focus on promoting telework and flexible work schedules
  ✓ reduced congestion and emissions
  ✓ increased Metrorail ridership
  ✓ enhanced job access
  ✓ ability to leverage a quarter-time
  ✓ outreach person from Arlington Transportation Partners to complement the grant-funded staff
Flexible Vanpool Program
PRTC ($317,600)

• What it funds:
  ✓ vanpool rostering and fare payment software for both smartphone and desktop applications

• What it provides:
  ✓ increased attractiveness of vanpools in the I-66 corridor through flexible scheduling
  ✓ ability of riders registered in one vanpool to ride with another
  ✓ ability of unregistered riders to catch a one-time ride
Linton Hall OmniRide Metro Direct Bus Service Enhancement
PRTC ($134,200)

• What it funds:
  ✓ operating costs associated with expanded service during rush hour
• What it provides:
  ✓ alternative transportation option as construction on I-66 disrupts the commutes of thousands of drivers
  ✓ increased service on an already popular commuter bus route, which runs between stops in Prince William County and the Tysons Corner Metrorail station
Bicycle Parking Improvements at Manassas VRE Station
City of Manassas ($55,000)

- What it funds:
  - new, sheltered bike racks
  - 10 bicycle lockers
  - bicycle repair stand
- What it provides:
  - greater access to VRE and Amtrak trains by mitigating issues pertaining to a lack of parking
  - convenient long-term bicycle parking options
I-66 Commuter Choice Marketing and Outreach
NVTC ($400,000)

• What it funds:
  ✓ Staff and other direct costs to coordinate outreach and marketing to encourage the use of transit and carpools for commuters using the I-66 corridor Inside the Beltway
• What it provides:
  ✓ outreach and marketing to coordinate such efforts across jurisdictions, identify gaps in efforts, and initiate a campaign to expand knowledge of transportation alternatives along this corridor.

Note: These efforts were previously managed and funded by the Virginia Department of Transportation.
• What it funds:
  ✓ Staff and other direct costs to administer, evaluate and conduct oversight for the I-66 Commuter Choice program

• What it provides:
  ✓ Resources to conduct the call for projects, technical evaluation, financial and program management, and project and program evaluation
  ✓ Required reporting of near and long-term outcomes

Note: These efforts were previously managed and funded by the Virginia Department of Transportation.
<table>
<thead>
<tr>
<th>Project Type</th>
<th>Project Name</th>
<th>Applicant</th>
<th>Benefit Score (max points)</th>
<th>Non-Transit Operating Request (Normalized)</th>
<th>Transit Operating Request (Normalized)</th>
<th>Total Funding Request (Normalized)*</th>
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<td>15 10 10 5 3 40 788</td>
<td>$55,000</td>
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</table>

Total Evaluated Applications (17)***

$22,568,974 $6,014,872 $28,583,846

*Normalized funding requests represent no more than 2 years of funding for transit operations

**Evaluation criteria are not applicable to a final design project

***Total Funding Request Before Fairfax County Reduced Funding Request for New Bus Service Project = $29,619,728

**** Fairfax County adjusted the funding request for this project. Scores still pertain to original funding request at the time of scoring.

Note: VRE withdrew the application for the Manassas Line Realtime Multimodal Traveler Information project before scoring evaluation.
HOW WMATA IS FUNDED IN VIRGINIA - FISCAL YEAR 2019

Virginia Department of Motor Vehicles (DMV)

- Regional Motor Vehicle Fuels Sales Tax revenue

- Gain from establishing a floor for the Regional Motor Vehicle Fuels Sales Tax

Northern Virginia Transportation Commission (NVTC)

- Special Revenue Fund - Gas Tax Allocation
- Special Revenue Fund - Subsidy Allocation Model (SAM)
- Trust Fund - Alexandria
- Trust Fund - Arlington
- Trust Fund - Fairfax
- Trust Fund - City of Fairfax
- Trust Fund - Falls Church

WMATA Capital Fund - Provides dedicated funding directly to WMATA
- Non-Restricted Account - for capital purposes including debt service. Funding sources include regional Grantors Tax, regional TOT, regional Motor Vehicle Fuels Tax and local transportation support funds.
- Restricted Account - for capital purposes other than debt service. Funding sources include the NVTD fund and the statewide Motor Vehicle Rental Tax.

WMATA

Operating Program

- Operating Expense
- Less Operating Revenue
- Equals Subsidy Requirement

- Calculated by Mode and Allocated by WMATA formula to NVTC Jurisdictions, MD and DC

Capital Improvement Program

- Federal: Formula Programs
- PRIA
- Other Grants

- Match to Federal Funds: Allocated by the CIP formula to NVTC Jurisdictions, MD and DC

- System Performance Funds: Allocated by the CIP formula to NVTC Jurisdictions, MD and DC

- Debt Service: Allocated by the CIP formula (in place at time of financing) to NVTC Jurisdictions, MD and DC

- Dedicated Funding: VA funding proportional to funding provided by MD and DC relative to their respective share

- PRIIA Match: Allocated 1/3rd to VA, MD, and DC

NVTC Jurisdictions

- Alexandria
- Arlington
- Fairfax
- City of Fairfax
- Falls Church

Jurisdictions instruct NVTC to make payments to WMATA on their behalf out of their respective NVTC Trust fund balance.