FY 2018 I-66 Commuter Choice Program

Presentation to the Commonwealth Transportation Board
May 15, 2018
Presentation Overview

I-66 Commuter Choice Program Overview

FY18 Program Evaluation and Selection

FY18 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 in 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

**Commonwealth’s Role**
- Validate projects as legally eligible (DRPT)
- Widen I-66 eastbound between exits 67 and 71 (VDOT)
- Manage the design, construction, maintenance, and operations of I-66 Inside the Beltway toll facilities (VDOT)
- Approve NVTC’s program of projects (CTB)
About NVTC: The Northern Virginia Transportation Commission

NVTC was founded in 1964 to represent the interests of the Commonwealth during the establishment of Metrorail. Today, NVTC serves as the voice of transit in Northern Virginia.

- Designates Virginia’s WMATA Board members
- Co-owns VRE, Virginia’s only commuter rail system
- Administers the I-66 Commuter Choice program (I-95/395 in FY 2020)
- Administers regional gas tax for WMATA and VRE
- Manages state and regional funding for six bus systems, Metrorail and VRE
- Provides transit research and technical expertise
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.
Eligible Applicants

- Virginia Planning District 8 jurisdictions
- Agencies providing public transportation within those jurisdictions (VRE, WMATA, PRTC/OmniRide)
Eligible Project Types

All projects must demonstrate benefits to the toll payers

- New or enhanced local and commuter bus service, including capital and operating expenses
- Vanpool, and formal and informal carpooling programs
- Metrorail and Metrobus capital improvements
- Park and ride lot(s) and access
- Roadway operational improvements, including corridor management and ITS
- Transportation Demand Management
FY 2018 Program Selection

FISCAL YEAR 2018 PROCESS

TIMELINE

SUMMER 2017
- FY 2018 Call & Working Group Preparation Begins

SEPT 7, 2017

SEPT 20, 2017
- NVTC Presents I-66 Commuter Choice Kick-Off Event

FALL 2017
- Call For Projects Closes, Project Evaluation Begins

WINTER 2017
- Program Development, Public Meeting & Comment Period

SPRING 2018
- MAY 2018
- CTB Approves FY 2018 Program

JUNE 2018
- NVTC Commission Selects FY 2018 Program

August 2017
FY 2018 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 FY2018 I-66 Commuter Choice Applications

- Enhanced Bus Service 23%
- Intersection Safety / Access to Transit 6%
- New Bus Service 6%
- Capital Rail Improvements 12%
- Roadway Operations 12%
- Vanpool 6%
- Park and Ride Lot / New Bus Service 6%
- TDM 6%
- Park and Ride Lot / Access to Transit 6%
- Access to Transit 17%
Program Development Process

1. Technical Evaluation
2. Jurisdictional Staff Working Group
3. Commissioner Working Group

Program Development
### Technical Evaluation

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Evaluation Criteria</th>
<th>Criteria Objective</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Relief</td>
<td>Person Throughput</td>
<td>To move more people through the corridor efficiently.</td>
<td>45</td>
</tr>
<tr>
<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>
<td>15</td>
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<td></td>
<td>Connectivity</td>
<td>To create, complete, or link transportation network elements and/or modes.</td>
<td>15</td>
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<tr>
<td></td>
<td>Accessibility</td>
<td>To provide people access to opportunities.</td>
<td>15</td>
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<tr>
<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>
<td>10</td>
<td></td>
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<tr>
<td></td>
<td><strong>Total Benefit Score</strong></td>
<td><strong>100</strong></td>
<td></td>
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</tbody>
</table>
| Cost Effectiveness Score| To have a cost-effective solution relative to the realized benefits                                      | Total Benefit Score: $1M Funding Request
Jurisdictional Staff Working Group

- Nine working group meetings from August 2017 through April 2018
- Reviewed project applications and scoring
- Identified crosscutting priorities
  - Maximize Transit Operating
  - Move More People
  - Maximize Cost Effectiveness
  - Project Diversity
  - Project Readiness
- Developed proposed program of projects
Commissioner Working Group

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

- Provided feedback to NVTC staff on the proposed program of projects
- Reviewed public comments
- Affirmed staff proposal for presentation to the Commission
<table>
<thead>
<tr>
<th>FY2018 I-66 Commuter Choice Project Name</th>
<th>Applicant</th>
<th>Total Funding Request</th>
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<tbody>
<tr>
<td>Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations</td>
<td>Fairfax County</td>
<td>$3,452,618</td>
</tr>
<tr>
<td>Loudoun County Transit Metro Connection Route 88X Extension to Dulles South</td>
<td>Loudoun County</td>
<td>$1,706,040</td>
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<tr>
<td>On-Demand Commuter Lot Shuttles in Prince William County</td>
<td>PRTC</td>
<td>$1,087,796</td>
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<tr>
<td>Loudoun County Transit Metro Connection from New Purcellville Park and Ride</td>
<td>Loudoun County</td>
<td>$1,065,960</td>
</tr>
<tr>
<td>CUE Access and Technology Improvements</td>
<td>City of Fairfax/CUE</td>
<td>$965,000</td>
</tr>
<tr>
<td>Metrobus Route 3T Extension and Service Expansion</td>
<td>City of Falls Church</td>
<td>$845,754</td>
</tr>
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<td>I-66 Corridor Vienna/Merrifield Bike Share Expansion</td>
<td>Fairfax County</td>
<td>$497,100</td>
</tr>
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<td>I-66 Corridor Intelligent Transportation System Enhancements</td>
<td>Arlington County</td>
<td>$400,000</td>
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<td>Traffic Management Center</td>
<td>Arlington County</td>
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<td>Expanded Transportation Demand Management Outreach to the I-66 Corridor</td>
<td>Arlington County</td>
<td>$350,000</td>
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<td>Flexible Vanpool Program</td>
<td>PRTC</td>
<td>$317,600</td>
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<tr>
<td>Linton Hall OmniRide Metro Direct Bus Service Enhancement</td>
<td>PRTC</td>
<td>$134,200</td>
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<td>Bicycle Parking Improvements at Manassas VRE Station</td>
<td>City of Manassas</td>
<td>$55,000</td>
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<tr>
<td>I-66 Commuter Choice Marketing and Outreach</td>
<td>NVTC</td>
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<tr>
<td>Program Administration, Evaluation and Oversight</td>
<td>NVTC</td>
<td>$400,000</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$12,077,068</strong></td>
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FY 2018 Project Locations

- Bus service
- Vanpool
- Roadway Operations
- Access to transit
- Transportation Demand Management

- LOUDOUN COUNTY
- CITY OF FAIRFAX
- CITY OF FALLS CHURCH
- ARLINGTON COUNTY
- CITY OF FAIRFAX
- CITY OF MANASSAS
- FAIRFAX COUNTY
- PRINCE WILLIAM COUNTY
- REGION WIDE
- DRPT
- NVTC

Northern Virginia Transportation Commission
FY18 Program Characteristics

- 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 **improve emergency response 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

**Funding Breakdown**

- **New or enhanced bus service**: $7,204,572
- **Program Oversight and Outreach**: $800,000
- **Improved access to park and ride lots, bus stops, and Metrorail and VRE stations**: $2,604,896
- **Improved incident response in the I-66 corridor**: $800,000
- **Support for transit incentives, carpool and vanpool**: $667,600
FY18 Program Benefits

**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

- Develop and implement project agreements
- Ongoing NVTC grant administration and performance monitoring
- Annual report to CTB on project performance
- Future Call for Projects – Fall/Winter 2018
Questions?

Jen Debruhl
DPRT Chief of Public Transportation
Jennifer.debruhl@drpt.virginia.gov

Kate Mattice
NVTC Executive Director
katemattice@novatransit.org
FY2018 Proposed 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
Loudoun County Transit Metro Connection
Route 88X Extension to Dulles South
Loudoun County ($1,706,040)

- 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
• 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
PTRC ($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.
Program Administration, Evaluation and Oversight
NVTC ($400,000)

• 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.