

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

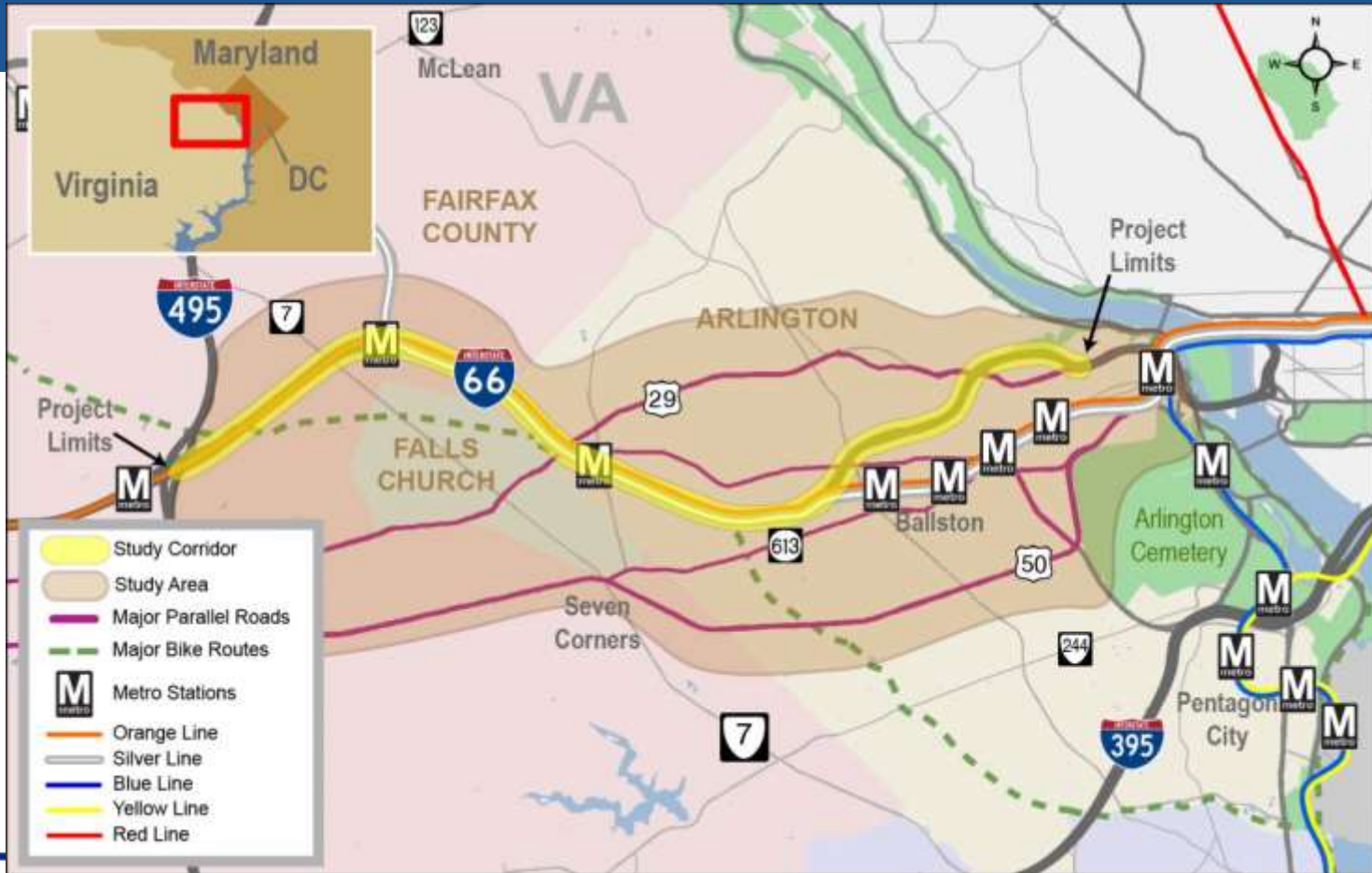


FY18 Recommended Program



Program Overview

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

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)

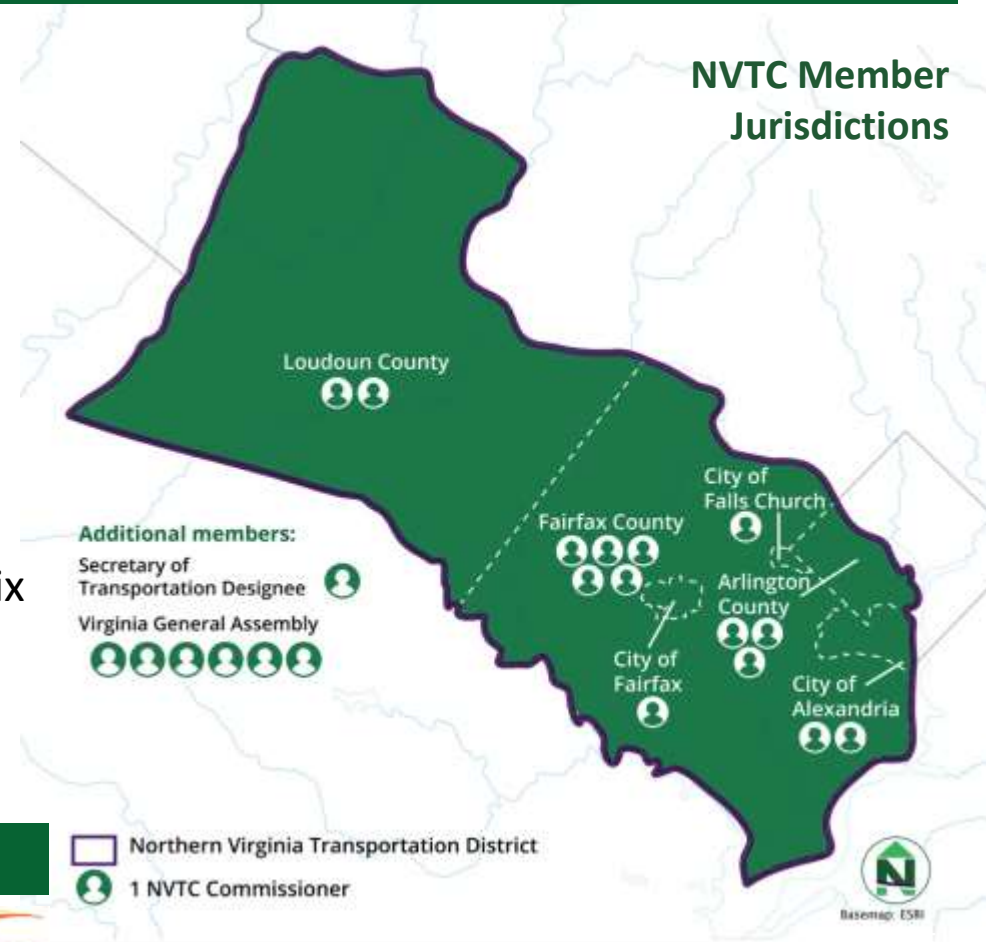


About NVTC:

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



NVTC Jurisdictions' Transit Systems



Program Goals

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

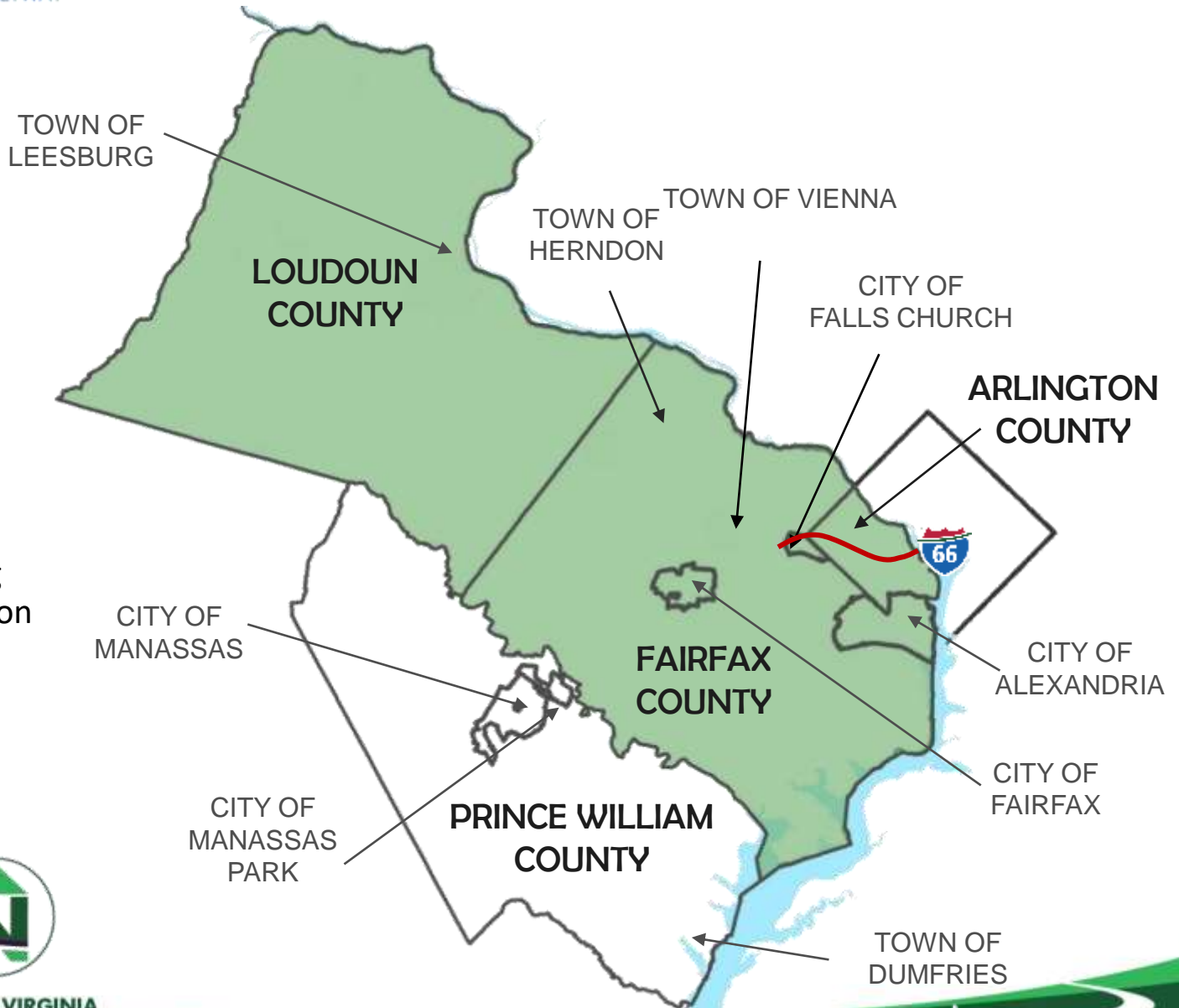


Enhance
Transportation
Connectivity



Improve Transit
Service

Eligible Applicants



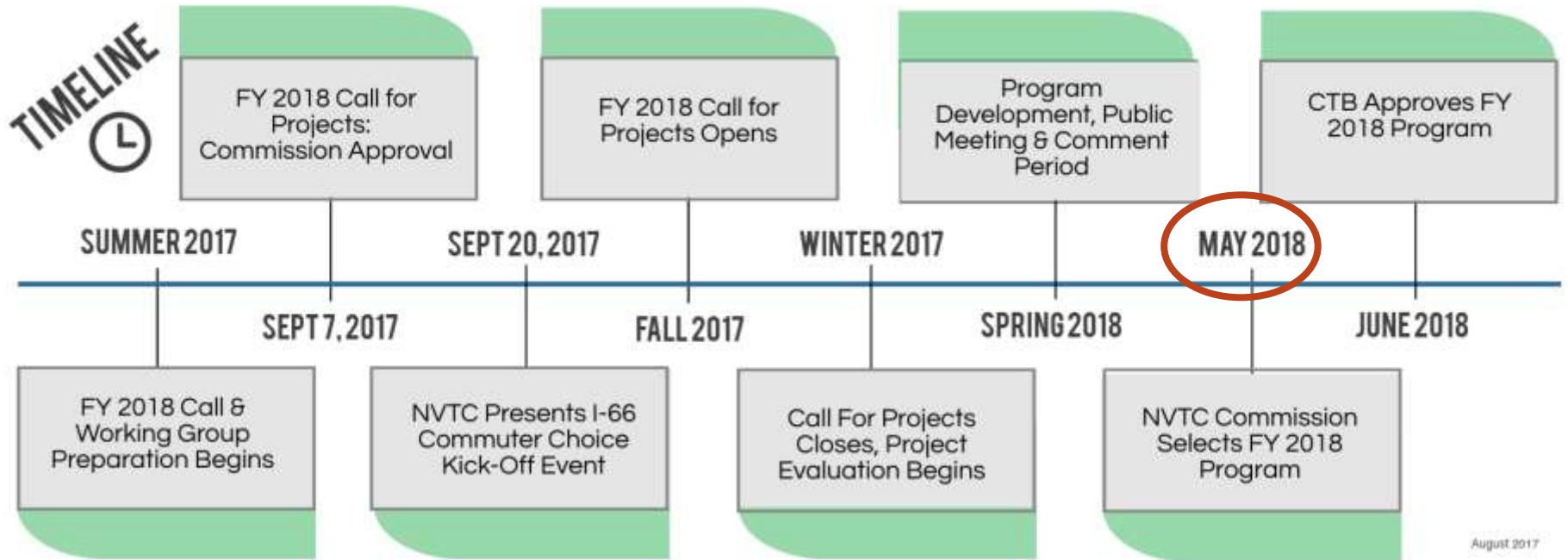
- ✓ Virginia Planning District 8 jurisdictions
- ✓ Agencies providing public transportation within those jurisdictions (VRE, WMATA, PRTC/OmniRide)

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

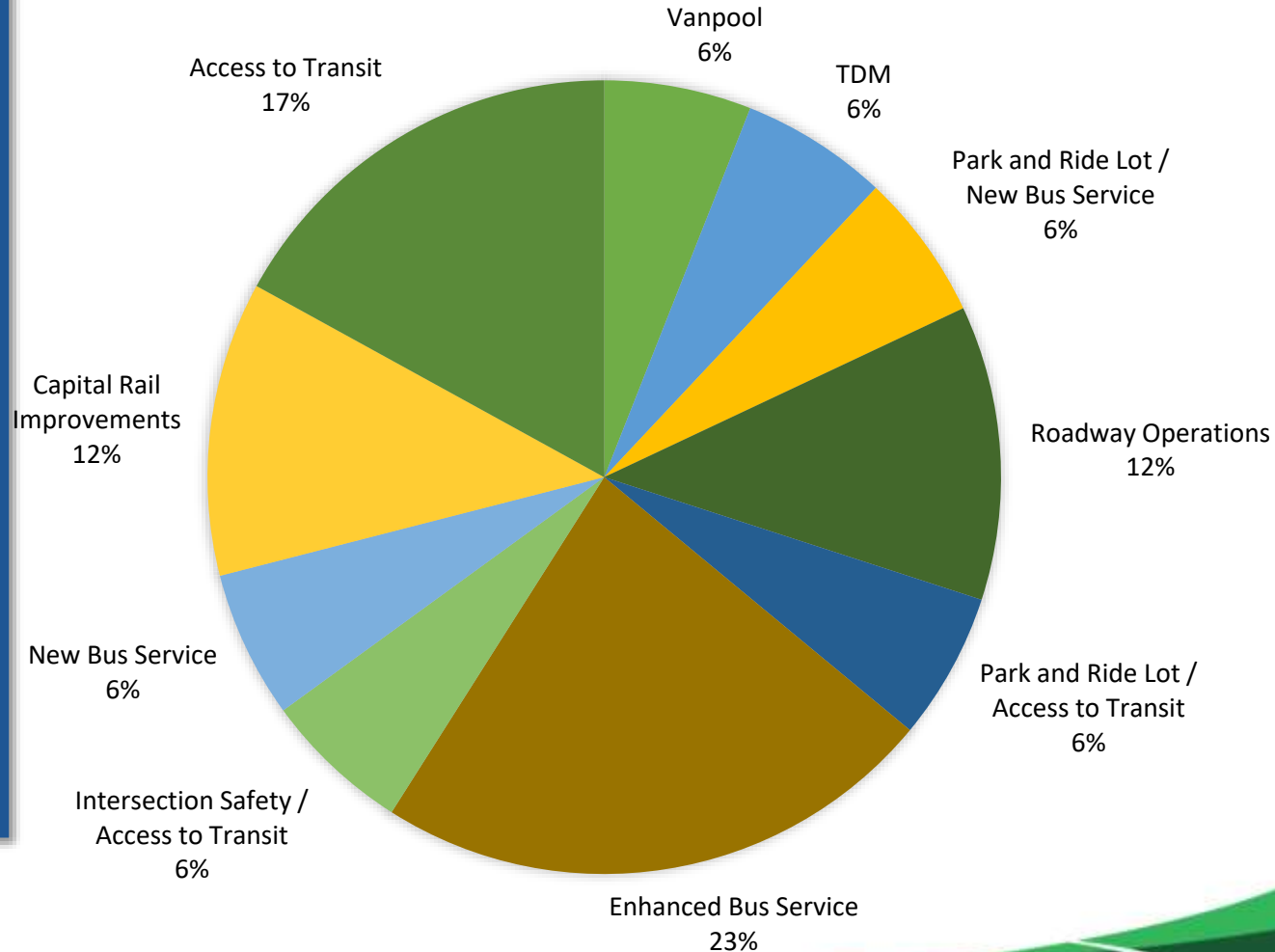
FISCAL YEAR 2018 PROCESS



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



Program Development Process

1

Technical
Evaluation

2

Jurisdictional
Staff Working
Group

3

Commissioner
Working
Group

Program Development



1

Technical Evaluation

Evaluation Category	Evaluation Criteria	Criteria Objective	Weight
Congestion Relief	Person Throughput	To move more people through the corridor efficiently.	45
	Peak Period Travel Time	To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network	15
	Connectivity	To create, complete, or link transportation network elements and/or modes.	15
	Accessibility	To provide people access to opportunities.	15
Diversion Mitigation		To mitigate the impacts of trips diverted from I-66 inside the Beltway resulting from tolling and/or high occupancy vehicle restrictions	10
Total Benefit Score			100
Cost Effectiveness Score		To have a cost-effective solution relative to the realized benefits	$\frac{\text{Total Benefit Score} \times 1M}{\text{Funding Request}}$

2

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

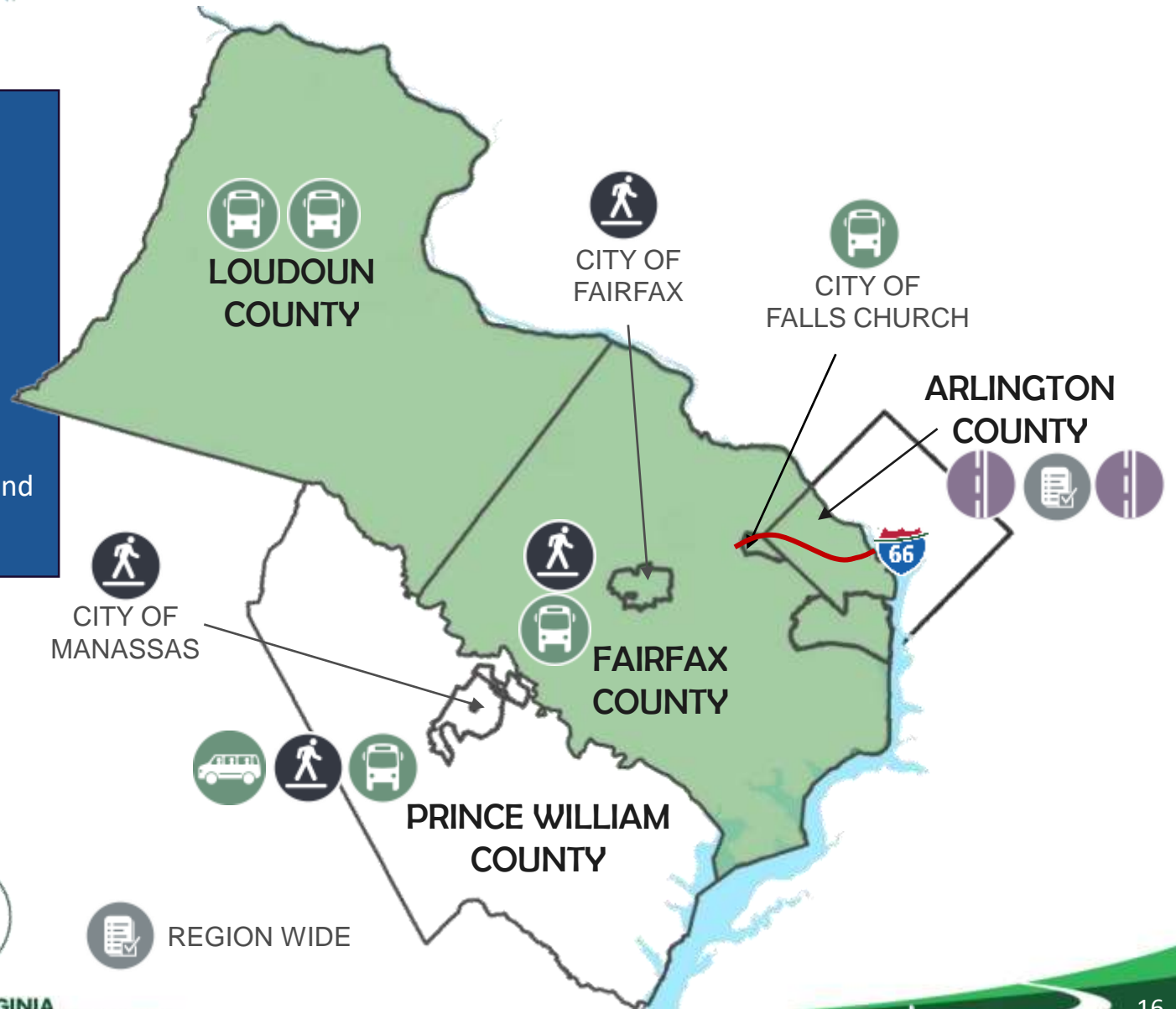


FY18 Recommended Program

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

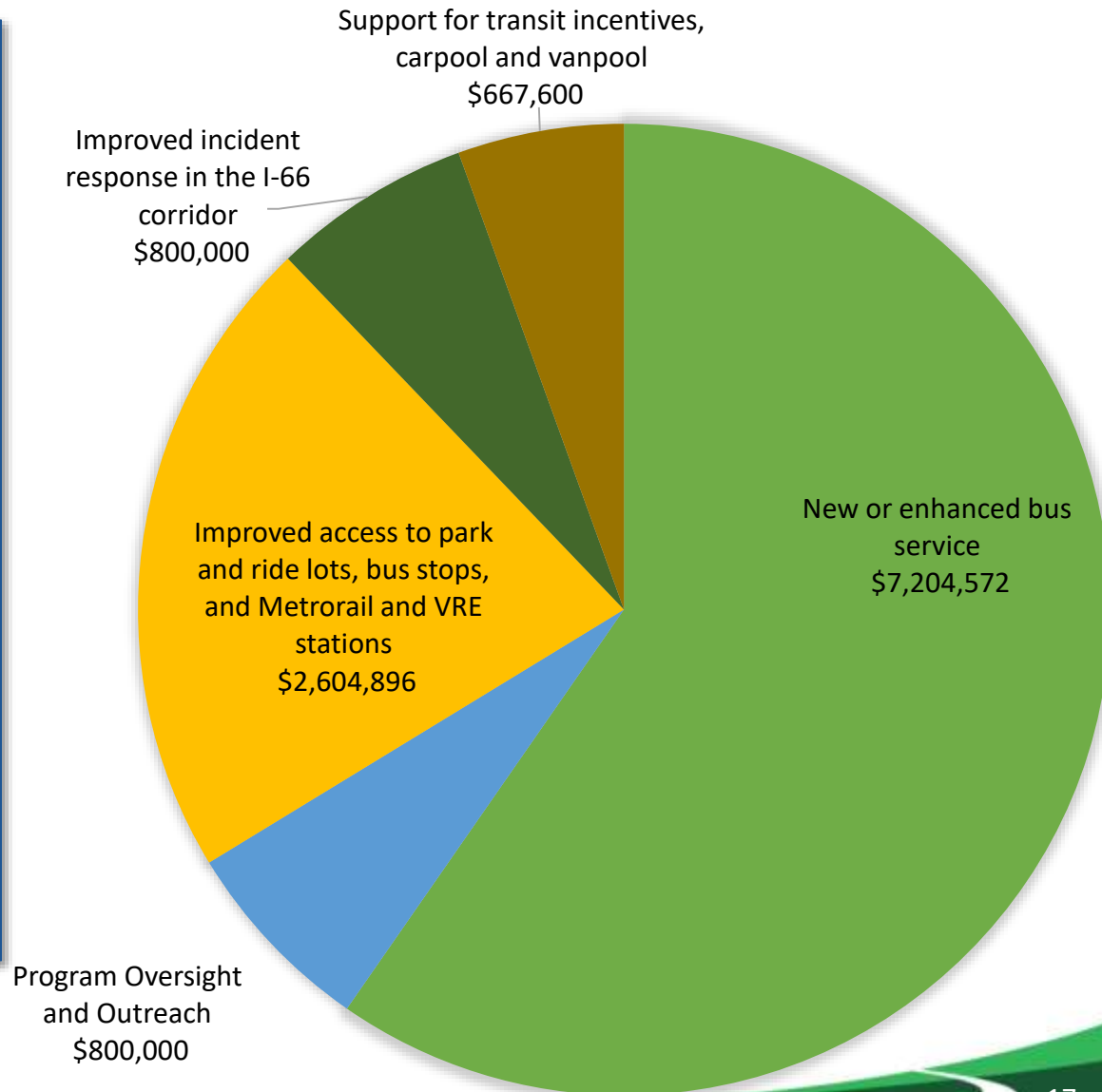
FY 2018 Project Locations

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



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



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?

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NVTC Executive Director

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FY2018 Proposed Projects



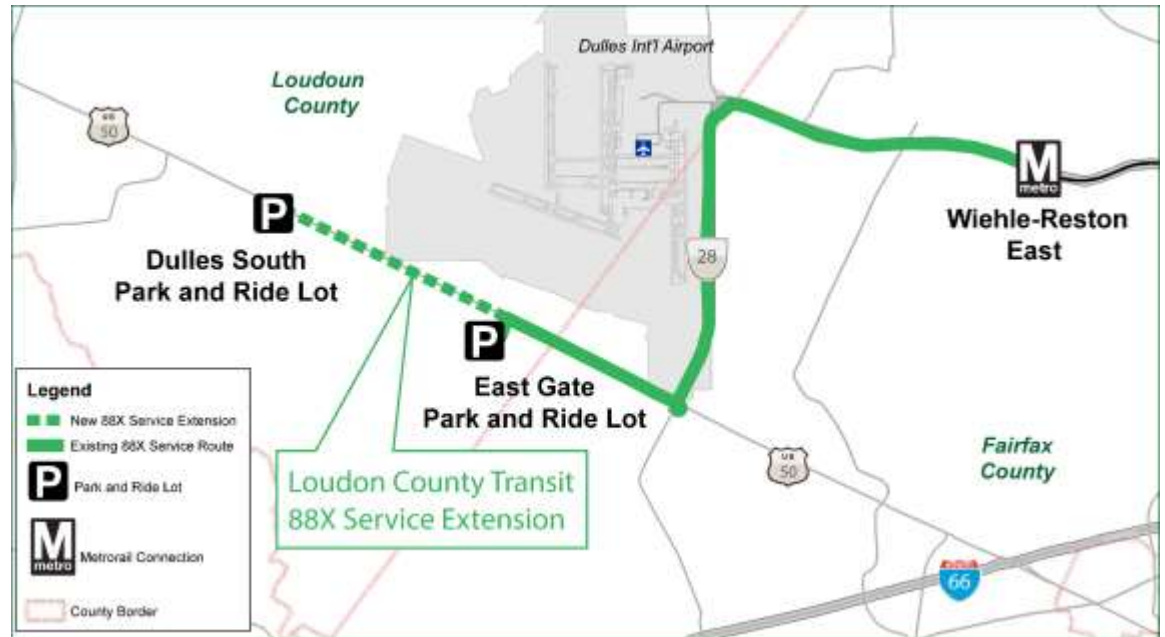
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations Fairfax County (\$3,452,618)

- 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



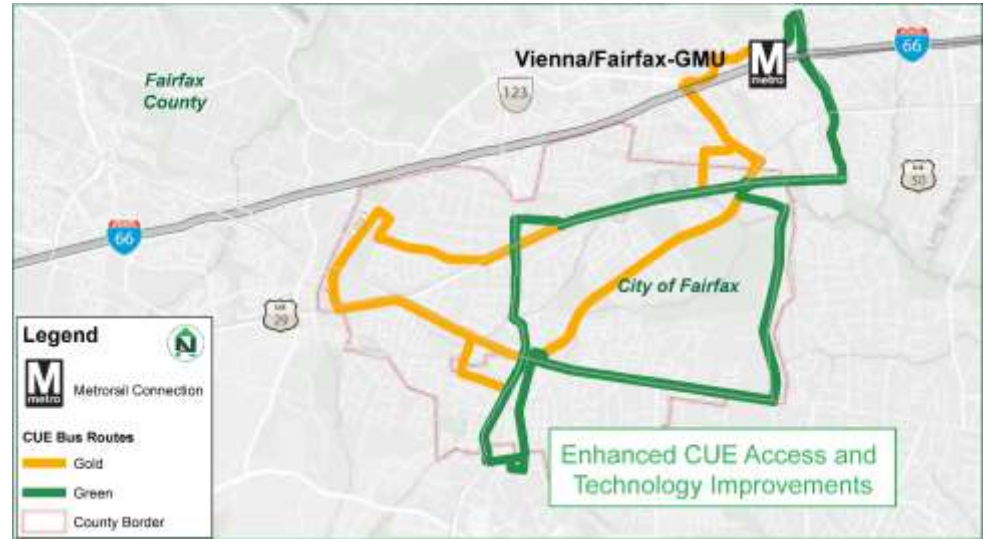
Loudoun County Transit Metro Connection from New Purcellville Park and Ride Loudoun County (\$1,065,960)

- 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)

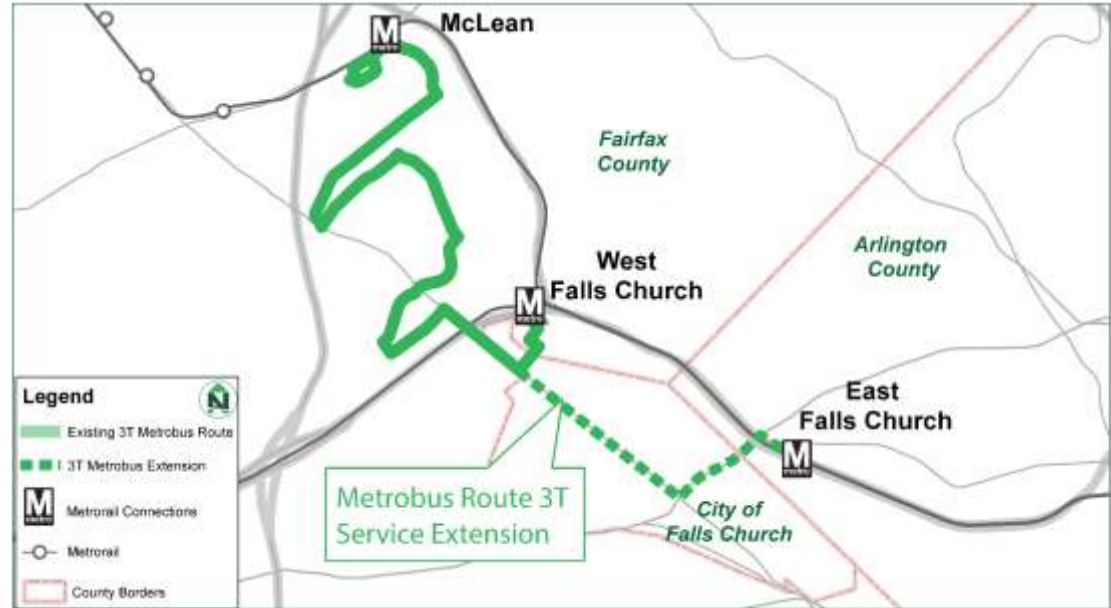
- What it funds:
 - ✓ the purchase of real-time transit arrival information screens at high ridership bus stops
 - ✓ improvements to bus shelters, benches and signage
 - ✓ identifying and prioritizing the locations for improvements
 - ✓ marketing of CUE services
- What it provides:
 - ✓ improved reliability,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

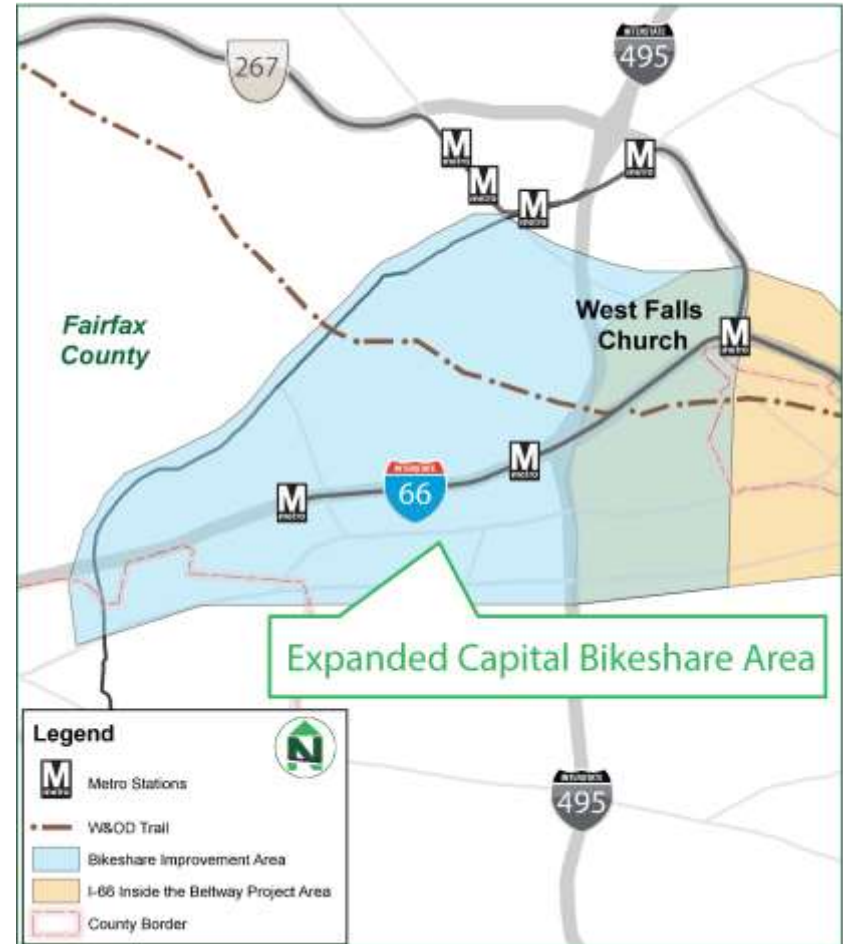
City of Falls Church (\$845,754)

- 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

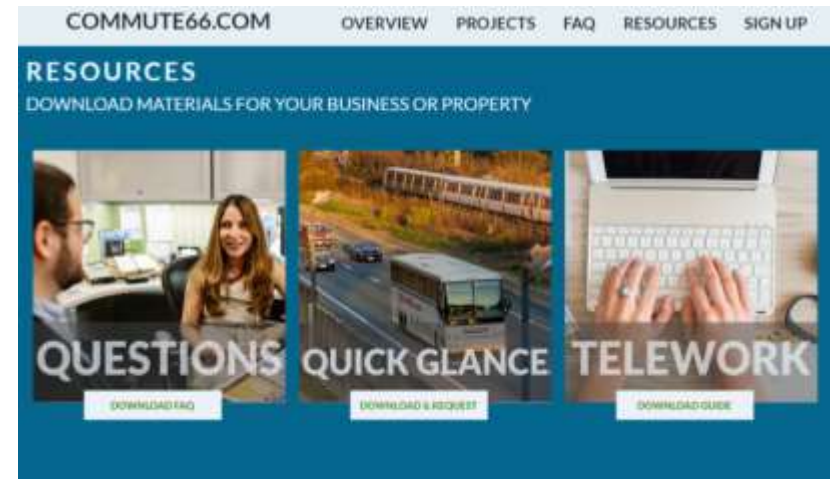


- What it funds:
 - ✓ staffing of Arlington County's Traffic Management Center during business hours
- What it provides:
 - ✓ optimal use of the county's Intelligent Transportation System
 - ✓ centralization and evaluation of traffic data from field devices
 - ✓ improved coordination with partner agencies 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



- 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.

