



Transform 66 Multimodal Project

Presentation to the TPB Technical Committee
December 2, 2016

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Patricia Happ

The Transform 66 Multimodal Project is done in conjunction with:



Investing in Multimodal Solutions

Program Team

Northern Virginia Transportation Commission

- Kate Mattice – Executive Director
- Patricia Happ - Program Manager
- Dan Goldfarb, PE - Technical Support

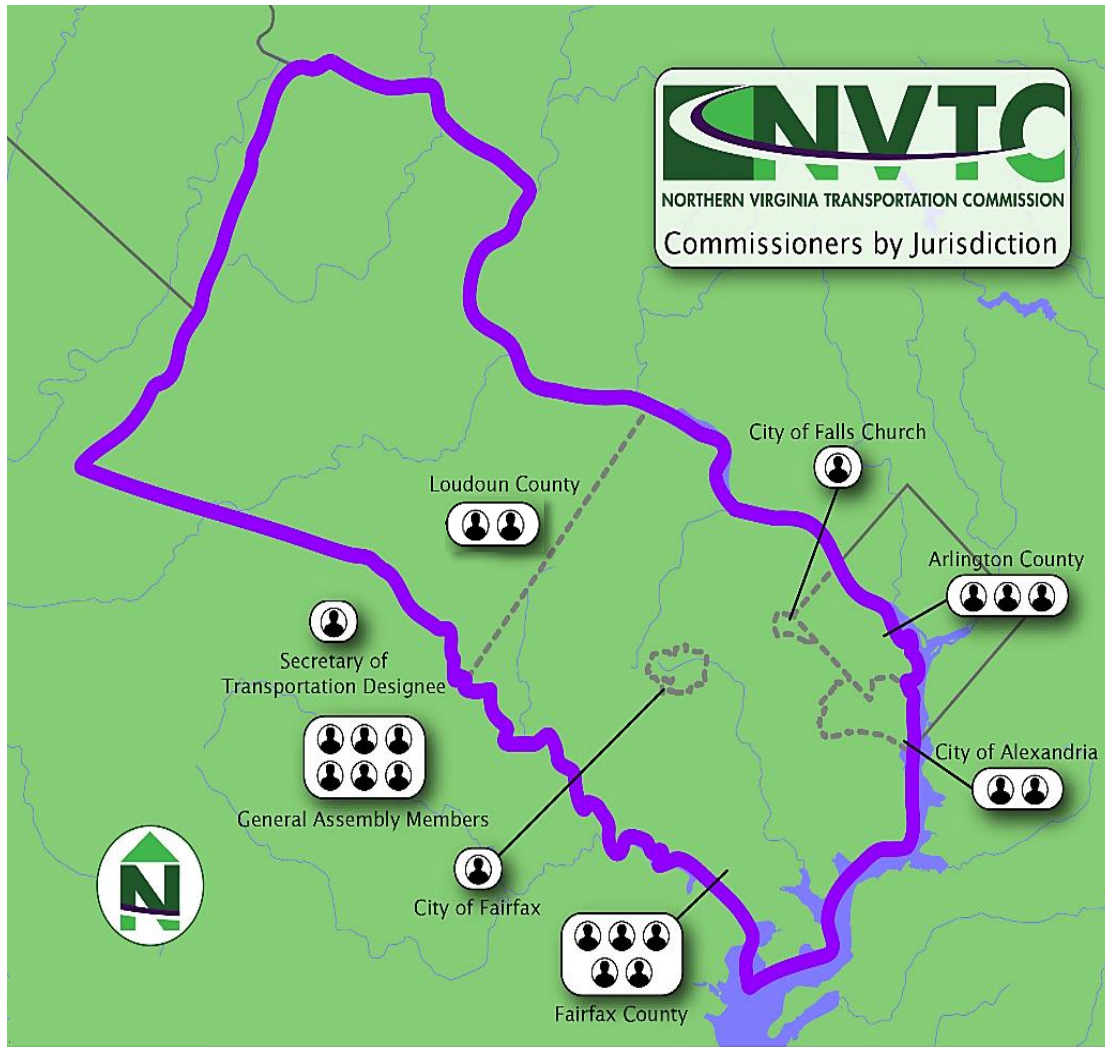
Kimley Horn Associates – Consultant Support

- Mike Harris
- Erin Murphy, AICP
- David Samba, PE, PTOE

Presentation Overview

- Northern Virginia Transportation Commission
- Project Background
- NVTC's Role
- Program Goals and Objectives
- Project Component Selections Process
- Project
- Program Performance Metrics
- Grant Agreements
- Questions

NVTC: Northern Virginia Transportation Commission



NVTC Jurisdictions:

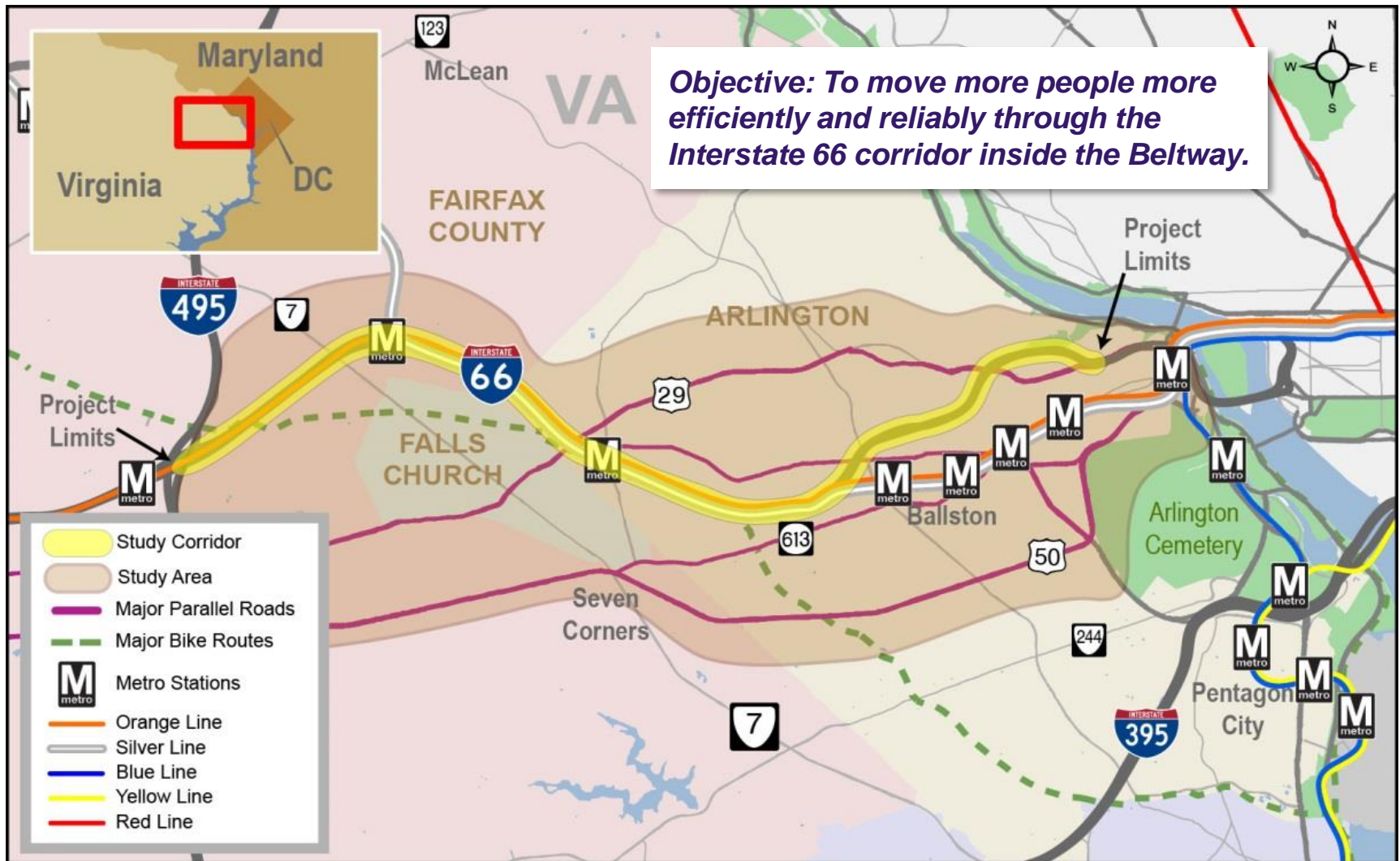
- Loudoun County
- Arlington County
- Fairfax County
- City of Alexandria
- City of Fairfax
- City of Falls Church

All of NVTC's jurisdictions are members of the Washington Metropolitan Area Transit Zone established by the WMATA Compact.

NVTC: Northern Virginia Transportation Commission



The Transform 66 Inside the Beltway Project



Transform 66 Inside the Beltway Partnership

- 40-year agreement between the Commonwealth and Northern Virginia Transportation Commission
- Initial program to provide new transportation choices before tolling starts

NVTC will:

Plan and select multimodal improvements

Issue grants to and coordinate with agencies to ensure efficient delivery of selected projects

Monitor effectiveness of projects

VDOT will:

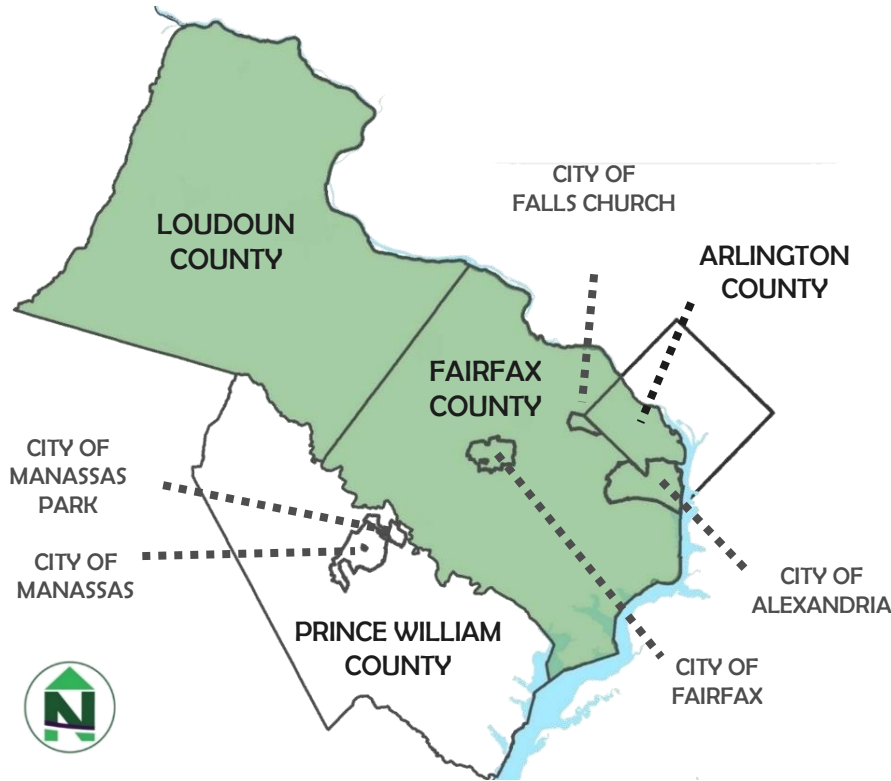
Widen I-66 eastbound between exits 67 and 71

Manage the design, construction, maintenance, and operations of I-66 Inside the Beltway tolls

Multimodal Project Requirements

- Benefit the toll payers of I-66 Inside the Beltway
- Legally eligible (location, type, applicant)
- Meet one or more of the Transform 66 Improvement Goals
 - ✓ Move more people
 - ✓ Enhance transportation connectivity
 - ✓ Improve transit service
 - ✓ Reduce roadway congestion
 - ✓ Increase travel options

Eligible Applicants



- Virginia Planning District 8 jurisdictions
- Agencies providing public transportation within those jurisdictions

Eligible Component Types

New or enhanced **local and commuter bus service**, including capital and operating expenses

Vanpool, and formal and informal carpooling programs and assistance

Capital improvements for **Washington Metropolitan Area Transit Authority rail and bus service**, including capital and operating expenses

Park and ride lot(s) and access or improved access thereto

Roadway improvements to address impacts from the dynamic tolling of the Facility on roadways in the Corridor

Roadway operational improvements in the Corridor

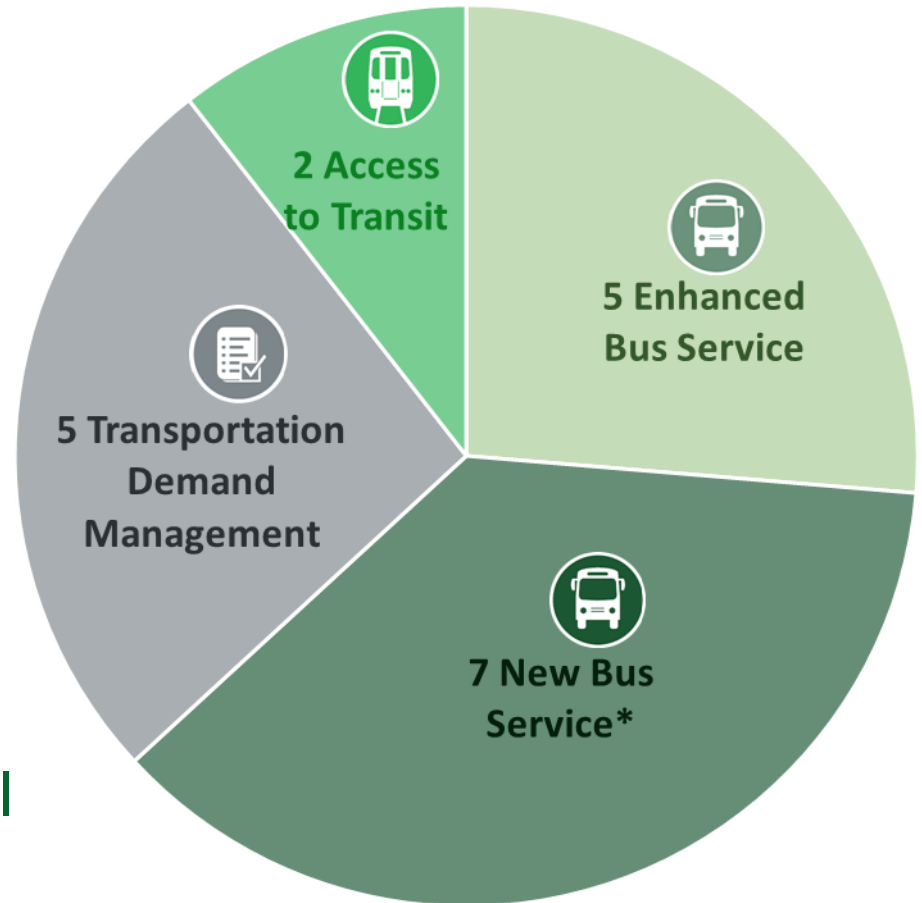
Transportation Systems Management and Operations as defined in 23 U.S.C. § 101(a)(30).

Projects identified in previous studies (VDOT's June 2012/August 2013 Reports on I-66 Inside the Beltway, DRPT's 2009 Transportation Demand Management/Transit Report)

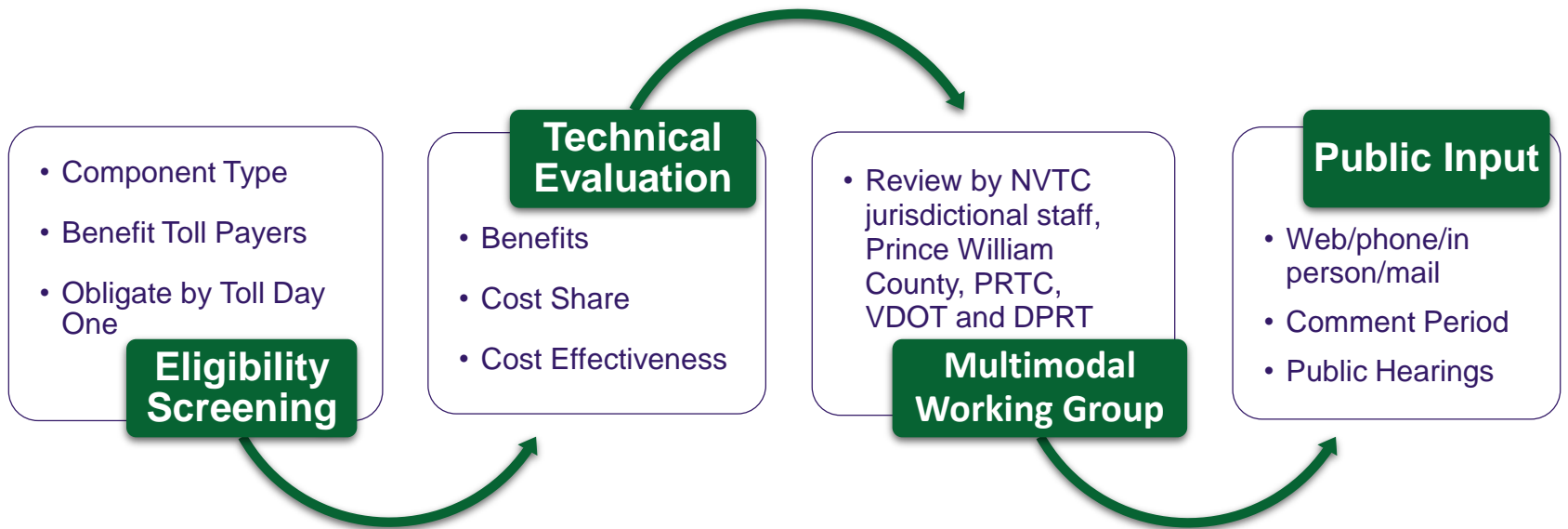
Applications for \$10 M Initial Multimodal Project

Applications Received

- 19 applications from:
 - Arlington County
 - City of Alexandria
 - Fairfax County
 - City of Falls Church
 - Loudoun County
 - Potomac and Rappahannock Transportation Commission
- \$42.7 million in requests
- 13 components ready by toll day one



Multimodal Component Selection Process



Multimodal Component Selection Process

- Congestion Relief
 - Person Throughput
 - Peak Period Travel Times
 - Connectivity
 - Accessibility
- Diversion Mitigation
- Cost Effectiveness
- Scoring – HI, MED, LO
- Economy of Scale Evaluation Methodology

Multimodal Component Selection Process

Person Throughput

Objective: Move more people through the corridor efficiently

- HI Score: $PMT > VMT$
- MED Score: $PMT = VMT$
- LO Score: $PMT < VMT$
- Non-Motorized Travel LO Score
- 45% of the Project Score

Multimodal Component Selection Process

Peak Period Travel Time

Objective: To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network

- HI Score: Significant Reduction ($\geq 30\%$)
- MED Score: Moderate Reduction (15% to 30%)
- LO Score: Minimal Reduction (5% to 15%)
- 15% of the Project Score

Multimodal Component Selection Process

Connectivity

Objective: To create, complete, or link transportation network elements and/or modes

- **HI Score:** Connects or Enhances 2+ Modes
- **MED Score:** New Modal Connection or Choice
- **LO Score:** No Impact
- **No Score:** Creates a Barrier between Modes or loss of Options
- **15% of the Project Score**

Multimodal Component Selection Process

Accessibility

Objective: To provide people with access to opportunities

- HI Score: Connects with 2+ Activity Centers
- MED Score: Connects to At Least One Activity Center
- LO Score: Enhances Last/First Mile
- 15% of the Project Score

Multimodal Component Selection Process

Diversion Mitigation

Objective: To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions

- HI Score: Enhances Transit Service
- MED Score: Supports Carpools and Vanpools
- LO Score: Roadway Operational or Geometric Improvements
- 15% of the Project Score

Multimodal Component Selection Process

Cost Effectiveness

Objective: To identify cost effective solutions for the corridor

- Stand Alone Score
- Project Evaluation Score Divided by the Funds being Requested
- Number is Normalized
- Accounts for Leveraging Funds

Multimodal Component Selection Process

- Build the Multimodal Program
- Limit on Operating Funding (\$7 Million)
- Facilitated a Discussion with Jurisdictions - Priorities
- Possible Scenarios
 - Benefits Score
 - Maximizing Transit Operating Funding
 - Cost Effectiveness

Initial Multimodal Package: NVTC-Approved Component List

Approved Component	Applicant	Total Funding Request
Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom	Fairfax	\$3,336,836
Loudoun County Stone Ridge Enhanced Transit	Loudoun	\$1,940,939
PRTC Gainesville to Pentagon Commuter Service	PRTC	\$887,900
Peak Period Service Expansion to Metrobus Route 2A Washington Blvd-Dunn Loring	Arlington	\$1,000,000
ART Bus Route 55 Peak Period Service Expansion	Arlington	\$450,000
Bus Stop Consolidation and Accessibility Improvements Lee Highway and Washington Blvd	Arlington	\$462,000
Expanded Transit Access through Capital Bikeshare	Falls Church	\$500,000
Multimodal Real-Time Transportation Information Screens	Arlington	\$250,000
Loudoun County Transportation Demand Management Transit Subsidy	Loudoun	\$623,000
Arlington County Expanded TDM Outreach to the I-66 Corridor	Arlington	\$350,000
Total		\$9,800,675

Initial Multimodal Package: Collective Benefits

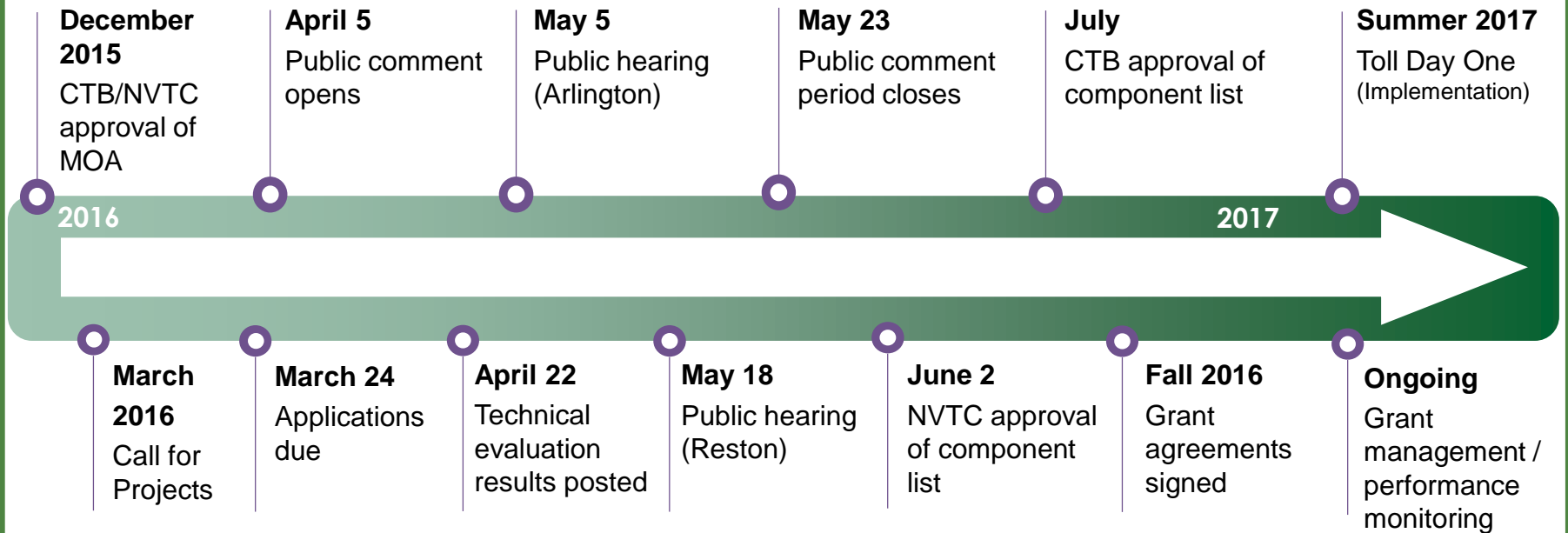
- ✓ **Moves as many as 5,000 people daily** through the corridor in the morning peak period within the first year of operation
- ✓ Provides much-needed **relief to the busy I-66/Orange/Silver Line Corridor**
- ✓ **Connects 20 activity centers** across Northern Virginia and the District of Columbia
- ✓ **Provides three new bus routes** and increase service on two existing routes
- ✓ **Allows the corridor to operate more efficiently** by providing traveler information and transportation demand management services.

Initial Multimodal Package:

Summary

- Approved by NVTC, a local body of local officials, members of General Assembly, and the Commonwealth
- Meets the requirements of the MOA and
 - ✓ moves people through the I-66 corridor
 - ✓ benefits tolls payers of I-66 inside the Beltway
 - ✓ is cost effective
 - ✓ will be ready by toll-day one
- Selected through an NVTC-approved process (eligibility screening, technical evaluation, jurisdictional input and public comment)
- Commonwealth Transportation Board (CTB) approved

Timeline



On-Going Activities

- NVTC Implementation of Grant Agreements
- Ongoing NVTC grant administration and performance monitoring
- Annual Report to CTB on selected components
- Future Call for Projects

Questions?