

Transform 66 Multimodal Project: FY 2017 Call for Components



March 2016

Pursuant to [the Memorandum of Agreement \(MOA\) for the Transform 66: Inside the Beltway Project \(January 5, 2016\)](#), the Northern Virginia Transportation Commission (NVTC) is issuing this FY2017 Call for Components to be funded under the Transform 66 Multimodal Project (the project). This Call for Components details the purpose and funding mechanisms of the project, criteria for funding eligibility, and application requirements and procedures for obtaining funding as part of the project, as established by the MOA, and agreed to by the MOA parties. A copy of the MOA is attached in **Appendix A**.

Purpose: The Transform 66 Multimodal Project's goals (Improvement Goals) are to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, and increase travel options. The Improvement Goals are reasonably expected to benefit the users of the portion of I-66 beginning at the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, VA. The solutions to be considered result from recommendations from the Virginia Department of Transportation's (VDOT) and Virginia Department of Rail and Public Transportation's (DRPT) *Final Report of the I-66 Multimodal Study Inside the Beltway*, completed in June 2012 as well as refinements in the *August 2013 Supplemental Report*. Toll revenues from the project will be used by VDOT to design, build, operate, and maintain the toll facility and to support multimodal improvements that benefit users of I-66 Inside the Beltway.

Funding Source and Availability: The MOA assigns VDOT, on behalf of the Commonwealth Transportation Board (CTB), to control and manage tolling on I-66. Toll revenues will be used and distributed to support the tolling operations and tolling maintenance of the facility, and to fund components selected by NVTC and approved by the CTB for the project, designed to specifically attain the Improvement Goals stated in the MOA. CTB delegates to NVTC the authority to select and administer the implementation of the components to be financed from the portion of the toll revenues of the facility as provided in the MOA.

Component Application: Applications for funding under the FY2017 Call for Components must be submitted no later than 5:00 P.M. on March 24, 2016. Applications for funding received after that time will not be considered. Partially completed applications may be deemed ineligible.

Applicants submitting multiple components are required to prepare separate applications for each component. All applications must be submitted online through the applicant portal at: www.novatransit.org/l66Multimodal.

For Further Information, Contact: For further information regarding this Call for Components, please contact the NVTC Multimodal Project team at l66Multimodal@nvtcdc.org. If prospective applicants would like clarification on any of the component application requirements, please submit questions no later than 12:00 P.M. on March 24, 2016. All questions will be considered for response in a frequently asked question section of the website.

Component Eligibility

Applicant Eligibility: All jurisdictions and other public transportation providers in Virginia Planning District 8 are eligible to submit applications.

Component Eligibility Criteria: As established in [Section II.B.1. \(c\) of the MOA](#), components must meet each of the following five eligibility criteria:

- (a) Must benefit toll-paying users of the facility
- (b) Must have capacity to attain one or more of the following Improvement Goals:
 - (i) Move more people
 - (ii) Enhance transportation connectivity
 - (iii) Improve transit service
 - (iv) Reduce roadway congestion
 - (v) Increase travel options
- (c) Must be one of the following multimodal transportation improvements serving the corridor:
 - (i) New or enhanced local and commuter bus service including capital and operating expenses (e.g., fuel, tires, maintenance, labor, and insurance), subject to the limitations in paragraph II.A.4 [of the MOA], and transit priority improvements
 - (ii) Vanpool as well as formal and informal carpooling programs and assistance
 - (iii) Capital improvements for Washington Metropolitan Area Transit Authority (WMATA) rail and bus service including capital and operating expenses, subject to the limitations paragraph II.A.4 [of the MOA], and improved access to Metrorail stations and Metrobus stops
 - (iv) Park-and-ride lots and access or improved access thereto
 - (v) Roadway improvements to address impacts from the dynamic tolling of the facility on roadways in the corridor (including but not limited to Routes 7, 29, 50, and 309 as well as Washington Boulevard, Wilson Boulevard, and Westmoreland Street)
 - (vi) Roadway operational improvements in the corridor
 - (vii) Transportation systems management and operations as defined in 23 U.S.C. § 101(a) (30) on December 1, 2015
 - (viii) Projects identified in VDOT's June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway* and the August 2013 *Supplemental Report*, as well as recommendations from DRPT's 2009 *Transportation Demand Management/Transit Report*, and projects in the region's constrained long-range plan
- (d) For non-debt financed components, must demonstrate the ability to obligate the toll revenue to cost of the component within two fiscal years and to expend the toll revenues within five fiscal years of the fiscal year in which the funds are allocated by the CTB
- (e) Must demonstrate that the component will be in compliance with all applicable laws, rules, and regulations—and have received or will receive all required regulatory approvals

Pursuant to Section II.C of the MOA, NVTC will submit to the CTB a list of components for an advanced allocation of funding (herein referred to as the initial multimodal transportation improvements). To be considered eligible as an initial multimodal transportation improvement, components must meet the criteria set forth in Section II.B.1.(c) of the MOA and must be capable of being obligated no later than at the time tolling begins on the facility (toll day one, targeted summer 2017). Components that are eligible under either the eligibility criteria of

Section II.B.1.(c) or eligible as an initial multimodal transportation improvement under the criteria of Section II.C will adhere to the component application and submission guidelines and to the component selection process outlined in this FY 2017 Call for Components.

Component Selection Process

Component Application: The FY2017 application will be available on March 4, 2016 at the following website: www.novatransit.org/i66Multimodal.

The component application will require the following:

- Applicant information including point of contact
- General component information
- Component justification and documentation
- Component implementation milestone schedule, including the proposed date that funds will be obligated and the proposed completion/opening date of the component
- Estimated cost of the component
- Data supporting eligibility screening and evaluation
- Identified matching funding sources

Component Eligibility Screening: Components will be screened to determine if they meet the eligibility criteria established by the MOA. Eligible components will be presented to the Commission and advanced to the technical evaluation phase. NVTC will notify applicants if a component is not eligible.

Component Evaluation: Components will be evaluated to determine their performance in achieving the Improvement Goals listed in the MOA against the following criteria:

- Person Throughput/Congestion Relief. Assessment of the component's merits in benefiting toll-payers and increasing the corridor's person throughput. Mobility measures include:
 - *Person throughput*: The component moves more people through the corridor efficiently
 - *Peak period travel time*: The component provides consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network
 - *Connectivity*: The component creates, completes, or links transportation network elements and/or modes and promotes transportation choice
 - *Accessibility*: The component creates or enhances access between people and activity centers
- Diversion Mitigation. The component mitigates the impacts of trips diverted from I-66 Inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.
- Cost Effectiveness. The component represents a cost-effective solution and leverages other sources of funding.

The prioritization process and evaluation criteria are attached in **Appendix B**.

Public Hearing: A list of components will be presented at a public hearing.

Approval of FY2017 Multimodal Program: The CTB will approve a prioritized list of recommended components and obligate toll revenue to the components pursuant to the terms of the MOA.