

Multimodal Real-Time Transportation Information Screens in Alexandria

Applicant:

City of Alexandria

Proposed Opening Date:

June 30, 2017

Description:

This project will provide funding for approximately 15 multimodal real-time transportation information screens to be installed at key employment and transportation locations across the City of Alexandria. A portion of the screen will be dedicated to providing information about travel options between Alexandria and the I-66 corridor, including transit, carpool and vanpool options, as well as regional and local transportation options, such as Virginia Railway Express (VRE), Metrorail, Metrobus, DASH, Capital Bikeshare, and carshare.

The project application will support the upfront capital and installation costs, as well as the first two years of operating costs. Ongoing operation costs beyond the grant will be covered through various funds, including but not limited to transportation management plans (funds that are required of new development through the City's ordinance) and transportation demand management (TDM) grant funds. The City also will explore potential local and regional opportunities to leverage project funding.

Multimodal Transportation Improvement Type:



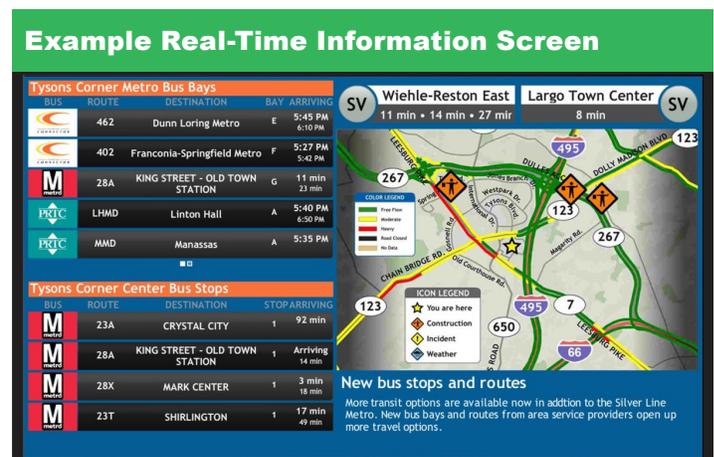
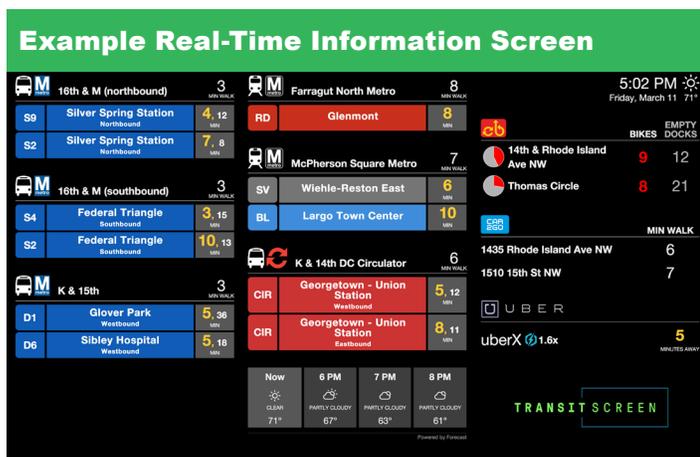
Transportation Demand Management

Benefit to Tollpayers:

The Virginia Department of Transportation (VDOT) data indicates that in the AM peak six percent of I-66 users are destined for Alexandria and in the PM peak eight percent of I-66 users originate in Alexandria. The City has a solid history of investing in TDM efforts. This component will provide valuable multimodal real-time transportation information for users traveling to and from Alexandria and effectively removing some trips from the project corridor while opening up capacity along I-66 and benefiting its users.

Documented in:

City of Alexandria Comprehensive Plan
 City of Alexandria Transit Development Plan



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|-------------------------------|
| Person Throughput (up to 45 points) Component will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives. | 15 |
| Peak Period Travel Time (up to 15 points) Component is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person. | N/A |
| Connectivity (up to 15 points) Component provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Component connects residents to two or more activity centers. | 5 |
| Diversion Mitigation (up to 10 points) Component provides or enhances transit service and attracts trips that are diverted from I-66 due to tolling or HOV restrictions. | 3 |
| Total Component Benefit Score | 33 |

Cost Evaluation:

| | |
|---|-------------------|
| Total Project Cost | \$ 200,000 |
| Funding Request | \$ 190,000 |
| Percent of Project Costs Requested | 95% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 175 |

Additional Information:

All of the information provided on the multimodal real-time transportation screens will facilitate connections from the I-66 corridor to the City of Alexandria and the region overall. Some examples of the vital connections include: Metrorail (Orange Line to Blue Line), Metrobus (10B, 28A, 28X), and carpooling and vanpooling, thus enabling users to travel the I-66 corridor more efficiently and avoid having to pay the toll. Once the I-66 user is in the City, many options exist to complete a trip, including DASH and Metrobus, carsharing, and Capital Bikeshare.

The Transform 66 Multimodal Project is done in conjunction with:



Bus Stop Consolidation and Accessibility Improvements

Applicant:

Arlington County

Proposed Opening Date:

October 1, 2018

Description:

This project aims to improve the performance of existing bus routes by consolidating underutilized/closely spaced bus stops and by facilitating the design and construction of approximately 30 bus stop improvements along Lee Highway and Washington Boulevard. Improvements will include bus stop pads and pedestrian facilities (sidewalks, curb ramps and crosswalks) that are compliant with the Americans with Disabilities Act (ADA), as well as new, enhanced passenger amenities (shelters, benches, lighting, customer information, etc.).

The component application will support the capital costs to consolidate bus stops and improve approximately 30 Metrobus stops in Arlington County.

Multimodal Transportation Improvement Type:



Enhanced Bus Service

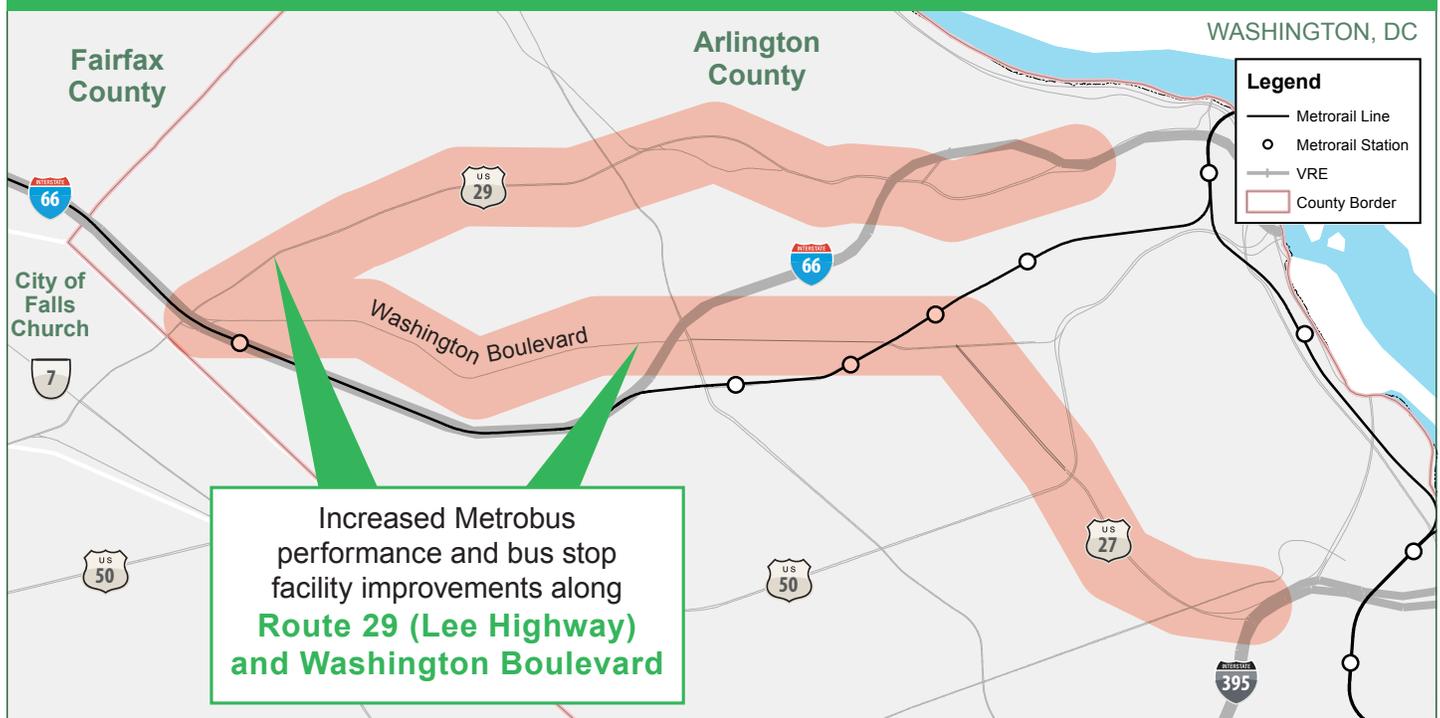
Benefit to Tollpayers:

This project benefits toll-paying users of I-66 inside the Beltway by providing more streamlined bus service along Lee Highway; reducing both the amount of time a bus sits at the stop and the number of bus stops; and increasing bus speed through the corridor. Having more accessible bus stops will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan
Arlington County Capital Improvement Plan

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| Person Throughput (up to 45 points) | 15 |
| Project supports an increase in peak period, peak direction vehicular throughput in the corridor that is significant (greater than 1 percent of the baseline). | |
| Peak Period Travel Time (up to 15 points) | 10 |
| Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | |
| Connectivity (up to 15 points) | 15 |
| Project provides new modal connections and/or further promotes transportation choice. | |
| Accessibility (up to 15 points) | 15 |
| Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities. | |
| Diversion Mitigation (up to 10 points) | 10 |
| Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | |
| Total Component Benefit Score | 65 |

Cost Evaluation:

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|--|-------------------|
| Total Project Cost | \$ 462,000 |
| Funding Request | \$ 462,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 141 |

The Transform 66 Multimodal Project is done in conjunction with:



CarFree AtoZ – Mobile Travel Planning Application – Phase 3

Applicant:

Arlington County

Proposed Opening Date:

June 30, 2017

Description:

This project includes a proposed expansion (Phase 3) of the interactive, web-based multimodal commute planner called CarFree AtoZ. Arlington County Commuter Services (ACCS) has previously developed CarFree AtoZ to include a visualization framework for personalized travel maps and a data clearinghouse for managing regional transport datasets (Phase 1 and Phase 2, respectively). CarFree AtoZ is the region's first multimodal trip planning and comparison tool that provides detailed tripmaking information for available options including rail, bus, biking and bikesharing. In Phase 3, ACCS proposes to expand the use and reach of CarFree AtoZ in several significant ways that will have greater value and impact in helping commuters and others along the I-66 corridor use alternate modes, including the development of a native CarFree AtoZ app for Android and iOS platforms, replicating the functionality of the website with mobile-aware enhancements; the ability to search for locations by intersection and transit stop ID; multilanguage support; and statewide deployment. This expansion will be coordinated with the local jurisdiction partners already involved in the development of this tool and will be available for their use. This project also will reinforce the impact of other transit and TDM enhancements including providing information on using new Capital Bikeshare stations at East Falls Church Metrorail Station, if funded, and any of the enhanced transit service projects.

Multimodal Transportation Improvement Type:



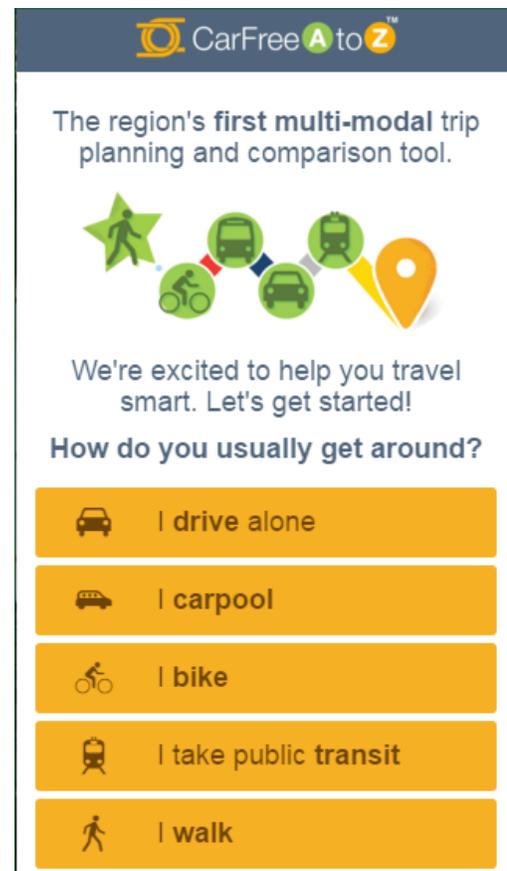
Transportation Demand
Management

Benefit to Tollpayers:

This project will benefit the toll-paying users of I-66 inside the Beltway by providing multimodal travel options at a commuter's fingertips. This allows commuters to choose the most efficient non-auto mode for travel, removing vehicles from I-66 inside the Beltway and parallel roads.

Documented in:

Arlington County Commuter Services Transportation
Demand Management Plan for FY 2017-2022
VDOT 2012 I-66 Multimodal Study



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| <i>Person Throughput (up to 45 points)</i> | 15 |
| Project will increase the corridor’s peak period, peak direction throughput by supporting transportation choice. | |
| <i>Peak Period Travel Time (up to 15 points)</i> | 10 |
| Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | |
| <i>Connectivity (up to 15 points)</i> | 10 |
| Project provides new modal connections and/or further promotes transportation choice. | |
| <i>Accessibility (up to 15 points)</i> | 5 |
| Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities. | |
| <i>Diversion Mitigation (up to 10 points)</i> | 3 |
| Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | |
| Total Component Benefit Score | 43 |

Cost Evaluation:

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|---|---------------------|
| Total Project Cost | \$ 1,300,000 |
| Funding Request | \$ 150,000 |
| Percent of Project Costs Requested | 12% |
| Cost Effectiveness Score <i>(Total Component Benefit Score/Funding Request)</i> | 289 |

Additional Information:

Through the use of the trip planning app, a commuter would become aware of all of his or her travel choices to the same or proximate destination, resulting in less use of private vehicles and greater use of alternative transportation options. This project will help alert commuters to many of the other services being proposed for I-66 funding, such as enhanced transit services and new bikeshare stations. This will help to ensure the maximum impact of other service enhancements at a very low cost.

The Transform 66 Multimodal Project is done in conjunction with:



Multimodal Real-Time Transportation Information Screens in Arlington County

Applicant:
Arlington County

Proposed Opening Date:
January 1, 2017

Description:

This project includes the purchase, configuration and installation of up to 50 multimodal real-time transportation information screens in locations along the Rosslyn-Ballston Metrorail corridor. These screens would be similar to those currently located in several locations in Arlington County and would provide dynamic information on Metrorail, Metrobus, and Arlington Transit arrivals; travel times to various locations on I-66; toll rates for the I-66 high-occupancy toll (HOT) lanes; bicycle capacity at Capital Bikeshare stations; Zipcar availability; and news updates including delays or emergency issues. Screens would be placed at the unequipped East Falls Church, Virginia Square-GMU, Clarendon, and Court House Metrorail stations; high-utilization bus stops; and in residential and office buildings in the Rosslyn-Ballston corridor. The screens will provide commuters with comprehensive, up-to-the-minute information on all travel choices to help them make informed transportation decisions. These screens will help to increase the use of transit and transportation demand management (TDM) being proposed for I-66 funding such as the proposed new Capital Bikeshare stations at the East Falls Church Metrorail Station.

Multimodal Transportation Improvement Type:



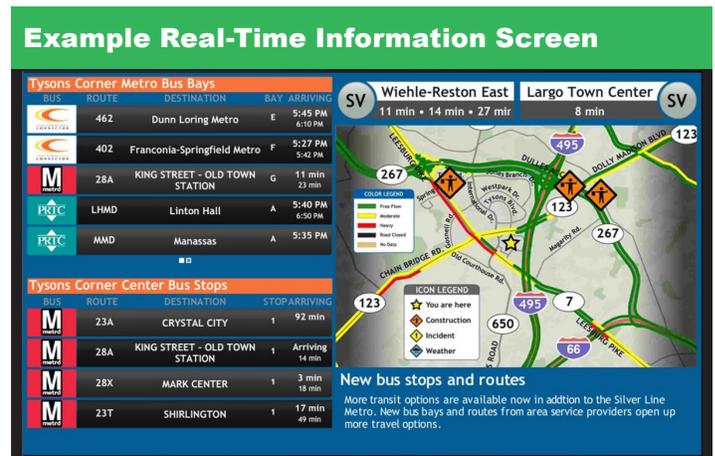
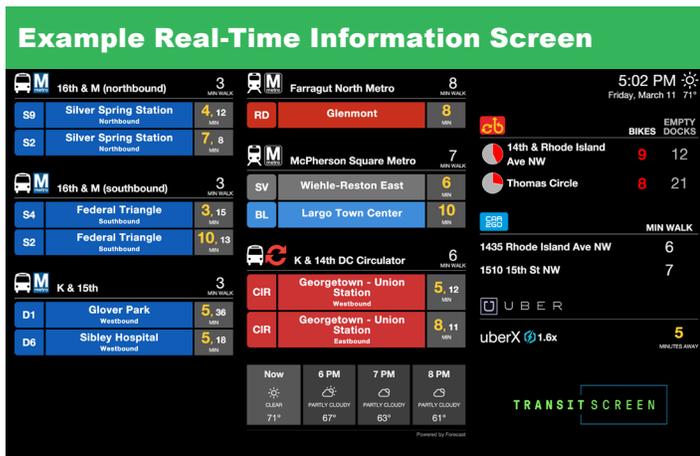
Transportation Demand Management

Benefit to Tollpayers:

This project will benefit the toll-paying users of I-66 inside the Beltway by providing real-time information on toll rates and multimodal commuting options, thereby removing vehicles from I-66 and surrounding roads and helping ease congestion.

Documented in:

Arlington County Commuter Services Strategic Plan
VDOT 2012 I-66 Multimodal Study Inside the Beltway



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|-------------------------------|
| Person Throughput (up to 45 points) Project will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives. | 15 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 15 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities. | 5 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 3 |
| Total Component Benefit Score | 48 |

Cost Evaluation:

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|---|-------------------|
| Total Project Cost | \$ 292,600 |
| Funding Request | \$ 250,000 |
| Percent of Project Costs Requested | 85% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 193 |

Additional Information:

These screens give commuters the information needed to choose the best travel option. For example commuters could use Capital Bikeshare to travel to a bus stop or take Metrobus instead of Metrorail to shorten their wait time. This project complements other proposed transit and TDM services for the I-66 corridor. The alternatives provided through this project make it more likely that users will take advantage of alternatives.

The Transform 66 Multimodal Project is done in conjunction with:



Expanded TDM Outreach to the I-66 Corridor

Applicant:

Arlington County

Proposed Opening Date:

January 1, 2017

Description:

This project includes the implementation of one year of proven commuter transportation demand management (TDM) programs to alleviate congestion, maximize the use of multimodal transportation options, reduce subsidies required for Metrorail services, improve job access and reduce emissions. Contracted staff will provide robust employer and residential outreach and education services including a focus on new carpool and vanpool initiatives.

These new initiatives will provide a powerful new way to serve residents who lack convenient connections to existing transit by serving as a new type of first mile/ last mile connection, thereby feeding new riders into existing transit services. The promotional element will be an essential supporting component for many proposed I-66 enhanced transit and TDM services. Arlington Transportation Partners will provide, in kind, a .25 full-time equivalent residential outreach person to complement the grant-funded contract staff.

Multimodal Transportation Improvement Type:



Transportation Demand
Management

Benefit to Tollpayers:

This project will benefit the toll-paying users of I-66 by providing information, incentives and encouragement to choose multimodal commute options, thereby removing vehicles from I-66 and parallel roads.

Documented in:

Arlington County Commuter Services Strategic Plan
VDOT 2012 I-66 Multimodal Study Inside the Beltway



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|------------------------|
| Person Throughput (up to 45 points) Project will manage peak period, peak direction travel demand in the corridor by seeking to change travel behavior by providing information or incentives. | 15 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities. | 10 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 7 |
| Total Component Benefit Score | 52 |

Cost Evaluation:

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|---|-------------------|
| Total Project Cost | \$ 390,000 |
| Funding Request | \$ 350,000 |
| Percent of Project Costs Requested | 90% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 148 |

Additional Information:

TDM consistently makes people aware of travel choices and connections they did not realize they had. Often the connection between modes is complicated or requires research that people do not do on their own, but the intensive information and personal connection of TDM helps people do so. Providing comprehensive information, incentives, and encouragement makes a big difference in people’s awareness and use of options.

All TDM programs around the country use outreach as an essential component of getting travelers to use alternatives to driving. Integrating the availability of new enhanced transit and TDM services being proposed for I-66 funding into this outreach effort will be essential in getting commuters to become aware of such options and make them much more likely to use them. In this respect, this project is an important element for the success of many of the other proposed I-66 projects.

The Transform 66 Multimodal Project is done in conjunction with:



Peak Period Service Expansion to ART Bus Route 55

Applicant:

Arlington County

Proposed Opening Date:

July 1, 2017

Description:

This project includes expanding bus service on Lee Highway from Rosslyn to East Falls Church and will reduce headways on the ART 55 by adding a sixth bus to the route during peak periods.

Included in the project cost is the rehabilitation of six buses and operations costs to support improved bus frequency to 12 minutes throughout the AM and PM peak periods.

The component application will support the capital costs of rehabilitating six buses and support operational assistance to provide two years of enhanced peak period service.

Multimodal Transportation Improvement Type:



Enhanced
Bus Service

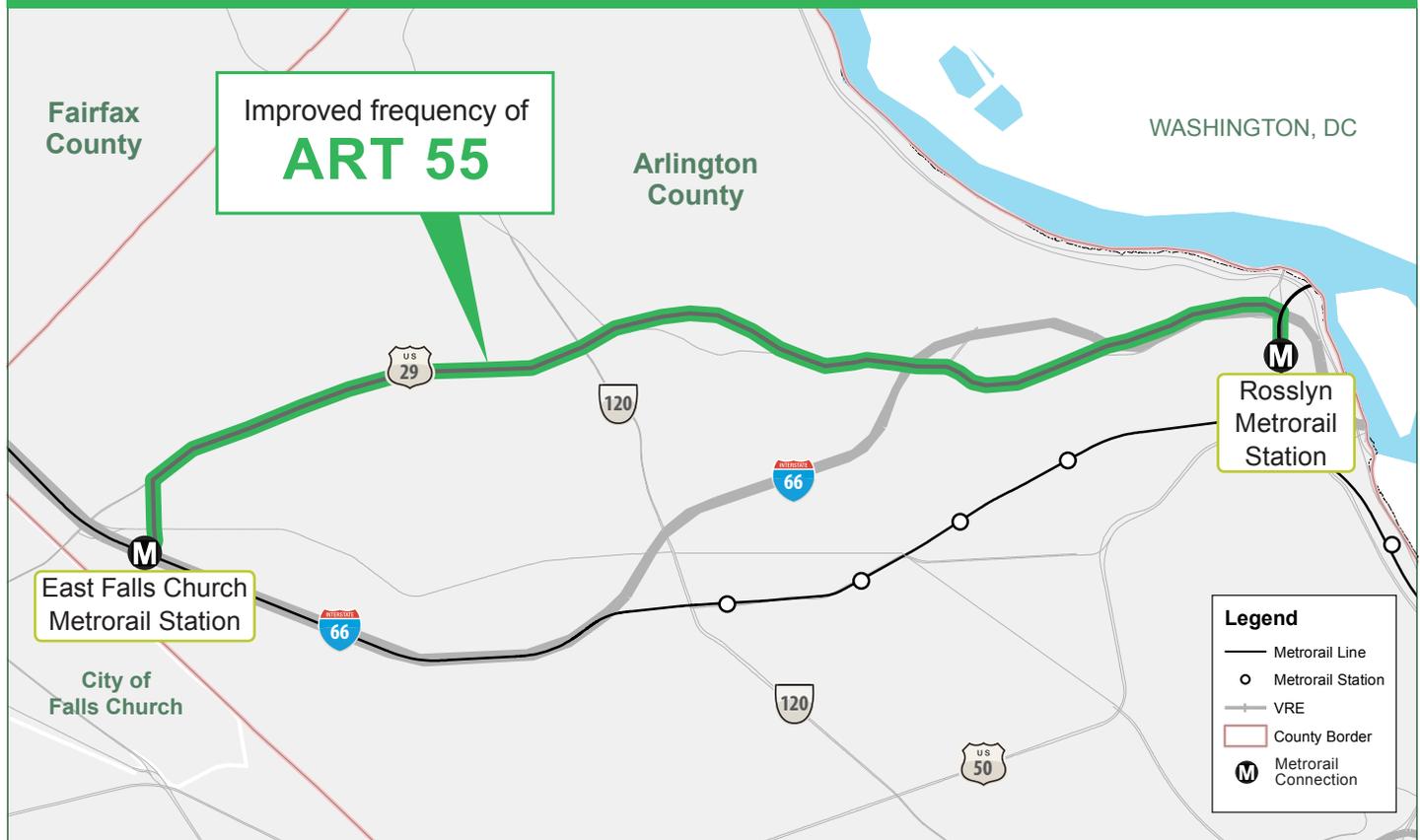
Benefit to Tollpayers:

This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service in the parallel corridor of Lee Highway. Increasing transit service will encourage more people to ride the bus, thus removing cars from Lee Highway and parallel commuting routes, including I-66 inside the Beltway.

Documented in:

Arlington County Transit Development Plan
Arlington County Capital Improvement Program

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The component will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 5 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 70 |

Cost Evaluation:

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|---|---------------------|
| Total Project Cost | \$ 1,250,000 |
| Funding Request | \$ 1,250,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 56 |

Additional Information:

This project aims to enhance connections within the Lee Highway corridor by increasing the frequency of bus service between the East Falls Church and Rosslyn Metrorail stations, and provides enhanced connectivity to the region via improved access to Metro. Average service frequency will be improved from 16 minutes to 12 minutes during extended weekday peak periods.

The Transform 66 Multimodal Project is done in conjunction with:



Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring

Applicant:

Arlington County

Proposed Opening Date:

August 31, 2016

Description:

This project aims to reduce the amount of time between buses (from 15 to 10 minutes) on the Metrobus 2A route, which operates in the I-66-adjacent corridors of US 29 and Washington Boulevard. This Metrobus line connects three jurisdictions: Fairfax County, the City of Falls Church, and Arlington County.

The component application will support operational assistance to provide two years of enhanced peak-period service.

Multimodal Transportation Improvement Type:



Enhanced
Bus Service

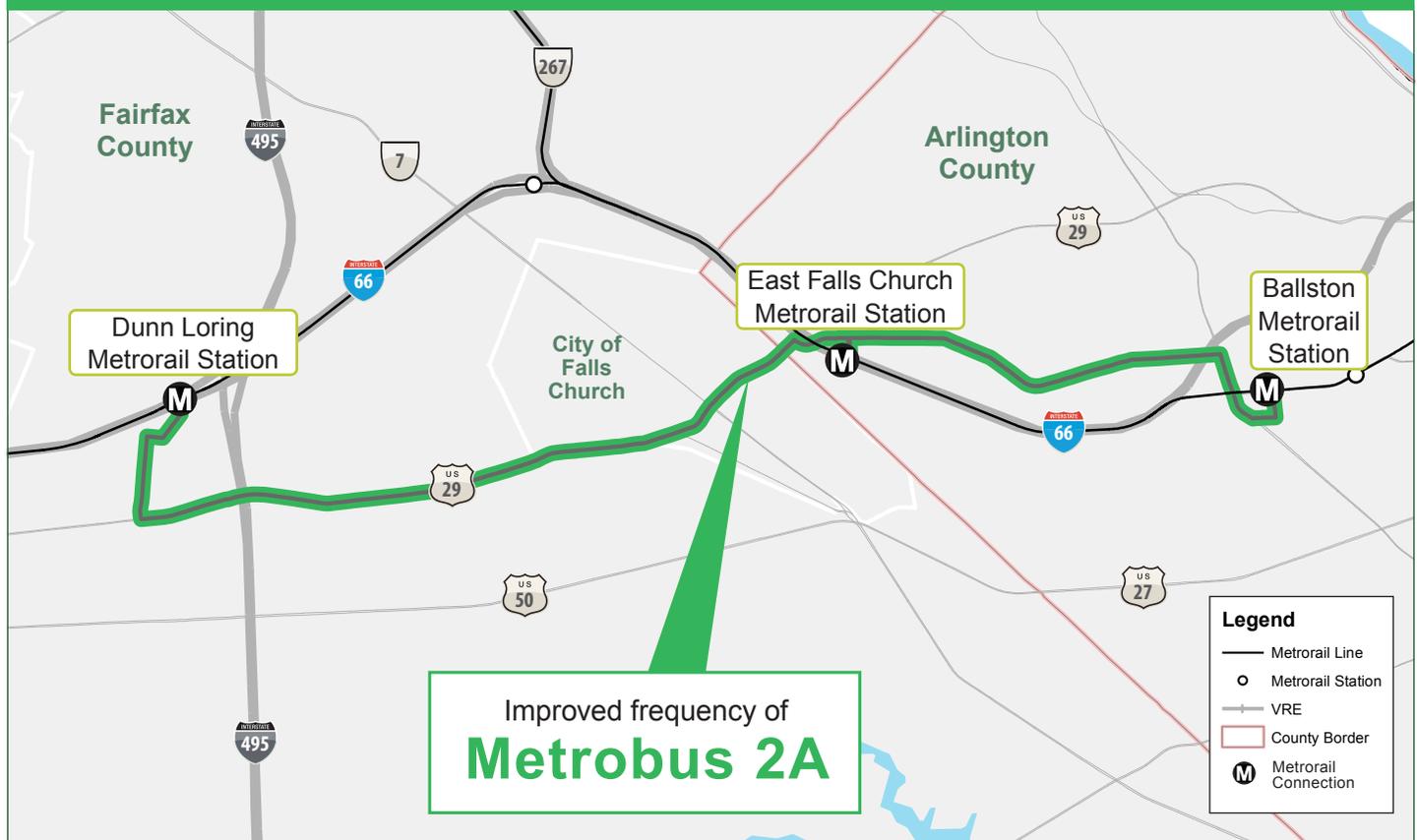
Benefit to Tollpayers:

This service benefits toll-paying users of I-66 inside the Beltway by providing additional peak-period transit service on the parallel corridors of US 29 in Fairfax County, en route to the project corridor, and Washington Street in the City of Falls Church and Washington Boulevard in Arlington County in the project corridor. Increasing transit service will encourage more commuters to take the bus, thus removing cars from these roads and parallel commuting routes, including I-66.

Documented in:

Arlington County Transit Development Plan

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The component will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 5 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 70 |

Cost Evaluation:

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|--|---------------------|
| Total Project Cost | \$ 1,000,000 |
| Funding Request | \$ 1,000,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 70 |

The Transform 66 Multimodal Project is done in conjunction with:



Fairfax Connector Express Service from Government Center to Foggy Bottom

Applicant:

Fairfax County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the creation of a new weekday, peak-period Fairfax Connector Express bus service route between the Fairfax County Government Center park-and-ride facility, and the State Department and the Foggy Bottom neighborhood in Washington, DC.

The project application will support the capital costs of purchasing six new buses and support operational assistance to provide two years of new weekday, peak-period Fairfax Connector Express bus service.

Multimodal Transportation Improvement Type:



New
Bus Service

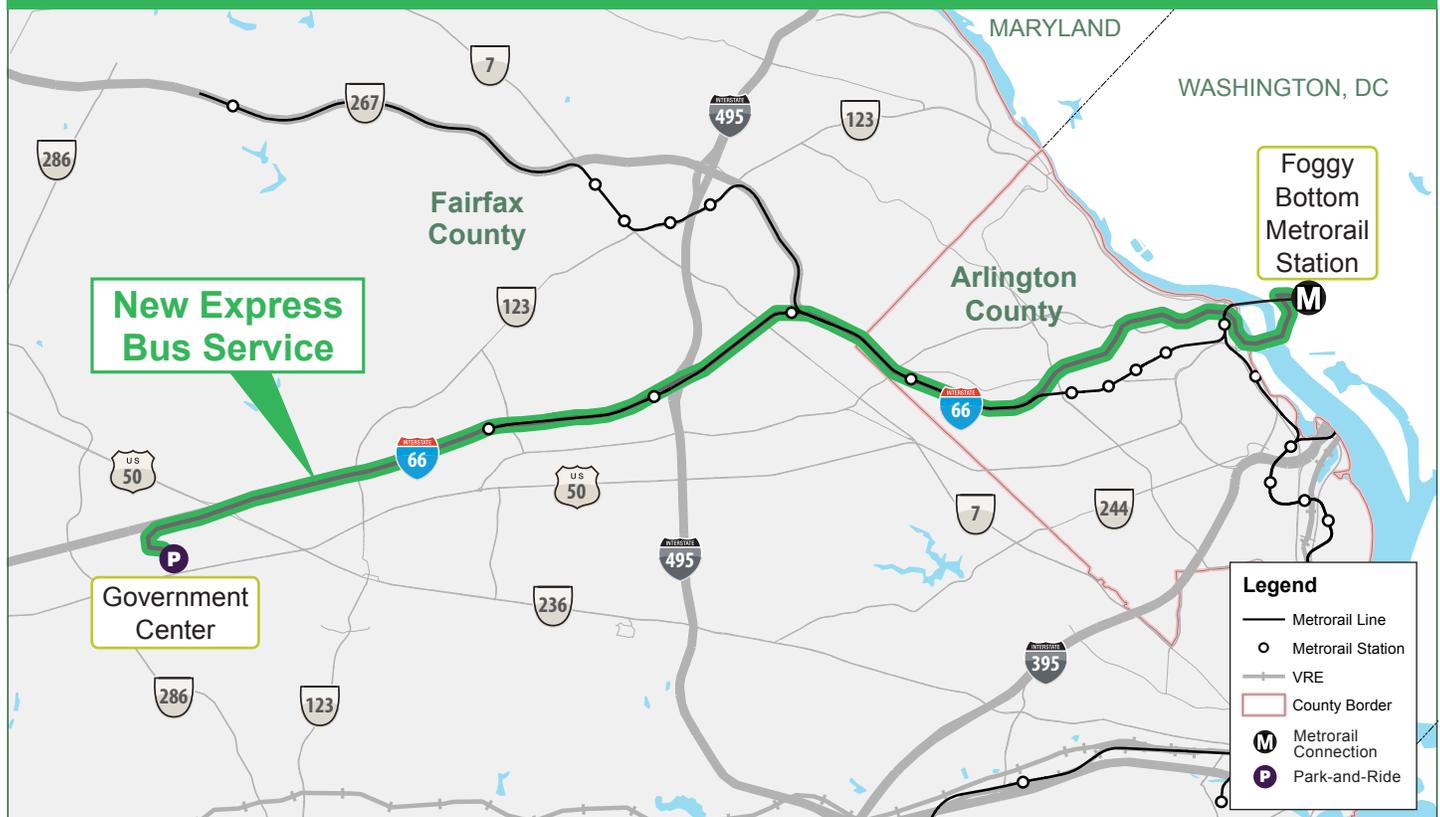
Benefit to Tollpayers:

This project component benefits the toll payers by providing users with transportation choice in the corridor. The proposed service will also move more people in the corridor with fewer vehicles, decreasing demand on I-66 inside the Beltway and ensuring consistent travel speeds for toll users.

Documented in:

DRPT I-66 Transit/TDM Study
2015 Fairfax County Transit Development Plan

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 15 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 80 |

Cost Evaluation:

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|--|---------------------|
| Total Project Cost | \$ 4,740,000 |
| Funding Request | \$ 4,740,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 17 |

Additional Information:

This route addresses connectivity by providing a direct connection to the State Department building from the Fairfax County Government Center complex. During the morning peak period when I-66 inside the Beltway is restricted to high-occupancy vehicle (HOV) use, single-occupancy vehicle (SOV) commuters traveling eastbound on I-66 outside the Beltway must now divert, at the Beltway, to U.S. 50 or U.S. 29 to continue inbound. The same is necessary westbound during afternoon HOV restrictions.

To reach the State Department, transit commuters must currently take Fairfax Connector Bus Route 623 to Vienna Metro Station, transfer to the Orange Line to the Foggy Bottom Metro Station, then transfer to a Metrobus route or walk six blocks southeast.

The Transform 66 Multimodal Project is done in conjunction with:



Fairfax Connector Express Service from Stringfellow to Pentagon/Mark Center

Applicant:

Fairfax County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the creation of a new Fairfax Connector Express bus service route between the expanded Stringfellow Road park-and-ride facility and the Pentagon Transit Center and Mark Center Transit Station via Stringfellow Road, I-66, VA-110, I-395, and Seminary Road. Buses would operate on I-66 both east and west of I-495 (Capital Beltway).

The project application will support the capital costs of purchasing six new buses and support operational assistance to provide two years of new weekday, peak-period Fairfax Connector Express bus service.

Multimodal Transportation Improvement Type:



New
Bus Service

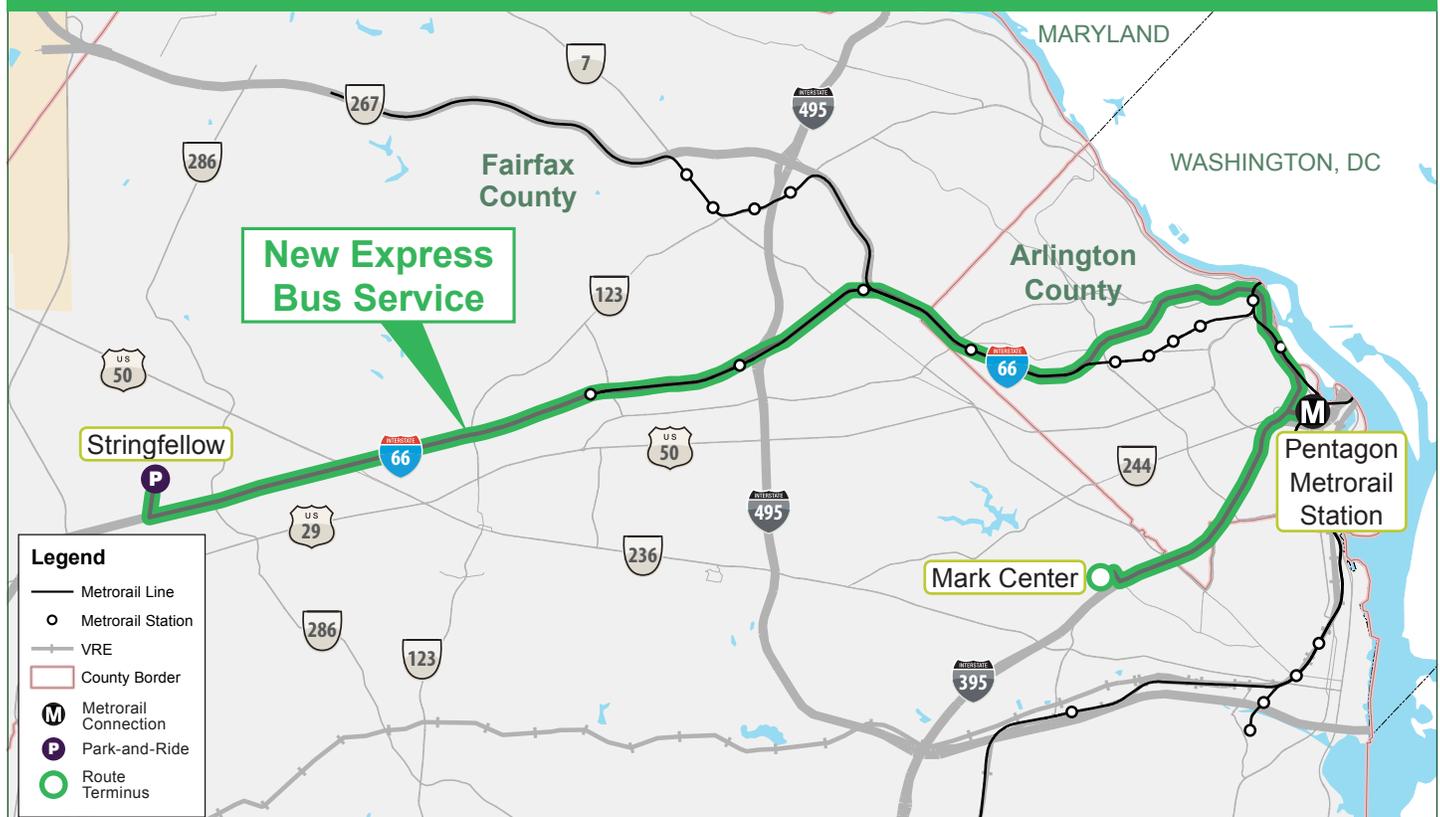
Benefit to Tollpayers:

This project component benefits the toll payers by providing users transportation choice in the corridor. The proposed service will also move more people in the corridor with fewer vehicles decreasing demand on I-66 inside the Beltway and ensuring consistent travel speeds for toll users.

Documented in:

DRPT I-66 Transit/TDM Study
2015 Fairfax County Transit Development Plan

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 15 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 10 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 75 |

Cost Evaluation:

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|--|---------------------|
| Total Project Cost | \$ 4,820,000 |
| Funding Request | \$ 4,820,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 16 |

Additional Information:

This route addresses connectivity by providing a direct connection to the Pentagon Transit Center from the Stringfellow Road Park-and-Ride lot. Without this direct connection, transit commuters would take Fairfax Connector Bus to Vienna Metro Station, transfer to the Orange Line to the Rosslyn Metro Station, and then transfer to the Blue Line to the Pentagon Transit Center. Those continuing to the Mark Center must then transfer to the Metrobus Route 7M or Fairfax Connector Route 395.

The Transform 66 Multimodal Project is done in conjunction with:



Expanded Transit Access East Falls Church Metro Western Entrance

Applicant:

City of Falls Church

Proposed Opening Date:

City of Falls Church is not requesting funding for this Component under the FY 2017 Call for Components

Description:

This project includes professional services to complete an alternative analysis, advance conceptual plans, and complete environmental screening for the National Environmental Policy Act (NEPA) associated with the advancement of a new western entrance and new multimodal facility at the East Falls Church Metrorail Station, which is located in Arlington County.

The project application will support the costs associated with the study of station entrance alternatives, advancement of conceptual plans, and performance of an environmental screening study related to the proposed new station entrance.

Multimodal Transportation Improvement Type:



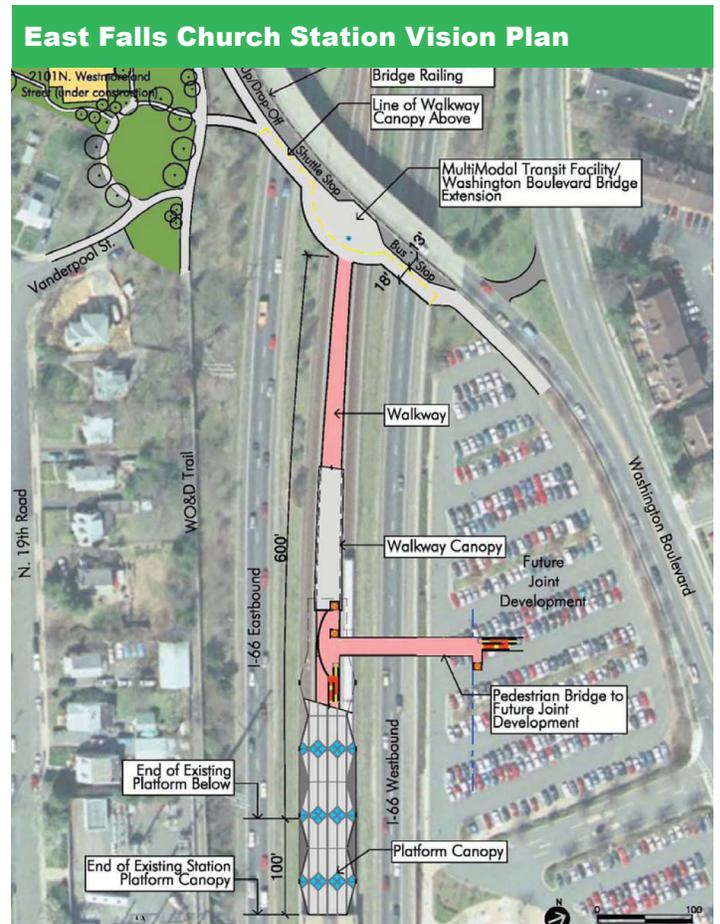
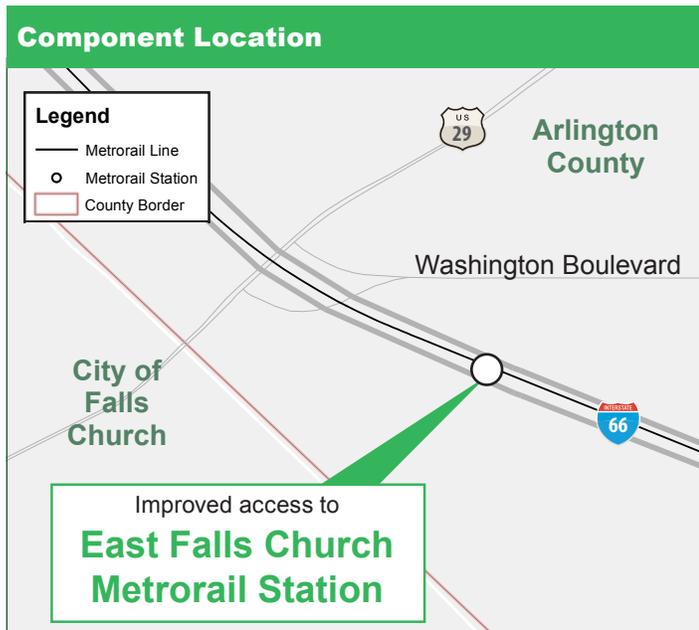
Access to Transit

Benefit to Tollpayers:

This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases access to the station for people traveling by bus and bicycle, and on foot. The increased access will increase Metrorail ridership at the station, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Documented in:

City of Falls Church Planning/Safety Study
 East Falls Church Station Vision Plan (WMATA, July 2011)



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in a significant increase in the corridor's peak period, peak direction person throughput (greater than 1 percent of the baseline). The project will move a higher ratio people to vehicles compared to existing conditions. | 45 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 95 |

Cost Evaluation:

| | |
|--|----------------------|
| Total Project Cost | \$ 68,985,000 |
| Funding Request | \$ 1,533,000 |
| Percent of Project Costs Requested | 2% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 62 |

Additional Information:

The creation of a western multimodal transfer facility would accommodate much of the demand that is currently a burden to the existing bus bays at the station, most of which are already at capacity during peak periods. The new entrance also would provide pedestrian connectivity toward the City of Falls Church via Eastbound Washington Boulevard. Current pedestrian access to Falls Church requires navigating residential neighborhoods.

The Transform 66 Multimodal Project is done in conjunction with:



Expanded Transit Access, Bikeshare

Applicant:

City of Falls Church

Proposed Opening Date:

March 1, 2017

Description:

This project will provide additional access to the East Falls Church Metrorail station by providing operating assistance for up to 16 bikeshare stations along N Washington Street and S Washington Street (Route 29), W Broad Street (Route 7), and the W&OD Trail in the City of Falls Church. With the opening of Metrorail Silver Line service, the East Falls Church Metrorail station became a hub station for Metrorail. As a hub station, it allows for travel in three directions, including one-stop trips to Tysons Corner and the Rosslyn-Ballston Corridor. Additionally, the station is a connection point for commuter buses. A first-mile/last-mile solution, bikeshare in Falls Church will enable City of Falls Church residents to access the regional transit network. Bikeshare also will enable City of Falls Church workers to access the city using the regional transit network.

The city is designated as a regional activity center and has recently been a focus of infill development. Without viable travel alternatives, new city residents and workers will have little choice but to add to the automobile congestion on the already crowded regional highway network. Expanding the regional bikeshare network and extending the catchment area of transit stations will increase travel options and reduce pressure on the regional highway system.

The project application will support three years of operating and maintenance costs associated with 16 new Capital Bikeshare stations in the city. The stations are proposed to be purchased and installed as part of a different funding program.



Multimodal Transportation Improvement Type:



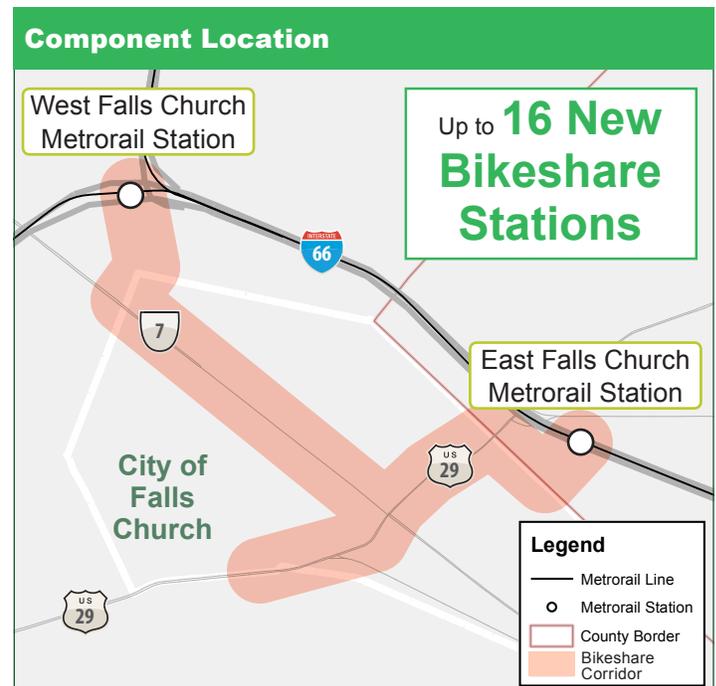
Access to Transit

Benefit to Tollpayers:

This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases connections and access to Metrorail stations along the I-66 corridor. The increased connections will allow more people to travel by transit, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Documented in:

City of Falls Church Planning/Safety Study
City of Falls Church Master Bike Plan



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|------------------------|
| Person Throughput (up to 45 points) Project will increase the corridor's peak period, peak direction throughput by supporting transportation choice. | 15 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 15 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | N/A |
| Total Component Benefit Score | 60 |

Cost Evaluation:

| | |
|---|---------------------|
| Total Project Cost | \$ 2,854,880 |
| Funding Request | \$ 854,880 |
| Percent of Project Costs Requested | 30% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 70 |

Additional Information:

Locating bikeshare stations throughout the central portion of the City of Falls Church and along corridors toward Orange Line Metrorail stations will allow for those commuting to or from Falls Church to use bikeshare as a first-mile/last-mile connection mode to access Metrorail and bus routes.

The Transform 66 Multimodal Project is done in conjunction with:



Expanded All-day Transit Service Metrobus Route 2A along Route 29

Applicant:

City of Falls Church

Proposed Opening Date:

December 1, 2016

Description:

The project includes two years of operations funding to improve the route frequency of Metrobus 2A. The proposed improvement would achieve a consistent 15-minute frequency for the entirety of the route (an improvement from 30 minutes at some parts of the day).

The project application will support operational assistance to provide two years of enhanced all-day service.

Multimodal Transportation Improvement Type:

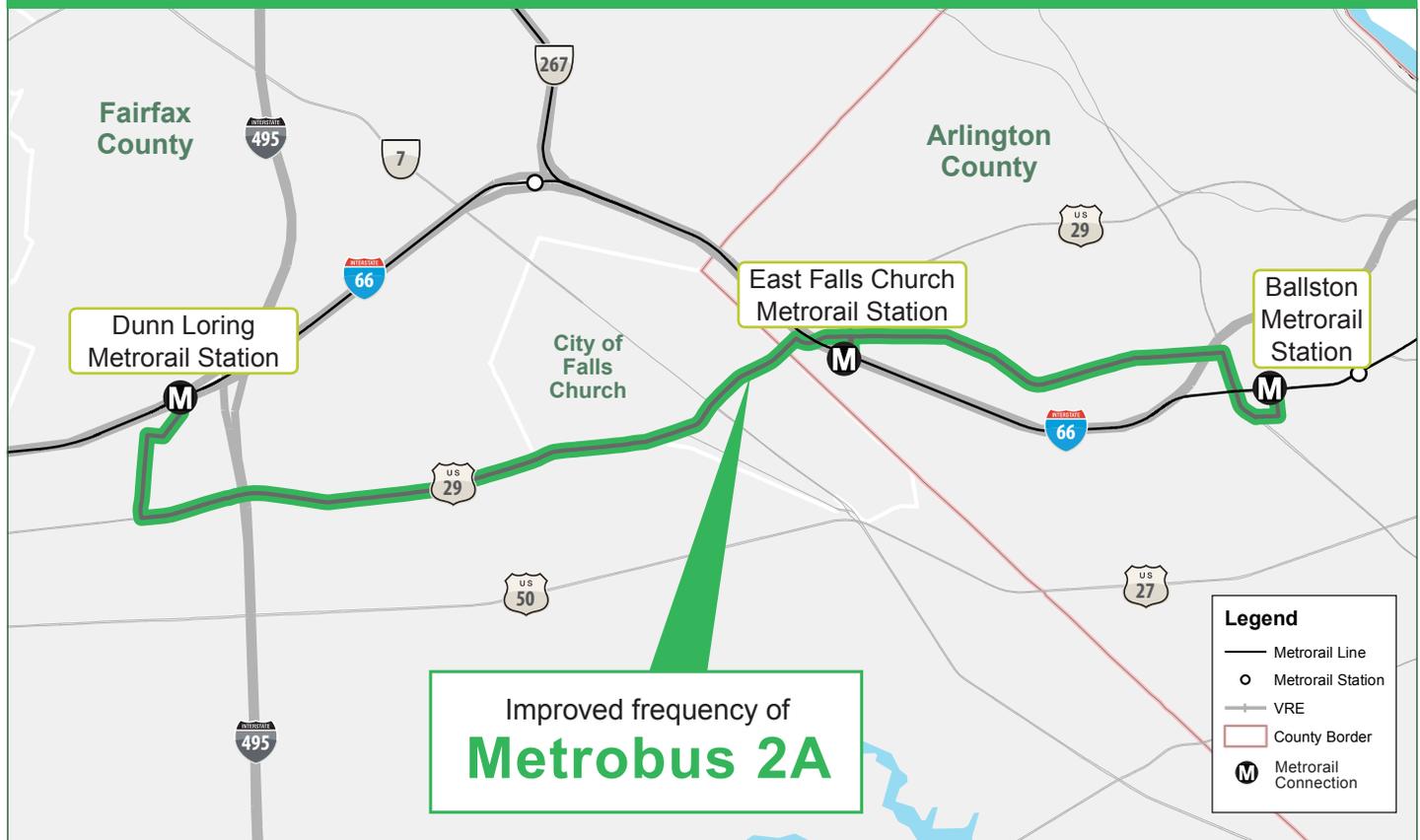


Enhanced
Bus Service

Benefit to Tollpayers:

This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases transit frequency along the route. The increased transit service will increase transit mode share within with corridor, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | N/A |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 65 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 1,924,820 |
| Funding Request | \$ 1,924,820 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 34 |

Additional Information:

Increased frequency on the Metrobus 2A route will enhance connection opportunities between Metrorail stations, other bus routes, and non-motorized travel modes (biking/walking) for daily travel.

The Transform 66 Multimodal Project is done in conjunction with:



Expanded All-day Transit Service Metrobus Route 28A along Route 7

Applicant:

City of Falls Church

Proposed Opening Date:

July 1, 2017

Description:

This project includes two years of operations funding to improve the route frequency of Metrobus 28A. The proposed improvements would achieve a consistent 15-minute frequency, all day, between the route's northwestern end at the Tysons Corner Metrorail Station to the Seven Corners Transit Facility in Arlington County (an improvement from 20 or 30 minutes at some parts of the day).

The project application will support the capital costs of purchasing six new buses and support operational assistance to provide two years of enhanced all-day service.

**Multimodal
 Transportation
 Improvement
 Type:**

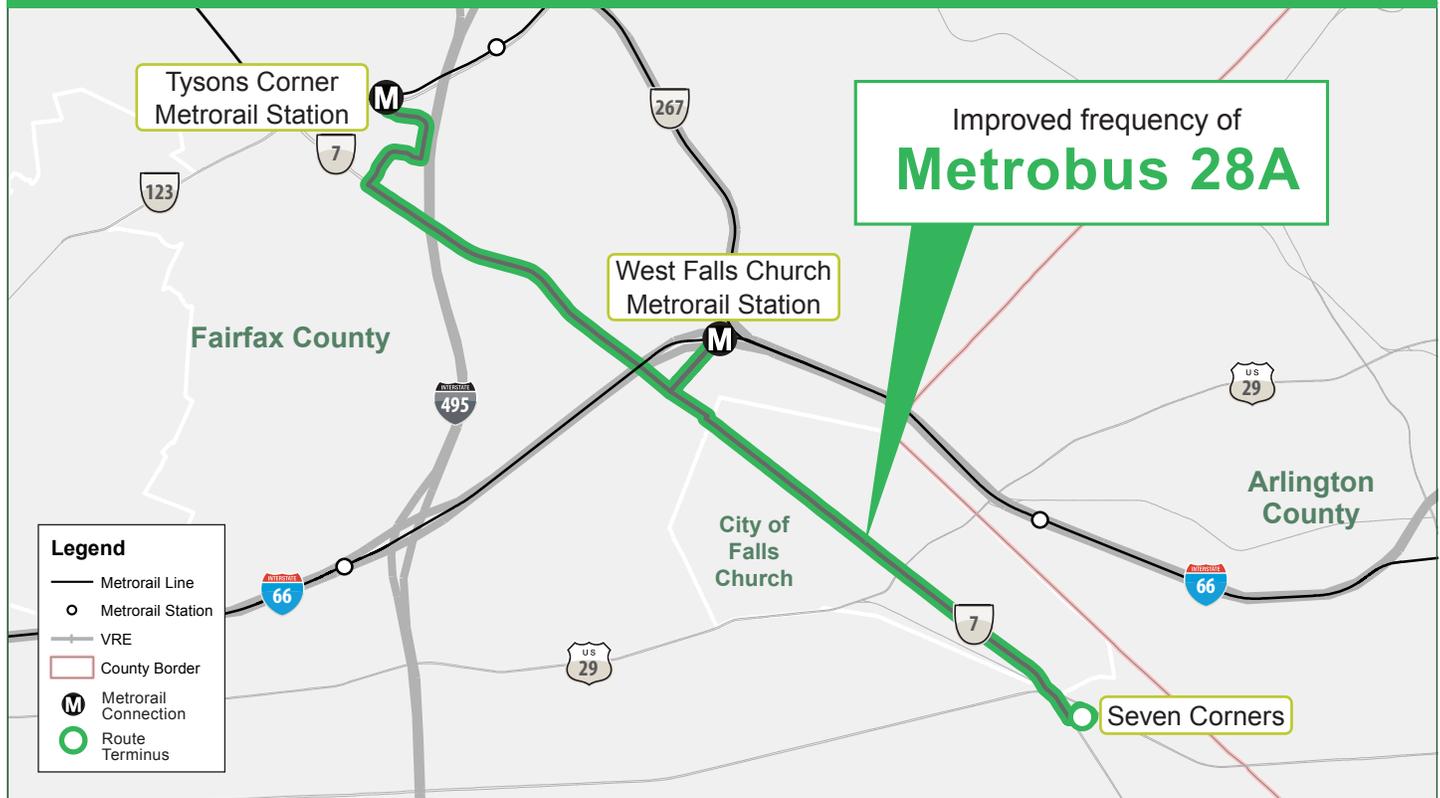


Enhanced
 Bus Service

Benefit to Tollpayers:

This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases transit frequency between Tysons Corner, Falls Church, and Seven Corners. The increased transit service will increase transit mode share within with corridor, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 5 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 70 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 9,741,808 |
| Funding Request | \$ 9,741,808 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 7 |

Additional Information:

Increased frequency on the Metrobus 28A route will enhance connection opportunities between Metrorail stations, other bus routes, and non-motorized travel modes (biking/walking) for daily travel.

The Transform 66 Multimodal Project is done in conjunction with:



Leesburg East Park-and-Ride and Enhanced Transit

Applicant:
 Loudoun County

Proposed Opening Date:
 July 1, 2018

Description:
 The project includes the purchase of a turnkey, 300-space park-and-ride lot east of Leesburg and provides two years of new commuter bus transit service from the new park-and-ride lot to Metrorail. The funding request includes capital costs for bus acquisition.

Multimodal Transportation Improvement Types:



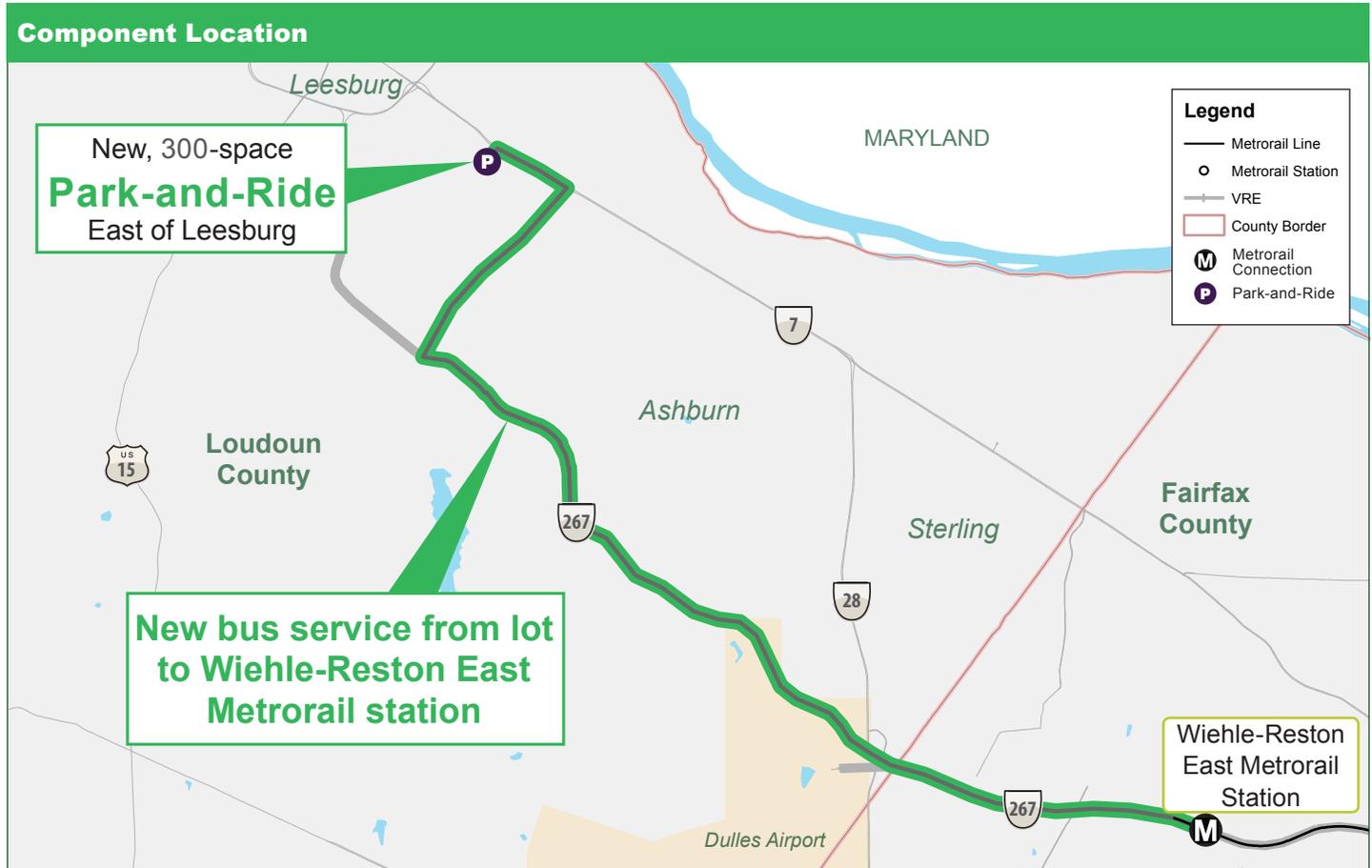
New Bus Service



Park-and-Ride Lot

Benefit to Tollpayers:
 This program will have an immediate impact, benefiting tollpayers by reducing the number of SOV vehicles on I-66 inside the Beltway, providing bus connections and service to Washington, DC, via I-66, converting SOV riders to transit riders, and completing a park-and-ride lot so that there are more spaces for vanpools and carpools.

Documented in:
 Loudoun County Constrained Long-Range Plan
 Loudoun County Transit Development Plan
 Capital Improvement Program, Northern Virginia Park & Ride Feasibility Study (VDOT, April 2003)



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 80 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 8,103,430 |
| Funding Request | \$ 6,355,430 |
| Percent of Project Costs Requested | 78% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 13 |

The Transform 66 Multimodal Project is done in conjunction with:



One Loudoun Enhanced Transit

Applicant:

Loudoun County

Proposed Opening Date:

July 1, 2018

Description:

This project includes two years of operation for a new commuter bus transit service from a new, 200-space park-and-ride lot in Ashburn, near the mixed-use One Loudoun development, to Metrorail stations.

The project application will support the capital costs of purchasing three new buses and support the operational assistance to provide two years of new bus service.

Multimodal Transportation Improvement Type:



New Bus Service

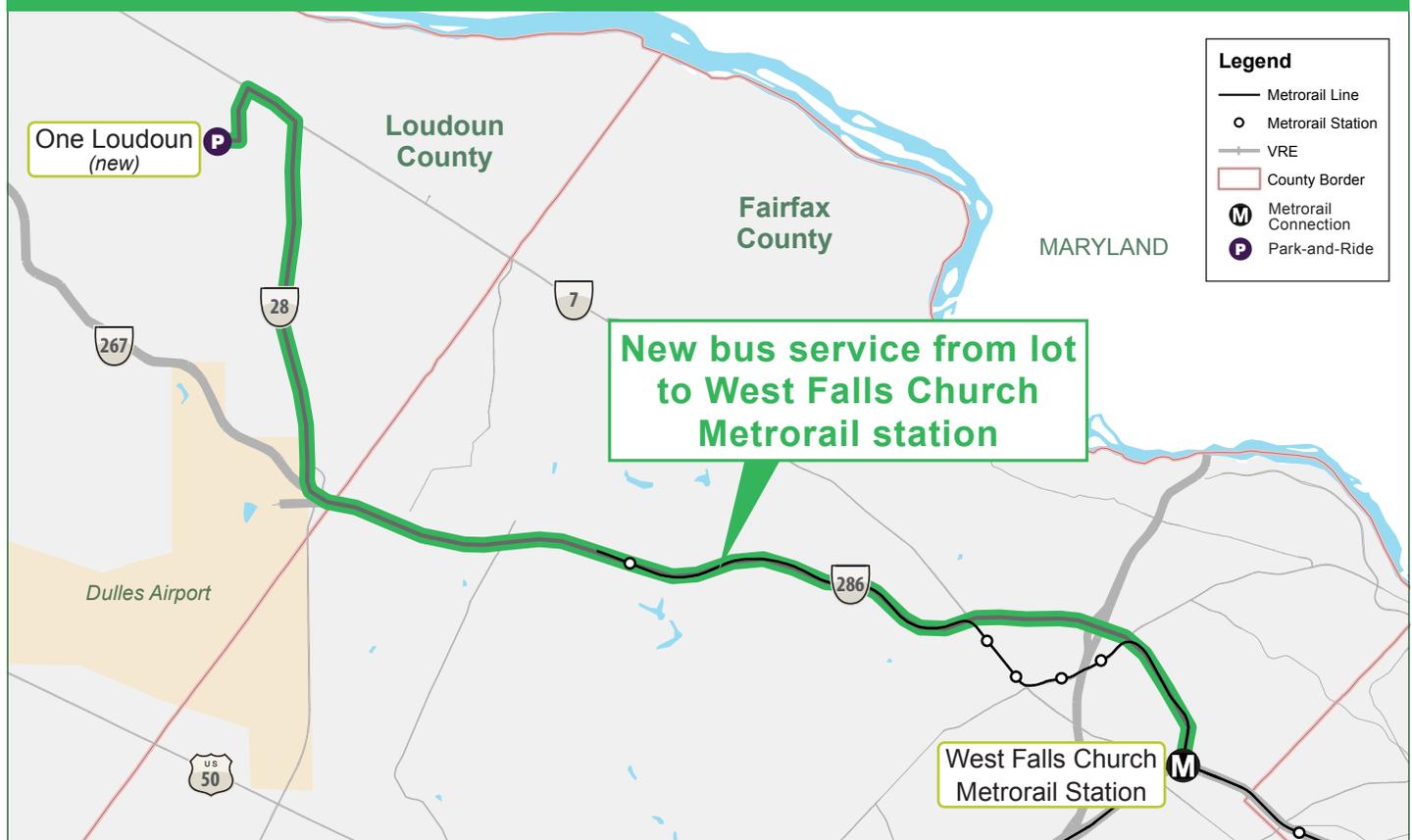
Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway, providing bus connections and service to Washington DC via I-66, and converting SOV riders to transit riders.

Documented in:

Loudoun County Local Comprehensive Plan
 Loudoun County Transit Development Plan
 Loudoun County Capital Improvement Program
 Northern Virginia Park & Ride Lot Feasibility Study (VDOT, April 2003)

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 15 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 85 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 3,943,470 |
| Funding Request | \$ 2,821,470 |
| Percent of Project Costs Requested | 72% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 30 |

The Transform 66 Multimodal Project is done in conjunction with:



Stone Ridge Enhanced Transit

Applicant:

Loudoun County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the construction of a 250-space park-and-ride lot and two years of operation for new commuter bus transit service from the new lot in the unincorporated community of Aldie. Aldie, located in Loudoun County between Chantilly and Middleburg, is adjacent to Arcola, an activity center identified by the Metropolitan Washington Council of Governments and one of the fastest growing parts of the county.

The project application will support the capital costs of purchasing two new buses and support the operational assistance to provide two years of new bus service.

Multimodal Transportation Improvement Type:



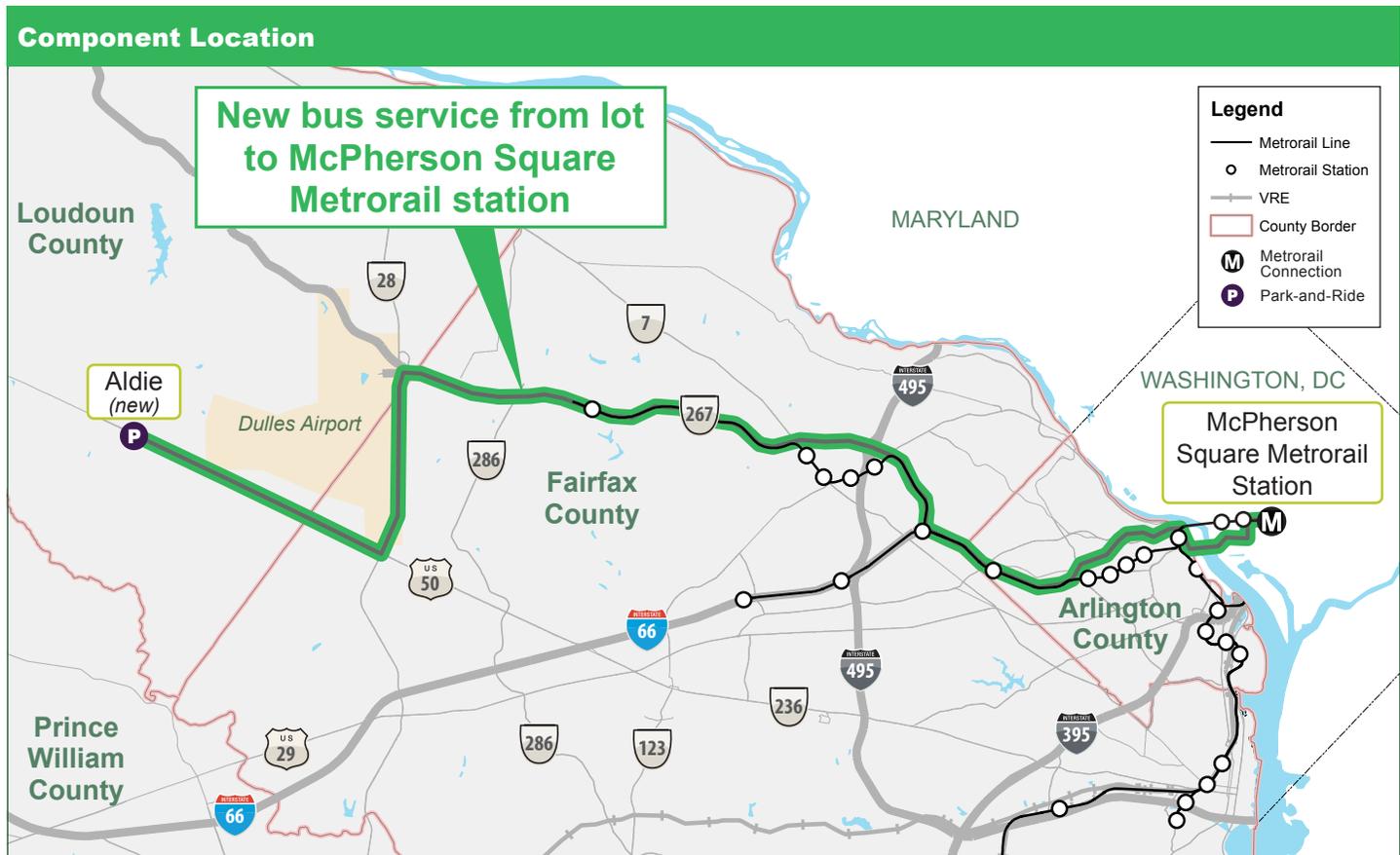
New Bus Service

Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway, providing bus connections and service to Washington DC via I-66, and converting SOV riders to transit riders.

Documented in:

Loudoun County Transit Development Plan
 Northern Virginia Park & Ride Lot Feasibility Study (VDOT, April 2003)



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The Project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 10 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 75 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 2,928,980 |
| Funding Request | \$ 1,880,980 |
| Percent of Project Costs Requested | 72% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 40 |

The Transform 66 Multimodal Project is done in conjunction with:



Western Loudoun Enhanced Transit

Applicant:

Loudoun County

Proposed Opening Date:

December 1, 2017

Description:

This project includes two years of operation for a new commuter bus service from the 250-space park-and-ride facility in western Loudoun County to Metrorail stations.

The project application will support the capital costs of purchasing three new buses and support the operational assistance to provide two years of new bus service.

Multimodal Transportation Improvement Type:



New
Bus Service

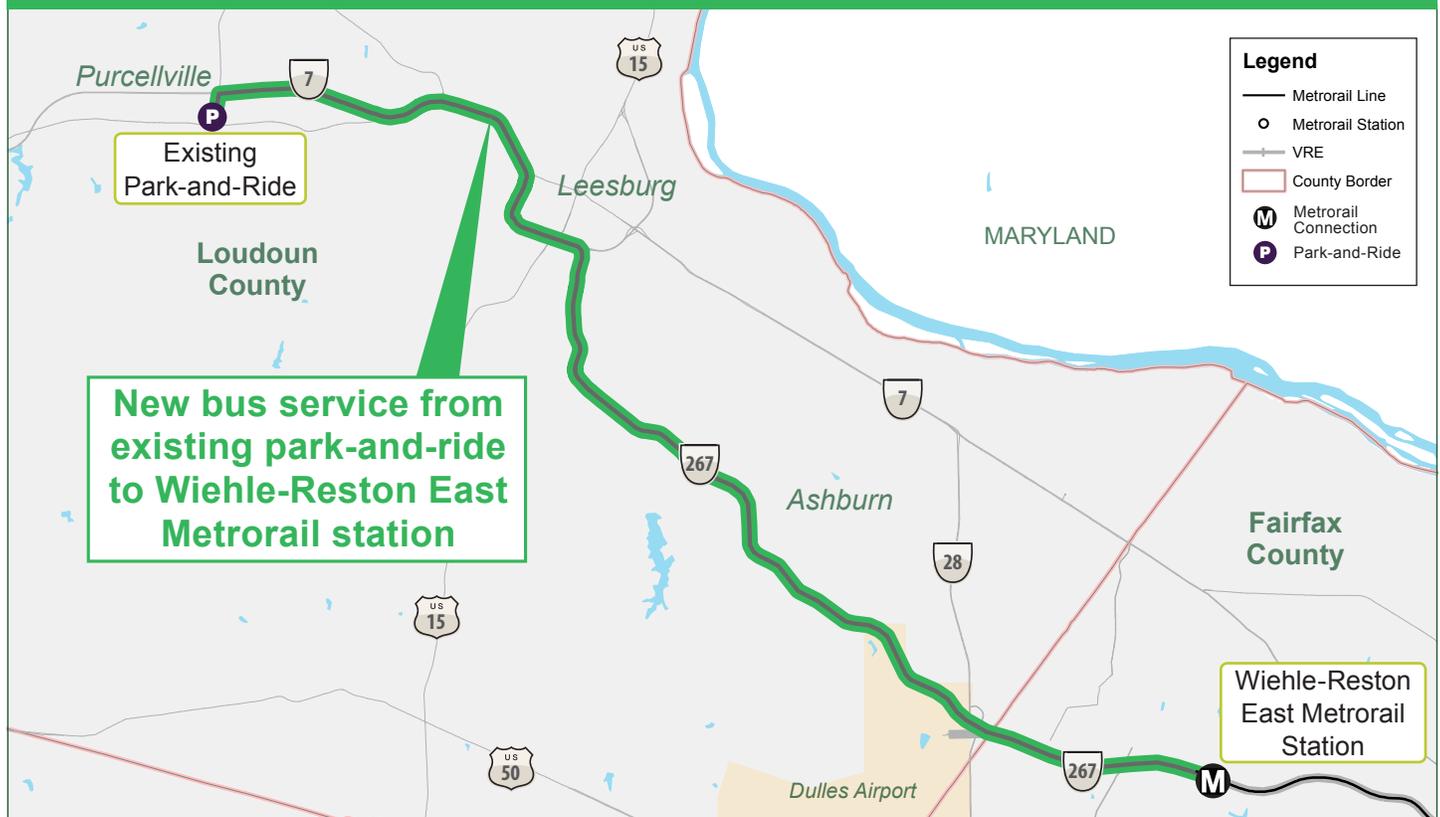
Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway, providing bus connections and service to Washington DC via I-66, and converting SOV riders to transit riders.

Documented in:

Loudoun County Transit Development Plan
Northern Virginia Park & Ride Lot Feasibility Study (VDOT, April 2003)

Component Location



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 10 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 75 |

Cost Evaluation:

| | |
|--|---------------------|
| Total Project Cost | \$ 3,943,470 |
| Funding Request | \$ 2,821,470 |
| Percent of Project Costs Requested | 72% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 27 |

The Transform 66 Multimodal Project is done in conjunction with:



Loudoun County Transportation Demand Management

Applicant:

Loudoun County

Proposed Opening Date:

July 1, 2017

Description:

This project includes the implementation of a set of transportation demand management (TDM) programs for a one-year promotional period in order to provide incentives for non-single occupancy vehicle travel through the I-66 inside the Beltway corridor. The program includes reduced fares for buses connecting county residents to Metrorail stations; a SmarTrip promotion for new Metrorail riders; an expansion of the Rideshare Rewards carpool program; and fuel and cost reimbursements for new vanpools.

The project application will support one year of funding for an expanded TDM incentive program and associated TDM marketing in Loudoun County.

Multimodal Transportation Improvement Type:



Transportation Demand
Management

Benefit to Tollpayers:

This program will have an immediate impact, benefiting tollpayers by reducing the number of single-occupancy vehicles (SOV) on I-66 inside the Beltway and providing direct, tangible payments for the use of transportation alternatives. The program is scalable, depending on the desired benefit or availability of funding. Finally, the program will be designed to reach Loudoun County residents at their jobs within the corridor through partnerships with other jurisdictions in the region.

Documented in:

Loudoun County Vision Long-Range Plan
Loudoun County Countywide Transportation Plan (2010)



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|--|-------------------------------|
| Person Throughput (up to 45 points) Project is likely to result in a significant increase in the corridor's peak period, peak direction person throughput (greater than 1 percent of the baseline). The project will move a higher ratio people to vehicles compared to existing conditions. | 45 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 15 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 7 |
| Total Component Benefit Score | 92 |

Cost Evaluation:

| | |
|--|-------------------|
| Total Project Cost | \$ 623,000 |
| Funding Request | \$ 623,000 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 147 |

The Transform 66 Multimodal Project is done in conjunction with:



PRTC Gainesville to Pentagon Commuter Service

Applicant:

Potomac Rappahannock Transportation Commission

Proposed Opening Date:

December 12, 2016

Description:

This project includes the implementation of a new commuter bus transit service between Gainesville and the Pentagon and two and a half years of operating costs.

The funding request also includes amounts for route marketing, communication, and lease costs for additional park-and-ride facility spaces.

**Multimodal
 Transportation
 Improvement
 Type:**



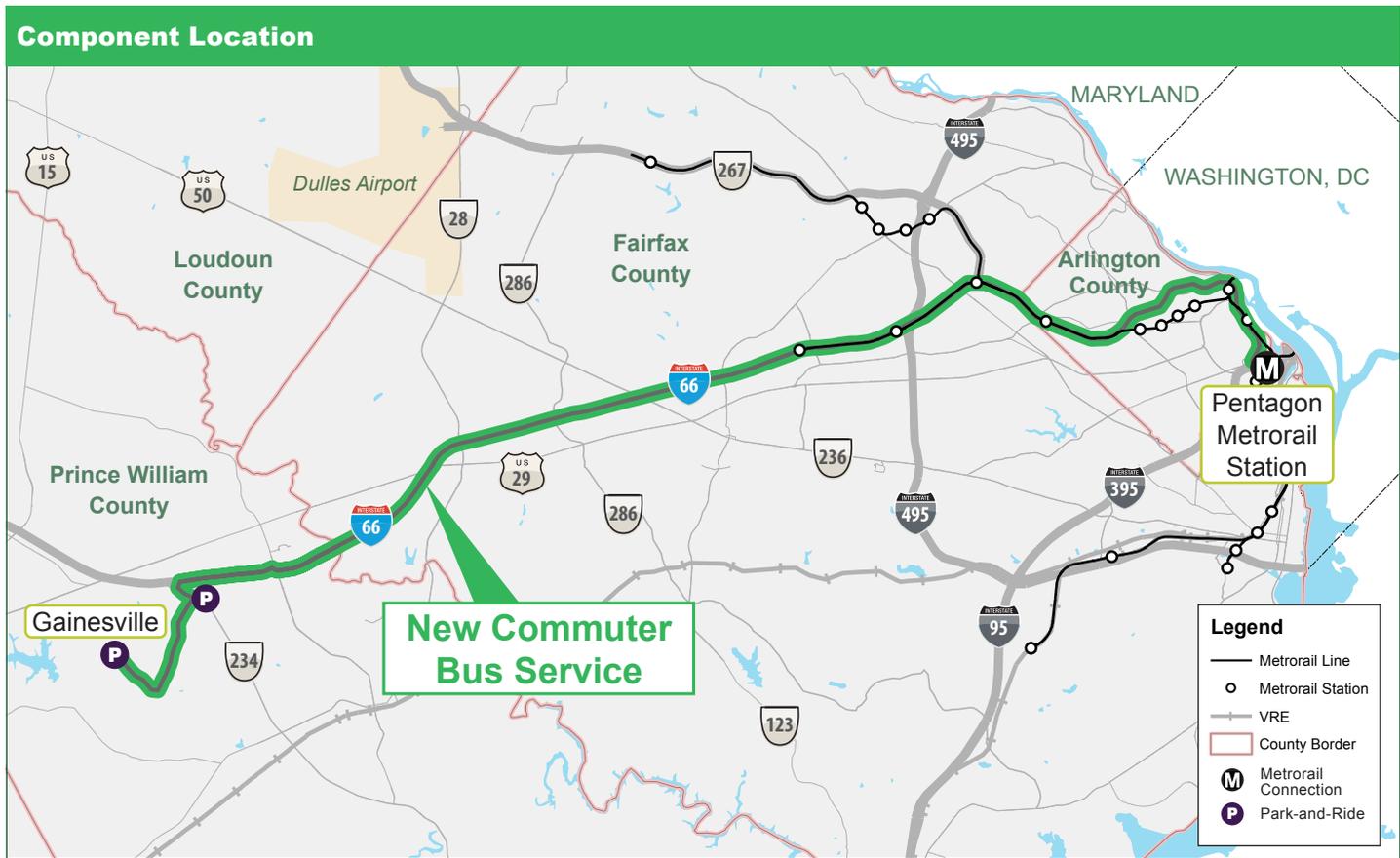
New
 Bus Service

Benefit to Tollpayers:

This project benefits toll payers by shifting single-occupancy vehicle trips to transit vehicle trips, thereby reducing congestion on the tolled facility. Since this will be a dynamic-variable toll facility, the reduction in single-occupancy vehicle trips also serves to maintain a lower toll rate for those that choose to pay to use the managed lanes, reducing congestion on I-66 inside the Beltway.

Documented in:

- Transportation Planning Board Constrained Long-Range Plan
- Other Regional Plan
- PRTC Long-Range Plan



Benefit Evaluation:

| Evaluation Criteria | Weighted Benefit Score |
|---|-------------------------------|
| Person Throughput (up to 45 points) Project is likely to result in an increase in the corridor's peak period, peak direction person throughput. The project will move a higher ratio of people to vehicles compared to existing conditions. | 30 |
| Peak Period Travel Time (up to 15 points) Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person. | 10 |
| Connectivity (up to 15 points) Project provides new modal connections and/or further promotes transportation choice. | 10 |
| Accessibility (up to 15 points) Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities. | 15 |
| Diversion Mitigation (up to 10 points) Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions. | 10 |
| Total Component Benefit Score | 75 |

Cost Evaluation:

| | |
|--|-------------------|
| Total Project Cost | \$ 887,900 |
| Funding Request | \$ 887,900 |
| Percent of Project Costs Requested | 100% |
| Cost Effectiveness Score (Total Component Benefit Score/Funding Request) | 84 |

Additional Information:

The proposed service will improve connectivity by directly linking residents of western Prince William County with the largest transit hub in the region, the Pentagon. The Pentagon provides access to two Metrorail lines (Blue and Yellow lines), other regional bus services, and Department of Defense facility shuttles. Transit trips to employment centers such as Alexandria, Crystal City, Pentagon City, and Mark Center become more convenient for Gainesville area residents.

The Transform 66 Multimodal Project is done in conjunction with:

