

Fairfax Connector Express Service from Government Center to State Department/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:

Total Project Cost*	\$ 3,336,836
Funding Request*	\$ 3,336,836
Percent of Project Costs Requested	100%
Cost Effectiveness Score* (Total Component Benefit Score/Funding Request)	24

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:



*Reflects change in funding request from original application.