NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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

Applicant:
Arlington County

Proposed Opening Date:
August 31, 2016

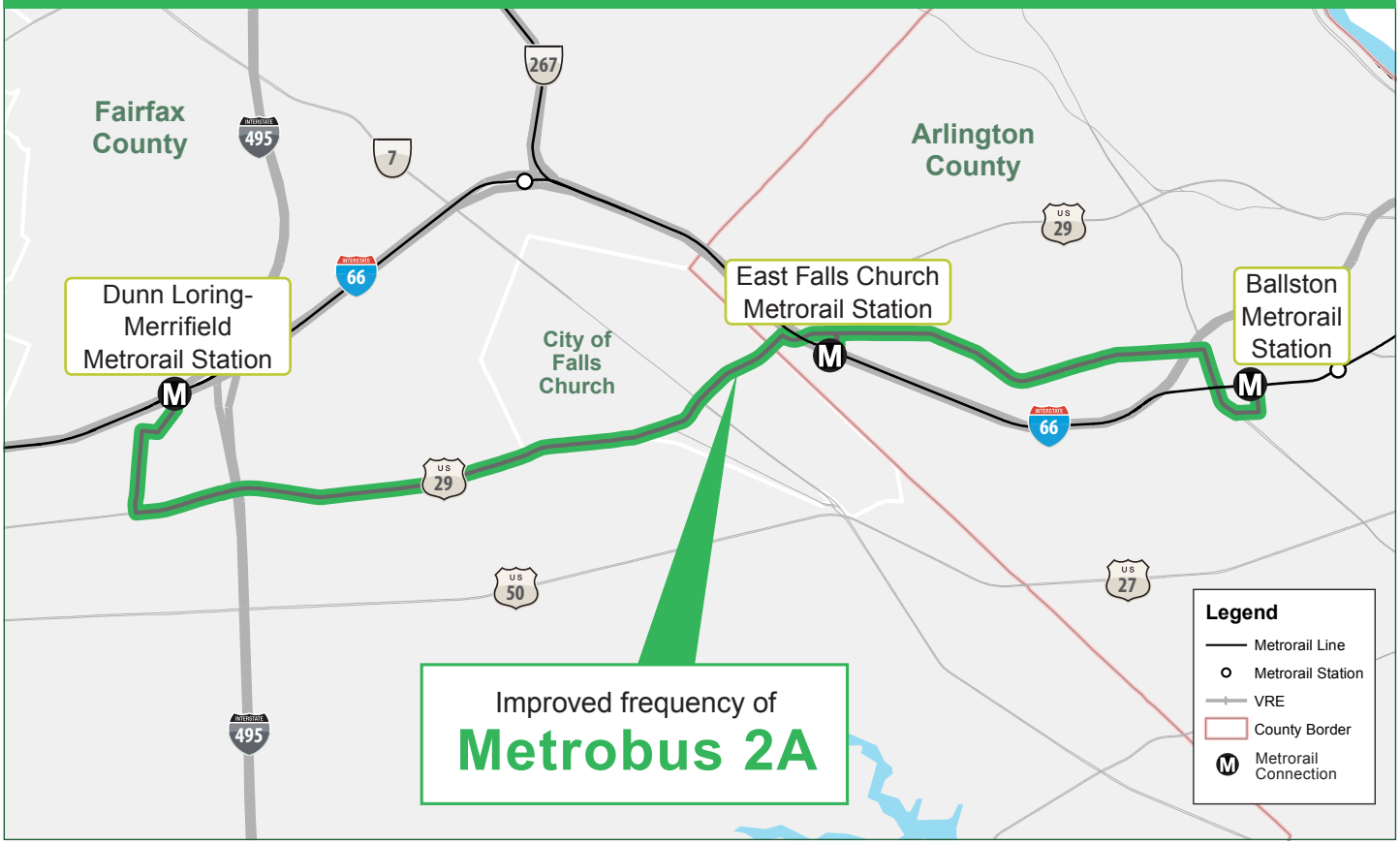
Multimodal Transportation Improvement Type:
Enhanced Bus Service

Description:
By increasing bus frequency and decreasing route run times, this project will serve 150 new weekday riders, increasing daily ridership to 2,700. Currently, half of commuters in the Metrobus 2A service area are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling on the I-66 Inside the Beltway corridor. The 2A operates on US 29 and Washington Boulevard, adjacent to I-66, and connects three jurisdictions. Requested operational funds will allow the 2A to run every 10 minutes, as opposed to 15, in the AM and PM peak periods for two years.

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



Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring *(continued)*

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:

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:

Investing in Multimodal Solutions

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Bus Stop Consolidation and Accessibility Improvements

Applicant:
Arlington County

Proposed Opening Date:
October 1, 2018

Multimodal Transportation Improvement Type:
Enhanced Bus Service

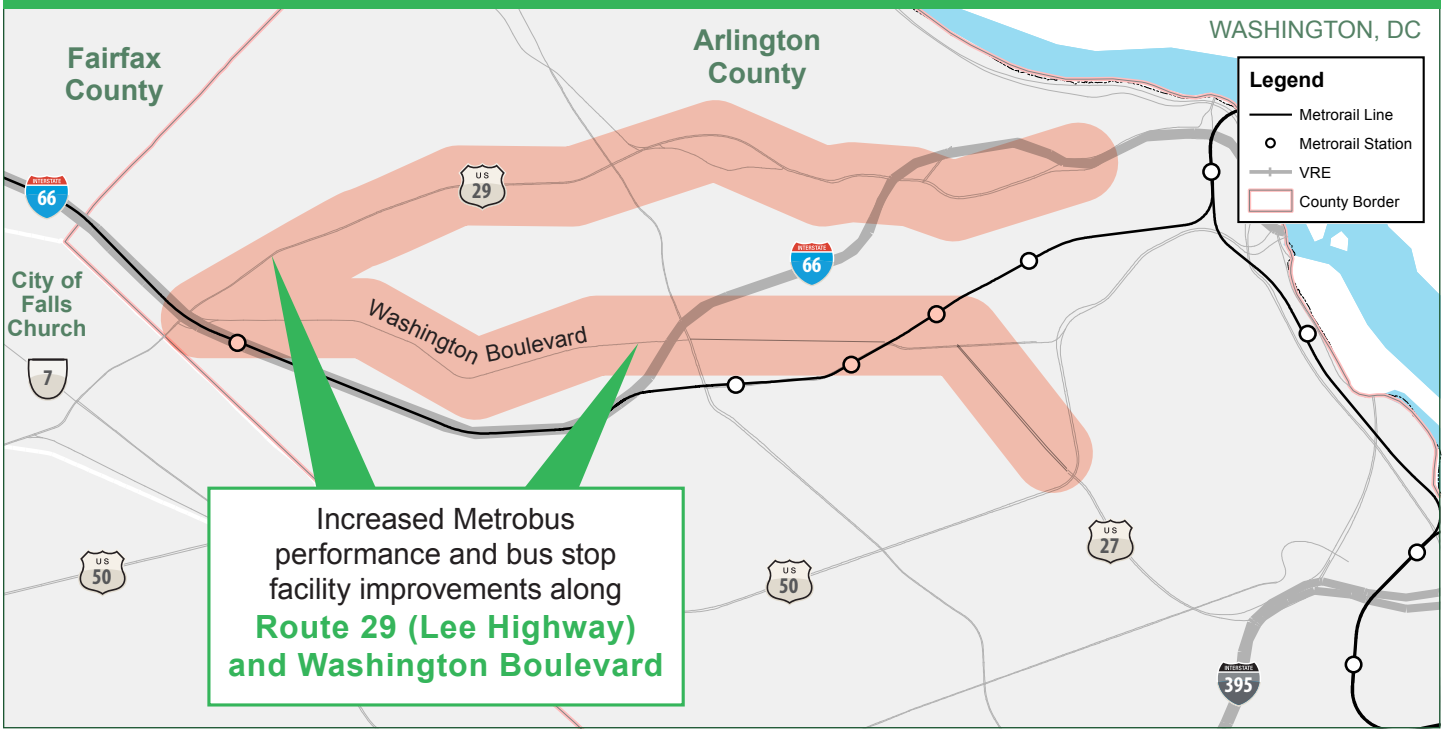
Description:

By consolidating underutilized and closely spaced bus stops along seven routes - Metrobus 2A, 3Y, 15L, 38B, 42 and 77, and ART 55 - this project reduces travel times and increases new bus riders by 15 percent. Approximately thirty bus stops will be improved through the addition of bus stop pads and pedestrian facilities (sidewalks, curb ramps and crosswalks) that are compliant with the Americans with Disabilities Act, and enhanced passenger amenities (shelters, benches, lighting, customer information, etc.). Requested funds will support capital costs.

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



Bus Stop Consolidation and Accessibility Improvements *(continued)*

Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points) Project supports an increase in peak period, peak direction vehicular throughput in the corridor that is significant (greater than 1 percent of the baseline).	**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.	**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	**65**

Cost Evaluation:

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:

TRANSFORM 66 INSIDE the Beltway
VDOT | DRPT
Investing in Multimodal Solutions

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Multimodal Real-Time Transportation Information Screens in Arlington County

Applicant:
Arlington County

Proposed Opening Date:
January 1, 2017

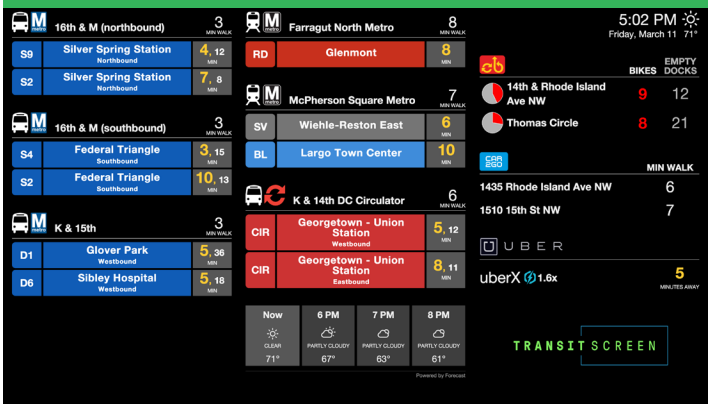
Multimodal Transportation Improvement Type:
Transportation Demand Management

Description:
The provision of real-time information on transit arrivals, Capital Bikeshare and Zipcar availability, and I-66 travel times and toll rates will complement Arlington County's successful transportation demand management program and increase the number of daily Metrorail trips by 870. These multimodal, real-time transportation screens, which provide dynamic information, will be placed at the 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. Comprehensive, up-to-the minute information will allow commuters to make informed travel choices and increase transit use. Requested funds will cover the purchase of 50 screens and one year of annual cost out of four years.

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

Example Real-Time Information Screen



Example Real-Time Information Screen

Multimodal Real-Time Transportation Information Screens in Arlington County
(continued)

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:

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:

TRANSFORM 66 INSIDE the Beltway
VDOT | DRPT
Investing in Multimodal Solutions

Expanded TDM Outreach to the I-66 Corridor

Applicant:
Arlington County

Proposed Opening Date:
January 1, 2017

Multimodal Transportation Improvement Type:
Transportation Demand Management

Description:
This project expands a proven transportation demand management (TDM) program by targeting commuters bound for locations along the I-66 corridor inside the Beltway or Washington, D.C. Robust employer and residential outreach and education services, including a focus on new carpool and vanpool initiatives, will eliminate 1,300 single-occupant car trips through the I-66 corridor inside the Beltway each day. These initiatives will provide convenient connections to existing transit, helping to resolve the first mile/last mile issue and feeding new riders into existing transit services. Requested funds will support incentives and marketing. Arlington Transportation Partners will provide, in kind, a .25 full-time equivalent residential outreach person to complement the grant-funded contract staff.

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

Expanded TDM Outreach to the I-66 Corridor *(continued)*

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:

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:

TRANSFORM 66 INSIDE the Beltway
VDOT | DRPT
Investing in Multimodal Solutions

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

ART Bus Route 55 Peak Period Service Expansion

Applicant:
Arlington County

Proposed Opening Date:
July 1, 2017

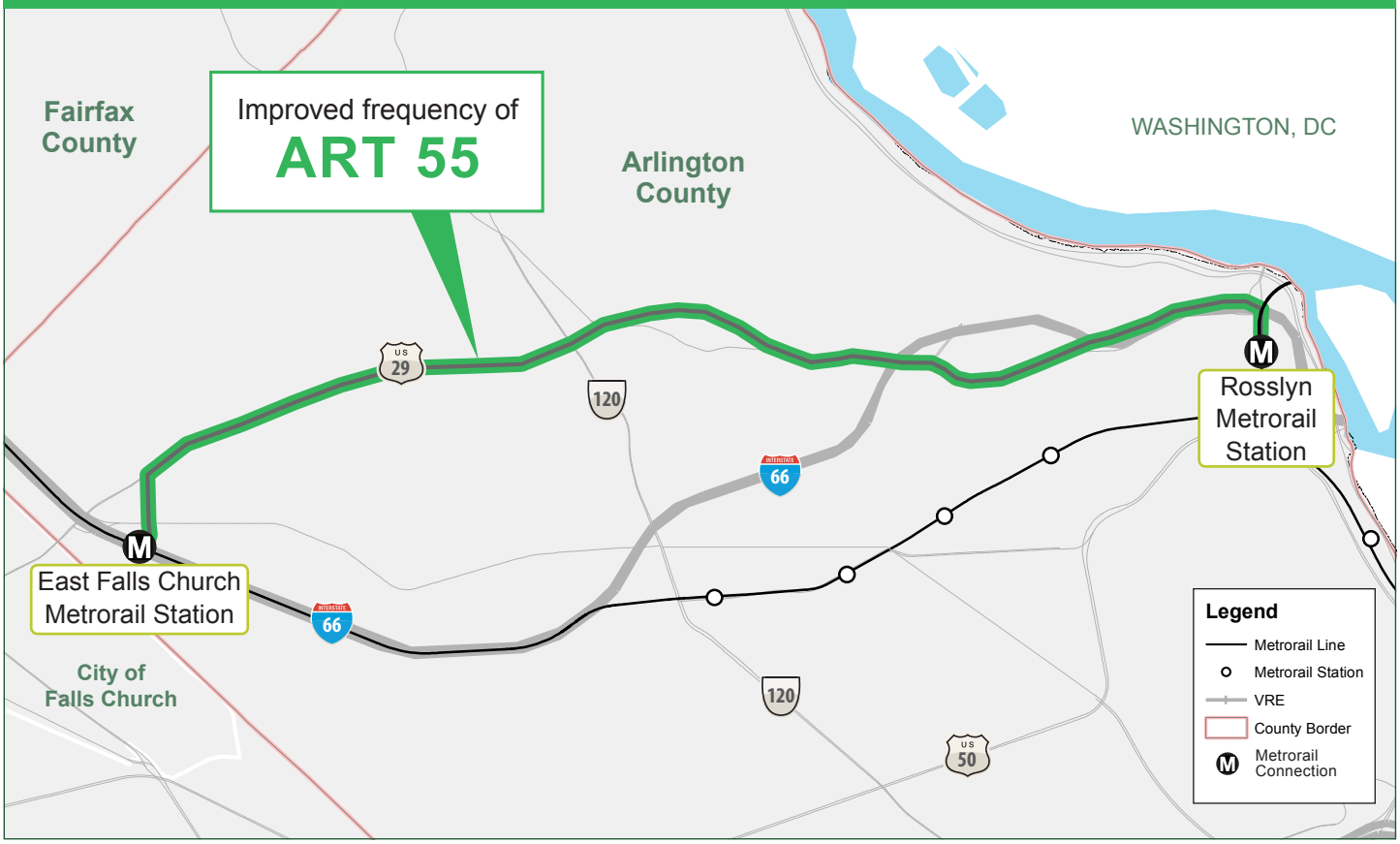
Multimodal Transportation Improvement Type:
Enhanced Bus Service

Description:
By adding a sixth bus to the route during the AM and PM peak periods, this project will allow for an extra 3.5 round trips daily. The improved frequency - buses will run every 12 minutes - will attract 175 new weekday riders, increasing daily ridership to 1,300. Currently, half of commuters in the ART 55 service area - Lee Highway between Rosslyn and East Falls Church - are destined for jobs in Washington, D.C., according to the Household Travel Survey. These riders would otherwise be traveling along the I-66 Inside the Beltway corridor. Requested funds support the rehabilitation of one bus and operational assistance for two years.

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



ART Bus Route 55 Peak Period Service Expansion *(continued)*

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:

Total Project Cost	**$ 450,000**
Funding Request	**$ 450,000**
Percent of Project Costs Requested	**100%**
Cost Effectiveness Score ***(Total Component Benefit Score/Funding Request)***	**156**

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:

Investing in Multimodal Solutions

*Reflects change in funding request from original application.

September 19, 2016

The information contained on these summary sheets is draft and subject to change pending further review.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Fairfax Connector Express Service from Government Center to State Department/Foggy Bottom

Applicant:
Fairfax County

Proposed Opening Date:
July 1, 2017

Multimodal Transportation Improvement Type:
New
Bus Service

Description:
This project includes the creation of a new weekday, peak-period Fairfax Connecter 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 four new buses and support operational assistance to provide two years of new weekday, peak-period Fairfax Connector Express 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

Fairfax Connector Express Service from Government Center to State Department/ Foggy Bottom *(continued)*

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:

TRANSFORM 66 INSIDE the Beltway
VDOT | DRPT
Investing in Multimodal Solutions

*Reflects change in funding request from original application.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Expanded Transit Access, Through Capital Bikeshare

Applicant:
City of Falls Church

Proposed Opening Date:
March 1, 2017

Multimodal Transportation Improvement Type:
Access to Transit

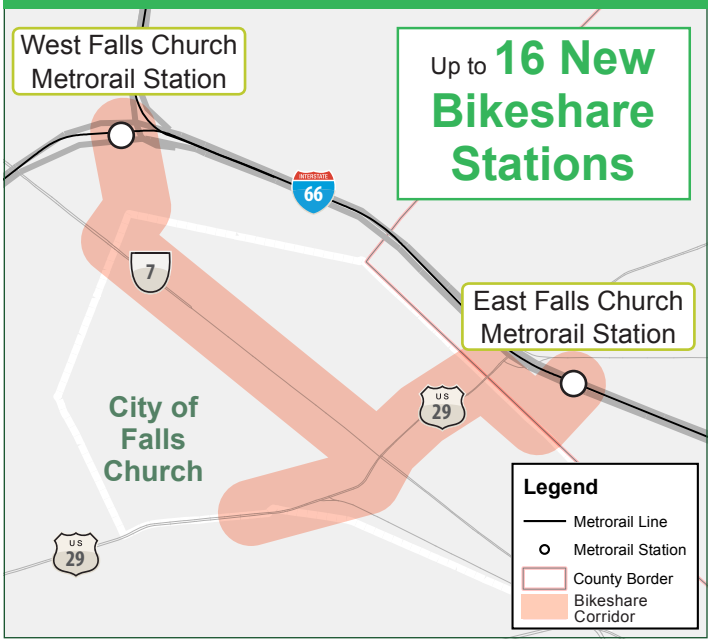
Description:
This component will fund the operations of an additional 16 bike share stations to serve as a first-mile/last-mile solution for two Orange and Silver line Metrorail stations: East Falls Church and West Falls Church. This effort has the potential to increase daily trips at the two Metrorail stations by 450. These stations, which will fill a gap in the regional bike share network, will extend the catchment area of transit stations, increase travel options and reduce pressure on the regional highway system.

Requested funds will provide three years of operating assistance and maintenance for bike share 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. The stations are proposed to be purchased and installed as part of a different funding program.

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

Component Location



Expanded Transit Access, Through Capital Bikeshare *(continued)*

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	**$ 500,000**
Percent of Project Costs Requested	**18%**
Cost Effectiveness Score* ***(Total Component Benefit Score/Funding Request)***	**120**

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:

TRANSFORM 66 INSIDE the Beltway
VDOT | DRPT
Investing in Multimodal Solutions

*Reflects change in funding request from original application.

The information contained on these summary sheets is draft and subject to change pending further review.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Loudoun County Stone Ridge Enhanced Transit

Applicant:
Loudoun County

Proposed Opening Date:
July 1, 2017

Multimodal Transportation Improvement Type:
New
Bus Service

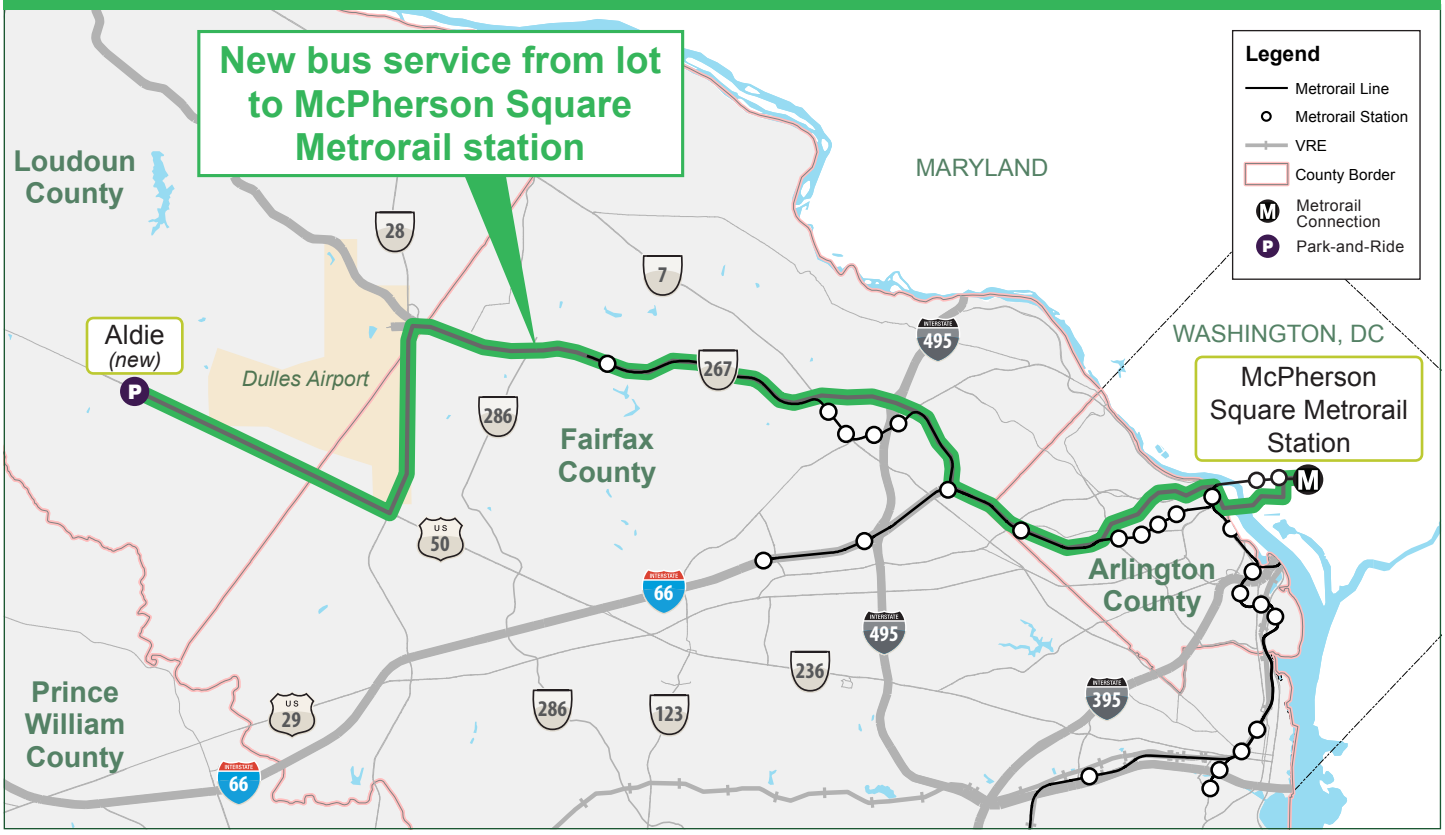
Description:
This project includes the construction of a 250-space park-and-ride lot and two years of operation for new commuter bus transit service from the new lot in the unincorporated community of Aldie. Aldie, located in Loudoun County between Chantilly and Middleburg, is adjacent to Arcola, an 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.

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



Loudoun County Stone Ridge Enhanced Transit
(continued)

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*	**$ 2,628,980**
Funding Request*	**$ 1,940,939**
Percent of Project Costs Requested*	**74%**
Cost Effectiveness Score* ***(Total Component Benefit Score/Funding Request)***	**39**

The Transform 66 Multimodal Project is done in conjunction with:

Investing in Multimodal Solutions

*Reflects change in funding request from original application.

June 2, 2016

The draft information contained on these summary sheets is subject to change pending further review.

Loudoun County
Transportation Demand Management

Applicant:
Loudoun County

Proposed Opening Date:
July 1, 2017

Multimodal Transportation Improvement Type:
Transportation Demand Management

Description:
This project expands a successful transportation demand management (TDM) program by targeting commuters bound for locations along the I-66 corridor inside the Beltway or Washington, D.C. Currently, 83 percent of Loudoun commuters using transit, vanpools or carpools are destined for those locations, according to the Household Travel Survey. Expected to serve 900 new riders, the TDM program will provide marketing and incentives during a one-year promotional period. Incentives include reduced fares on express buses into D.C. or to Orange and Silver line Metrorail stations, a SmarTrip® promotion for new Metrorail riders, and financial rewards for new carpools and vanpools.

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)

Loudoun County
Transportation Demand Management
(continued)

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:

Investing in Multimodal Solutions

PRTC Gainesville to Pentagon Commuter Service

Applicant:
Potomac Rappahannock Transportation Commission

Proposed Opening Date:
December 12, 2016

Multimodal Transportation Improvement Type:
New
Bus Service

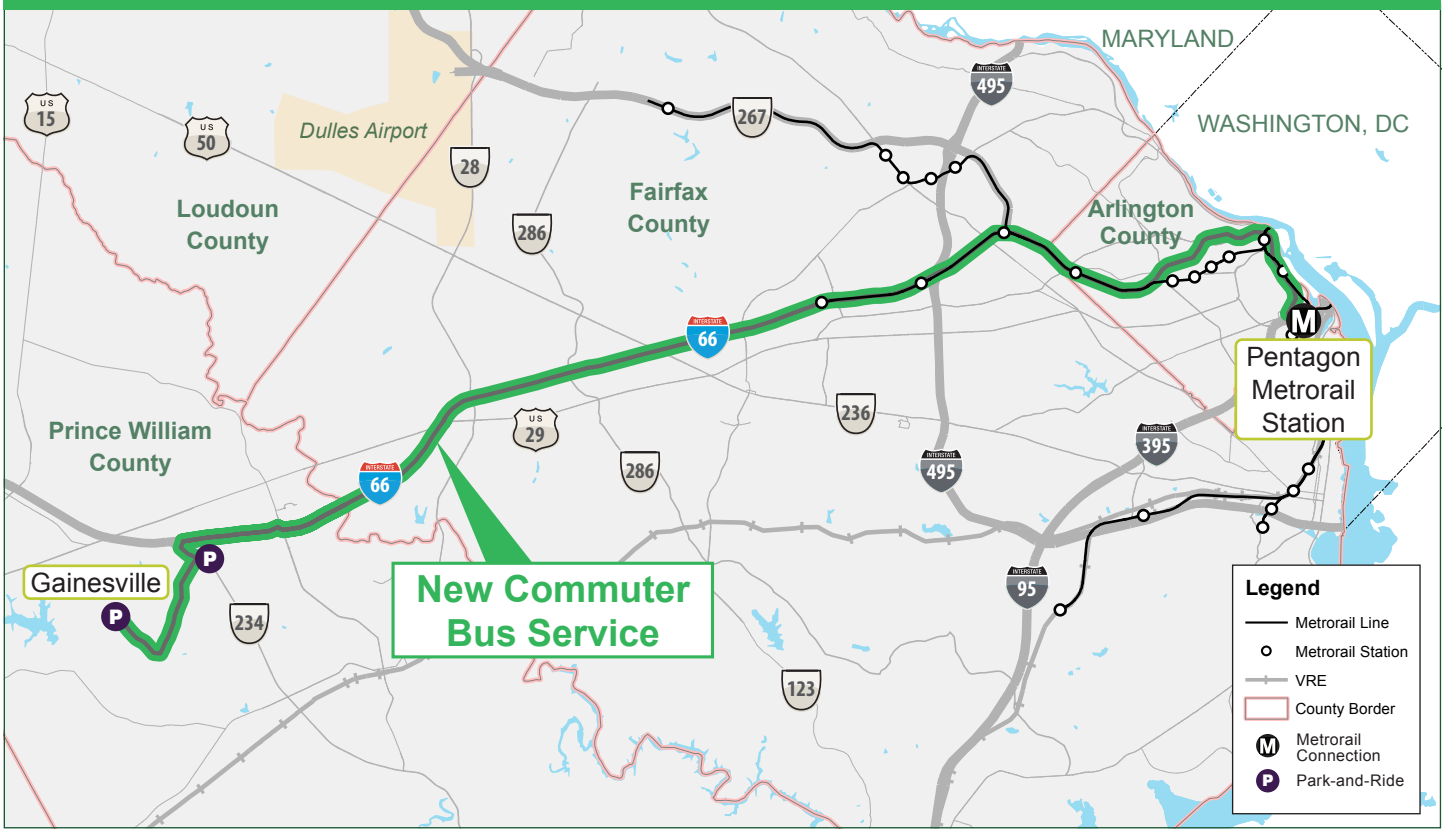
Description:
This project includes the implementation of a new commuter bus transit service between Gainesville and the Pentagon and two and a half years of operating costs.

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

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

Component Location



PRTC Gainesville to Pentagon Commuter Service
(continued)

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.