

Transform 66 Multimodal Project: Overview of Component Scoring

April 2016

NVTC evaluated all applications for funding under the [FY2017 Call for Components under the Transform 66 Multimodal Project](#) to determine how well each would meet the improvement goals.

The measures focus on increasing the number of people who can travel through the corridor, connectivity across modes, travel time reliability, and access to jobs. In scoring potential benefit, the greatest weight is given to congestion relief as measured by person throughput.

For the Initial Program, the Commission will prioritize components that can be implemented by Toll Day One in the summer of 2017.

Transform 66 Improvement Goals

- ✓ move more people
- ✓ enhance transportation connectivity
- ✓ improve transit service
- ✓ reduce roadway congestion
- ✓ increase travel options

You can find the [details of the evaluation and scoring process](#) as well as the [Memorandum of Agreement between the Commonwealth and NVTC](#) at our website:

www.novatransit.org/i66multimodal

Transform 66 Multimodal Project Evaluation Criteria and Weights			
Evaluation Category	Evaluation Criteria	Criteria Objective	Max Points
Congestion Relief	Person Throughput	To move more people through the corridor efficiently.	45
	Peak Period Travel Time	To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network	15
	Connectivity	To create, complete, or link transportation network elements and/or modes.	15
	Accessibility	To provide people access to opportunities.	15
Diversion Mitigation		To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions	10
Total Benefit Score			100
Cost Effectiveness Score			$\frac{\text{Total Benefit Score} \times 1,000,000}{\text{Funding Request}}$
Cost Sharing			Percent of Costs Requested



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FY2017 Transform 66 Multimodal Project: Summary of Component Applications



Please click each component to view the project summary.				Benefit Score (max points)						Component Costs and Funding Request			Cost Effectiveness Score (benefit/ funding request)
				Increases Person Throughput (45)	Improves Peak Period Travel Time (15)	Enhances Connectivity (15)	Enhances Accessibility (15)	Mitigates Diversion (10)	Total Benefit Score (100)	Total Component Cost	Total Funding Request	Cost Sharing (percent of total cost requested)	
Component Type	Component Name	Applicant	Proposed Opening Date										
Enhanced Bus Service	Bus Stop Consolidation and Accessibility Improvements (Capital)	Arlington County	October 2018	15	10	15	15	10	65	\$ 462,000	\$ 462,000	100%	141
Enhanced Bus Service	Expanded All-day Transit Service, Metrobus Route 2A, along Route 29 (Capital and Transit Operating for daily service improvement)	Falls Church	December 2016	30	N/A	10	15	10	65	\$ 1,924,820	\$ 1,924,820	100%	34
Enhanced Bus Service	Expanded All-day Transit Service, Metrobus Route 28A, along Route 7 (Capital and Transit Operating)	Falls Church	July 2017	30	5	10	15	10	70	\$ 9,741,808	\$ 9,741,808	100%	7
Enhanced Bus Service	Peak Period Service Expansion to ART Bus Route 55 (Capital and Transit Operating)	Arlington County	July 2017	30	5	10	15	10	70	\$ 1,250,000	\$ 1,250,000	100%	56
Enhanced Bus Service	Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring (Capital and Transit Operating for peak period service improvement)	Arlington County	August 2016	30	5	10	15	10	70	\$ 1,000,000	\$ 1,000,000	100%	70
New Bus Service / Park and Ride Lot	Leesburg East Park-and-Ride and Enhanced Transit (Capital and Transit Operating)	Loudoun County	July 2018	30	10	15	15	10	80	\$ 8,103,430	\$ 6,355,430	78%	13
New Bus Service	One Loudoun Enhanced Transit (Capital and Transit Operating)	Loudoun County	July 2018	30	15	15	15	10	85	\$ 3,943,470	\$ 2,821,470	72%	30
New Bus Service	Stone Ridge Enhanced Transit (Capital and Transit Operating)	Loudoun County	December 2017	30	10	15	10	10	75	\$ 2,628,980	\$ 1,880,980	72%	40
New Bus Service	Western Loudoun Enhanced Transit (Capital and Transit Operating)	Loudoun County	December 2017	30	10	15	10	10	75	\$ 3,943,470	\$ 2,821,470	72%	27
New Bus Service	Fairfax Connector Express Service from Government Center to Foggy Bottom (Capital and Transit Operating)	Fairfax County	July 2017	30	15	10	15	10	80	\$ 4,740,000	\$ 4,740,000	100%	17
New Bus Service	Fairfax Connector Express Service from Stringfellow to Pentagon/ Mark Center (Capital and Transit Operating)	Fairfax County	July 2017	30	15	10	10	10	75	\$ 4,820,000	\$ 4,820,000	100%	16
New Bus Service	PRTC Gainesville to Pentagon Commuter Service (Capital and Transit Operating)	PRTC	December 2016	30	10	10	15	10	75	\$ 887,900	\$ 887,900	100%	84
Transportation Demand Management	CarFree AtoZ – Mobile Travel Planning Application - Phase 3	Arlington County	June 2017	15	10	10	5	3	43	\$ 1,300,000	\$ 150,000	12%	289
Transportation Demand Management	Expanded TDM Outreach to the I-66 Corridor	Arlington County	January 2017	15	10	10	10	7	52	\$ 390,000	\$ 350,000	90%	148
Transportation Demand Management	Loudoun County Transportation Demand Management	Loudoun County	July 2017	45	10	15	15	7	92	\$ 623,000	\$ 623,000	100%	147
Transportation Demand Management	Multimodal Real-Time Transportation Information Screens	Alexandria	July 2017	15	N/A	10	5	3	33	\$ 200,000	\$ 190,000	95%	175
Transportation Demand Management	Multimodal Real-Time Transportation Information Screens	Arlington County	January 2017	15	15	10	5	3	48	\$ 292,600	\$ 250,000	85%	193
Access to Transit	Expanded Transit Access, Bike-Share	Falls Church	March 2017	15	15	15	15	N/A	60	\$ 2,854,880	\$ 854,880	30%	70
Access to Transit	Expanded Transit Access, East Falls Church Metro Western Entrance (The City of Falls Church is not requesting funding for this Component under the FY 2017 Call for Components)	Falls Church	N/A	45	10	15	15	10	95	\$ 68,985,000	\$ 1,533,000	2%	62
Total Applications (19)										\$ 118,091,358	\$ 42,656,758		