



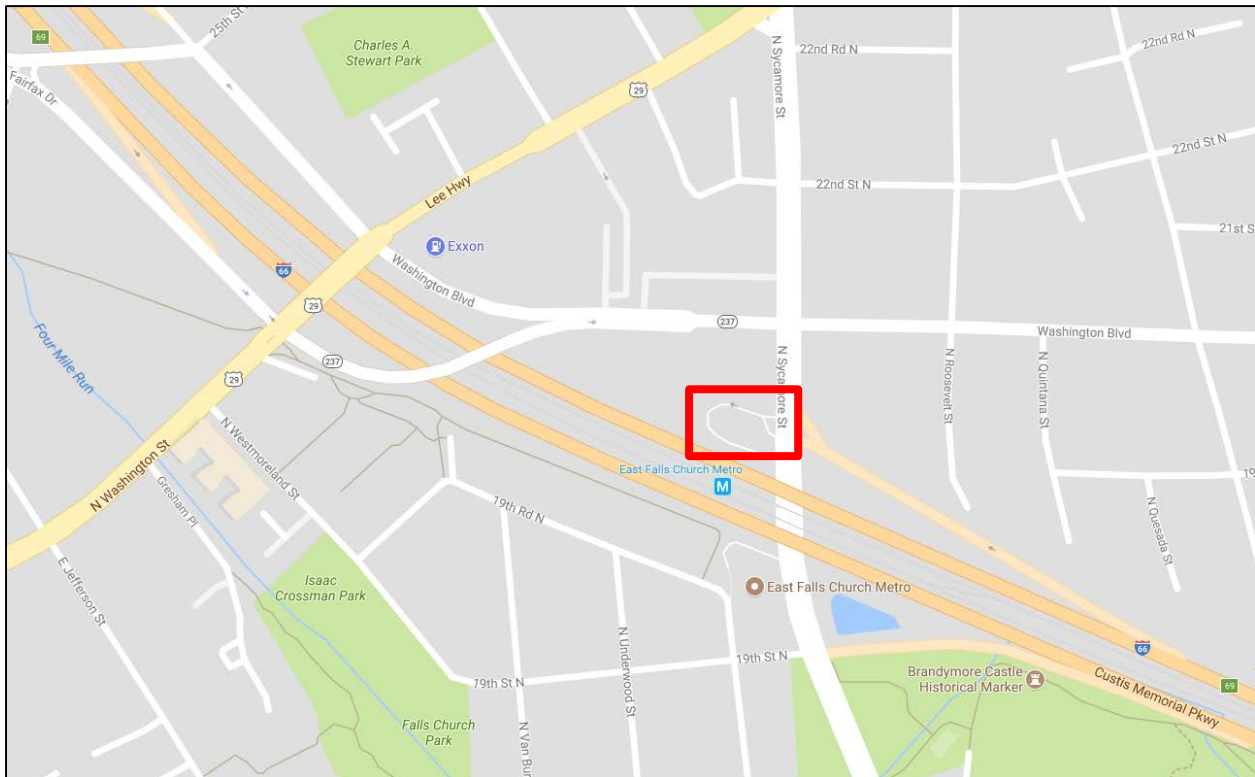
## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

### Project Information

Submitting Jurisdiction/Agency: Arlington County

Project Title: East Falls Church Metrorail Station Bus Bay Expansion

Project Location: Arlington, VA



### **Project Description:**

This project is necessary to accommodate increased I-66 bus service, planned to be part of Transform I-66 Outside the Beltway. The project will expand bus bay capacity at the East Falls Church Metrorail Station by adding up to three new bus bays and replacing the existing shelters. The project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The

project will be coordinated with a complete streets project on Sycamore Street as well as a Capital Bikeshare expansion project in the area in both Arlington and City of Falls Church.

The East Falls Church Metrorail Station currently has four bus bays that are at maximum capacity. Additional bus service is expected in the immediate future with the implementation of new Rapid Bus Service on the adjacent I-66 corridor and additional local feeder routes. This project will expand the capacity of the station with up to three additional bus bays, as determined through the design process.

### **General Project Eligibility Consideration Criteria. Please check all that apply.**

Provide supporting documentation

#### **Project in a Regionally Adopted Plan/ Document:**

- a. **TransAction 2040**   
*TransAction 2040 [Project List](#), page 7*
- b. **VTrans 2040**   
*VTrans 2040 [Tier 1 Recommendations](#), project NOVA 53*
- c. **I-66 Corridor of Statewide Significance**
- d. **Comprehensive Plan**   
*Transit Element of the [Master Transportation Plan](#)<sup>1</sup>, page 31*  
*East Falls Church [Area Plan](#), page 20*
- e. **Capital Improvement Plan**   
*Adopted FY 2017-2016 Capital Improvement Plan ([CIP](#)), page E-38*
- f. **Regional Transportation Priorities Plan**   
*Near Term Strategy 1, page 32*
- g. **Constrained Long Range Plan**
- h. **Transportation Improvement Program**
- i. **Other Regionally Adopted Plan (please specify)**   
*I-66 Multimodal Study Inside the Beltway [Final Report](#) (VDOT), page 3-13*  
*East Falls Church [Station Vision Plan](#) (WMATA), page 30*
- j. **Letter or resolution of support via formal approval by the governing body**

### **Additional Project Criteria.**

Provide supporting documentation

#### **Projects must meet all of the following criteria:**

**Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.**

East Falls Church Metrorail Station is the first transfer point between the orange and silver lines. According to the Preliminary Proposed [New Transit Service](#) associated with the Transform I-66 Outside the Beltway project, East Falls Church is a destination for I-66 Rapid Bus Service, with frequent headways and all-day, bi-directional service. As noted in the Project Description, East Falls Church does not currently have capacity for additional bus service. In order to accommodate the promised Transform I-66 transit investments, Arlington and WMATA must expand bus capacity at

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<sup>1</sup> The Master Transportation Plan is the transportation element of Arlington County's [Comprehensive Plan](#).

the EFC Metrorail Station. This project provides immediate capacity for additional bus-to-rail transfers.

**Projects must demonstrate utilization of concessionaire funding by toll day-one (mid- 2022).**

As evidenced by the schedule below, and reflected in the County's FY 2017-2026 Capital Improvement Plan, construction is anticipated to be complete by summer 2020.

**Projects must demonstrate commitment of any required operation and/or maintenance funds.**

Any maintenance needs associated with this project are not different than that which is conducted today on the existing bus bay location.

**Projects must show benefit to users within the corridor.**

By providing additional capacity for bus-to-rail transfers, the Transform I-66 Outside the Beltway Transit Plan may be implemented to achieve the bus service promised for the OTB portion of the I-66 corridor.

**Studies are ineligible for funding consideration.**

**If other funding sources are required to complete the project, project must demonstrate other such funding has been appropriated/allocated or otherwise currently available to the project.**

The County has allocated NVTA Local in the amount below to the project. The DRPT funding for design had been previously approved. The DRPT funding for construction was recently approved by the CTB as part of the SYIP.

**Project Milestones**

Specify start and end dates

**Project Milestones by Project Phase:**

- **PE/Design:** Winter 2017/2018 to winter 2018/2019
- **Right of Way Acquisition:** N/A
- **Construction:** Spring 2019 to Summer 2020
- **Capital Asset Acquisitions:** N/A
- **Other:** N/A

## Project Cost

Total Requested Concessionaire Funds: \$4,841,000

Total Cost to Complete Project: \$7,328,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$500,000	\$172,000 DRPT Funding; \$335,000 NVTA Local	\$1,007,000
Right of Way Acquisition			
Construction	\$4,341,000	\$1,980,000 DRPT Funding	\$6,821,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$4,841,000</b>	<b>\$2,487,000</b>	<b>\$7,328,000</b>

## Prioritization

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale).
- Project can demonstrate the ability to reduce congestion.
- Project is a joint effort between two or more localities or agencies.
- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.
- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).
- Project can be constructed prior to toll day one (mid-2022).

## Additional Documentation/Information in Support of this Project

- Letter of support from the City of Falls Church Council
- Letter of support from the Washington Metropolitan Area Transit Authority