

***Required Entry**

PART 1 GENERAL INFORMATION

Applicant Information

*Submitting/Lead Applicant:
Partner Applicant (if applicable):

Point of Contact Information

*Primary Contact Name:
*Primary Contact Title:
*Primary Contact Phone Number:
*Primary Contact Email Address:

PART 2 COMPONENT INFORMATION

Component Background

*Component Name/Title:
*Component Location, including terminal points (if applicable):
*Component Opening/Implementation Date:
*Proposed Funding Obligation Date:
*Component Description:

Component Delivery Information

<p>*Planning Status (select all documents/plans that reference the component):</p> <p><input type="checkbox"/> Constrained Long-Range Plan (MPO) <input type="checkbox"/> Vision Long-Range Plan (MPO) <input type="checkbox"/> Other Regional Plan</p> <p><input type="checkbox"/> Local Comprehensive Plan <input type="checkbox"/> Planning/Safety Study <input type="checkbox"/> State Transportation Plan</p> <p><input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Capital Improvement Program <input type="checkbox"/> NEPA Study</p> <p><input type="checkbox"/> None of the above <input type="checkbox"/> Other:</p>
Existing Component VDOT UPC or DRPT Number:
<p>Component Designed by (select all that apply):</p> <p><input type="checkbox"/> VDOT <input type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Consultant <input type="checkbox"/> Other:</p>
<p>Component Administered (select all that apply):</p> <p><input type="checkbox"/> VDOT <input type="checkbox"/> Locality <input type="checkbox"/> Agency <input type="checkbox"/> Other:</p>
<p>Delivery Method (select all that apply):</p> <p><input type="checkbox"/> Not Determined <input type="checkbox"/> Design-Build <input type="checkbox"/> Design-Bid-Build <input type="checkbox"/> State Forces</p> <p><input type="checkbox"/> Locality Forces <input type="checkbox"/> Other:</p>

PART 2 COMPONENT INFORMATION (Continued)

***Cost Estimate**

Use the chart below to identify the costs and funding request associated with each phase of the Component. Please submit a detailed cost estimate (using the upload tool at the right) to supplement the information described below. The total values in the detailed cost estimate should be consistent with the information provided in this section. The detailed cost estimate is also required as part of the cost effectiveness and cost sharing evaluation criteria.

Phase	<i>Total Cost Estimate</i>	<i>Multimodal Program Funding Request</i>
Study	\$	\$
Preliminary Engineering (PE) -Includes survey, environment, and design	\$	\$
Right-of-Way (ROW) -Includes of way and easement acquisition and utility relocation	\$	\$
Construction (CN) -Includes construction, oversight, inspection, and contingencies	\$	\$
Capital Asset Acquisition	\$	\$
Annual Transit Operating Costs (includes fuel, oil, drivers' salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses) - Years Requested	\$	\$ years
Annual Costs (not transit operating) - Years Requested	\$	\$ years
Other:	\$	\$

Component Funding Sources

Use the chart below to identify other sources of funding that will be applied to the cost of the Component. This includes funds that have been committed to the cost to the Component (for example, funds that have already been expended or that have been obligated to the Component) and funds that have not yet been committed (for example, funding requests under another project or program that have not yet been awarded).

<i>Other Committed Funds</i>			
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
<i>Other Requested (but not committed) Funds</i>			
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$
Source:	Phase:	Year:	Amount: \$

PART 2 COMPONENT INFORMATION (Continued)

*Milestone Schedule (Capital Components)

Use the chart below to describe the general milestone schedule for capital Components as applicable. Please also submit a detailed Component schedule as requested in Part 5 of this application. The detailed Component schedule should match the general milestone schedule identified in this section.

Phase Milestone	Status (Select one of the following for each phase)	% Complete	Start Date (mm/dd/yyyy)	End Date (mm/dd/yyyy)
Study	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
(PE (includes survey, environment and design))	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
ROW (includes of way and easement acquisition and utility relocation)	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
CN (includes construction, oversight, inspection, and contingencies)	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
Capital Asset Acquisition	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
Operation or Program Initiation	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		
Other:	<input type="checkbox"/> Not needed <input type="checkbox"/> Not started <input type="checkbox"/> Underway <input type="checkbox"/> Complete	%		

PART 2 COMPONENT INFORMATION (Continued)

Milestone Schedule (Non-Capital Components)

Use the chart below to describe the general milestone schedule for non-capital Components as applicable. Please also submit a detailed Component schedule as requested in Part 5 of this application. The detailed Component schedule should match the general milestone schedule identified in this section.

Deliverables	% Complete	Start Date (mm/dd/yyyy)	End Date (mm/dd/yyyy)
	%		
	%		
	%		
	%		
	%		

PART 3 COMPONENT ELIGIBILITY CRITERIA

Components must meet each of the eligibility criteria of the Memorandum of Agreement to be considered eligible as part of the Transform 66 Multimodal Project. Review and check the box for each eligibility criteria to verify that the component is eligible for funding under this Project. Please provide any supporting documentation or information as necessary in Part 5 of this application.

*A <input type="checkbox"/>	The component benefits toll-paying users of the facility.
*B <input type="checkbox"/>	<p>The component has the capacity to attain <u>one or more of the following</u> Improvement Goals:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Move more people <input type="checkbox"/> Enhance transportation connectivity <input type="checkbox"/> Improve transit service <input type="checkbox"/> Reduce roadway congestion <input type="checkbox"/> Increase travel options
*C <input type="checkbox"/>	<p>The component is one of the following multimodal transportation improvements serving the corridor (select all that apply):</p> <ul style="list-style-type: none"> <input type="checkbox"/> New or enhanced local and commuter bus service including capital and operating expenses (e.g., fuel, tires, maintenance, labor, and insurance), subject to the limitations of in paragraph II(A)(4) of the MOA, and transit priority improvements <input type="checkbox"/> Vanpool as well as formal and informal carpooling program and assistance <input type="checkbox"/> Capital improvements for Washington Metropolitan Area Transit Authority rail and bus service including capital and operating expenses, subject to the limitations of in paragraph II(A)(4) of the MOA, and improved access to Metrorail stations and Metrobus stops <input type="checkbox"/> Park-and-ride lots and access or improved access thereto <input type="checkbox"/> Roadway improvements to address impacts from the dynamic tolling of the facility on roadways in the corridor (including but not limited to Routes 7, 29, 50, and 309 as well as Washington Boulevard, Wilson Boulevard, and Westmoreland Street) <input type="checkbox"/> Roadway operational improvements in the corridor <input type="checkbox"/> Transportation systems management and operations as defined in 23 U.S.C. § 101(a)(30) on December 1, 2015 <input type="checkbox"/> Projects identified in VDOT's <i>June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway</i> and the <i>August 2013 Supplemental Report</i> as well as recommendations from DRPT's <i>2009 Transportation Demand Management/Transit Report</i> and projects in the region's constrained long range plan
*D <input type="checkbox"/>	The Component demonstrates the ability to obligate funding to the Component by toll day one (targeted for summer 2017). For the initial Multimodal Project, <u>priority may be given to Components that can be implemented by toll day one</u>
*E <input type="checkbox"/>	The component will be in compliance with all applicable laws, rules, and regulations and will have received or will receive all required regulatory approvals.

PART 4 COMPONENT EVALUATION CRITERIA

Person Throughput

The objective of the person throughput evaluation criteria is to assess how well a component is suited to move more people through the corridor efficiently.

***For applicable components, what is the component's opening year inbound AM peak period increase in person throughput:**

Upload available supporting documentation.

Peak Period Travel Time

The objective of the peak period travel time criteria is to evaluate a component's ability to provide or support consistent travel duration during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

***Multiple Choice**

- Component is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person
- Component is likely to result in moderate reductions (15 to 30 percent) in inbound AM peak hour total travel time per person
- Component is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person
- Component is likely to result in no significant change (less than 5 percent in inbound AM peak hour travel time).

***Describe trip to which component travel time is being compared (i.e., a non-toll paying single occupant vehicle trip between X and Y, walk to B Metrorail station and ride to C):**

Upload available supporting documentation.

Connectivity

The objective of the connectivity criteria is to evaluate how well a component creates, completes, or links transportation network elements and/or modes. The measurement of this criteria is based on the number of connections between modes that are created or enhanced by the component and the promotion of transportation choice in daily travel.

***Multiple Choice:**

- Component provides or enhances connections between two or more travel modes
- Component provides new modal connections and/or further promotes transportation choice
- Component has no impact on connectivity
- Component creates a barrier between modes or results in a loss of travel options

(Optional): Indicate how the component addresses connectivity:

PART 4 COMPONENT EVALUATION CRITERIA (Continued)

Accessibility

The objective of the accessibility criteria is to evaluate a component's ability to provide people with opportunities. The evaluation criteria is measured based on the connections created or enhanced between people and activity centers.

***Fully describe the component location including termini, routing, and stations/stop served, where applicable based on multimodal component type:**

(Optional) Upload maps, sketches, drawings, or georeferenced data showing component location (r.g., shapefile [.shp], geodatabase with feature classes [.gdb], Keyhole Markup Language/Google Earth [.kmz], spreadsheet with geographical identifier information [.csv, .xls]).

(Optional) Indicate how the component addresses accessibility:

Diversion Mitigation

The objective of the diversion mitigation criteria is to evaluate the ability of a component to mitigate the impacts of trips that are diverted from I-66 inside the beltway as a result of tolling and/or the high occupancy vehicle (HOV) restrictions.

***Indicate the corridor in which the component is located or service is provided:**

***Multiple Choice:**

- a. Component provides or enhances transit service and attracts trips that are diverted from I-66 due to tolling or HOV restrictions
- b. Component provides or supports carpool or vanpool services and attracts trips that are diverted from I-66 due to tolling or HOV restrictions
- c. Component 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
- d. Component does not mitigate the impacts of diversion

(Optional) Indicate how the component mitigates the impacts of diversion of traffic resulting from tolling and/or HOV restrictions in the corridor:

PART 4 COMPONENT EVALUATION CRITERIA (Continued)

Cost Effectiveness

The objective of the cost effectiveness evaluation criteria is to identify cost effective solutions to multimodal issues. A higher score is awarded to components that have high benefit scores and low funding requests.

Cost Sharing

The objective of the cost sharing evaluation criteria is to identify components that are leveraging funding from other committed sources. A higher score is awarded to components in which the funds requested through the Multimodal Program are a smaller percentage of the total component costs.

****To demonstrate the component's cost effectiveness, submit a detailed itemized component cost estimates in spreadsheet or tabular format. Detailed cost estimate totals should match the general cost input in Part 2.***

PART 5 ADDITIONAL INFORMATION

(Optional) Identify any additional expected outcomes or benefits that result from funding and implementation of the component. Please identify any unique component features or considerations that relevant to the expected outcomes:

(Optional) List internet links to any additional information in support of this component:

Additional Attachments

Required

- *Detailed component schedule (should match the general schedule input in Part 2)

Optional

- Component sketch/concept plan/vicinity map, if applicable
- Previous studies
- Documentation of other committed funding sources
- Documentation of community support
- Signed copy of executive resolution(s) in support of this component application

PART 6 APPLICANT SIGNATURE

If this application is selected for funding, the information contained in this application will become the foundation for the funding agreement per the requirements and guidelines specified in the Memorandum of Agreement.

*I certify that I have reviewed the component eligibility guidelines as established by the Memorandum of Agreement and that the information submitted in this application is true and correct. If awarded funding through the Multimodal Project, I agree that the execution and delivery of the component will adhere to the requirements and guidelines specified in the Memorandum of Agreement.

Name

Title

Date