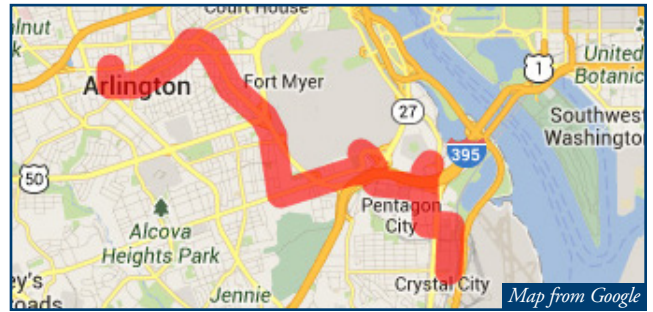




# Project Description Form — 8A

## Basic Project Information

- 1. **Submitting Agency:**  
Arlington County
- 2. **Project Title:** Blue/Silver Line Mitigation  
(Four buses)
- 3. **Project Type:**  
 Roadway    Multimodal    Transit
- 4. **Project Description/Scope:** Purchase four Arlington Transit (ART) buses in FY 2014. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line. These four 19-passenger body-on-chassis vehicles would be used in North Arlington service, allowing reassignment of heavy-duty 25-passenger buses to connect Crystal City and the Rosslyn-Ballston corridor.  
  
The ART 42 Ballston-Pentagon Route would be extended to serve Pentagon City and Crystal City during peak periods. Two additional buses would be assigned to this route.
- 5. **Route (if applicable)/Corridor:**  
Corridors 1, 6, and 8
- 6. **Total Project Cost:** \$1,000,000  
(Capital-only)
- 7. **Total Funds Required:** \$1,000,000  
(Capital-only)



- 8. **Phase/s of Project Covered by Funding:** Bus Purchase, Development of marketing materials and associated transit technology, and Initiation of service.
- 9. **Project Milestones (by phase, include all phases):**
  - Complete procurement: August 31, 2013
  - Development of new ART 42 Timetable: September 27, 2013
  - Development of Marketing Material and Approach: October 25, 2014
  - Bus Delivery: February 15, 2014
  - Buses Accepted for Revenue Service: March 1, 2014
  - Initiation of new ART 42 Service: March 3, 2014
- 10. **In TransAction 2040 plan?**  
 Yes    No
- 11. **In CLRP, TIP or Air Quality Neutral?**  
Yes. CLRP, STIP ID # 94423
- 12. **Leverages Sources:**  
 Local    State    Federal  
 Other (please explain)

| PROJECT ANALYSIS   |   |  |  |
|--|---|--|--|
| <b>Tier I</b> <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail | <b>Tier III Congestion Reduction Relative to Cost:</b>                                    |  |  |
| <b>Tier II</b> 6 out of 8 points   | <b>Plan</b> <input checked="" type="checkbox"/> CLRP <input type="checkbox"/> TA2040 only | <b>Rating</b> <input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low |  |

# Stated Benefits

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- 1. What regional benefit/s does this project offer?** Extending the ART 42 to Crystal City Metro and nearby Virginia Regional Express (VRE) station will enable commuters from four rail lines to transfer to a bus route to destinations in Clarendon, Virginia Square and Ballston at an estimated peak frequency of 16 minutes. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line. Staff will evaluate the utility of this service to see if the ART 42 meets the need, or whether another service strategy should be used.  
  
The four rail lines are the Metrorail Yellow line to Huntington, with bus connections at that end to the Richmond Highway corridor in Fairfax County; the Metrorail Blue line to Franconia Springfield with bus connections in the Springfield, Franconia and Rose Hill neighborhoods; the VRE Manassas line which also serves central Fairfax County; and the VRE Fredericksburg line which also serves commuters from Quantico, Dumfries, Stafford County and Spotsylvania Counties.  
  
The ART 45 serves commuters who walk or transfer from Metrobus 16-line service, with a catchment area along Columbia Pike to Annandale, to jobs in Rosslyn. Those commuters formerly transferred to Metrorail's Blue Line at Pentagon City or Pentagon Metro. Addition of a fourth peak period ART 45 bus will increase capacity to absorb more passengers – the other three buses already have standing peak period passenger loads.
- 2. How does the project reduce congestion?** Metrorail's Blue Line provided a direct connection for residents living in the corridor from Pentagon City to Springfield and by transfer to Fredericksburg and Manassas to jobs in Rosslyn, Foggy Bottom, and Farragut Square. Residents in the Orange Line Corridor transferred to the Blue Line to reach jobs in Pentagon City and Crystal City. The current reduction in Blue Line service from 6 minute peak frequency to 9 minutes has already resulted in reduced Metrorail ridership and diversion of trips to single-occupancy automobiles. The further reduction to 12-minute frequencies will raise traffic congestion, unless a viable transit alternative is available to people. Extending the ART 42 to Crystal City will provide that direct connection from the Blue Line and VRE to employment in Ballston. The connection to Rosslyn is already served by the Metrobus 9E/10E service.
- 3. How does the project increase capacity?** (*Mass transit projects only*) The ART 42 will be the first direct transit connection between Crystal City and Ballston. The ART 45 will increase peak period capacity.
- 4. How does the project improve auto and pedestrian safety?** Passengers in buses mean fewer cars on the roads and potentially fewer vehicle collisions.
- 5. List internet address/link to any additional information or documentation in support of project benefits.** (*Optional*) N/A

## 6. Project Picture/Illustratives



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