



## Commuter Choice on the I-66 Corridor - Round Four (FY 2021-FY 2022) Application Evaluations

	Applicant	Application Title	Application Type	Person Throughput	Peak Period Travel Time	Connectivity	Accessibility	Diversion Mitigation	Total Technical Merit	Technical Merit	Annualized Cost Effectiveness	Applicant Preference	Interagency Collaboration	Application Score	Funding Request
				(45)	(15)	(15)	(15)	(10)	(100)	(70 Points)	(15 Points)	(10 Points)	(5 Points)	(100 Points)	
Initial Program (FY 2021) Projects	Fairfax County	McLean Metro Station North Entrance	Rail Capital Improvement	45	5	10	15	10	85	60	10	10	5	85	\$1,000,000
	OmniRide	Renewal of Bus Service from Gainesville to Pentagon/Navy Yard	Enhanced Bus Service	45	5	10	15	10	85	60	10	10	0	80	\$461,100
	OmniRide	Renewal of Bus Service from Haymarket to Rosslyn	Enhanced Bus Service	45	5	10	10	10	80	56	15	0	0	71	\$137,100
	City of Fairfax	City of Fairfax Bike Share Implementation	Access to transit	15	0	15	15	3	48	34	10	10	5	59	\$460,000
	Arlington County	Lee Highway HOV and Bus-Only Lane in Rosslyn	Roadway Operations	15	10	10	15	10	60	42	10	0	5	57	\$710,000
	Loudoun County	Renewal of Purcellville Metro Connection Bus Service	Enhanced Bus Service	30	0	10	10	10	60	42	5	0	5	52	\$709,030
Potential Supplemental Program (FY 2022) Projects	OmniRide	TDM Strategy – I-66 Corridor Vanpool Parking Benefit	TDM	30	10	10	10	7	67	47	15	0	0	62	\$85,000
	Fairfax County	New Bus Service from Reston South to Crystal City	New Bus Service	30	5	10	15	10	70	49	5	0	5	59	\$5,110,800
	Town of Vienna	New Park and Ride at Patrick Henry Library	Park-and-Ride	15	10	10	10	7	52	36	5	10	5	56	\$5,050,000
	Fairfax County	TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City	TDM	15	0	10	10	7	42	29	15	0	0	44	\$154,500
	Arlington County	Ballston-MU Metrorail Station West Entrance	Rail Capital Improvement	<i>Proposal deferred by applicant</i>											\$10,000,000
	Loudoun County	Renewal of Metro Connection Route 88X Dulles South Extension	Enhanced Bus Service	<i>Proposal deferred by applicant</i>											\$649,819
	OmniRide	New Bus Service from Gainesville to NoMa	New Bus Service	<i>Proposal deferred by applicant</i>											\$3,886,200
	City of Falls Church	Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center	Enhanced Bus Service	<i>Proposal withdrawn by applicant</i>											\$3,305,967

This summary table represents the final Commuter Choice on the I-66 Corridor Round Four (FY 2021-FY 2022) application evaluations. Because of revenue shortfalls and uncertainty caused by the COVID-19 public health emergency, NVTC opted to split projects into an Initial (FY 2021) Program, consisting of continuations of previously-funded Commuter Choice-supported new and enhanced bus services as well as small capital projects, and an anticipated Supplemental (FY 2022) Program, consisting of new transit services, new commuter incentives and larger capital projects, to be programmed as available funding allows.

Applications were evaluated based on the information documented in the submitted applications or in subsequent technical clarifications. The evaluation is consistent with the methodology established in the Commuter Choice on the I-66 Corridor Round Four (FY 2021-FY 2022) Project Selection Process adopted by the Commission in November 2019. Please see the current version of the Commuter Choice Recipient Handbook, available here, for more information on the process.

Total technical merit (maximum of 100 points) is scaled to develop the Technical Merit Score (maximum of 70 points).

Transit operating funding requests total \$1,714,930 (12 percent of all requested funds) and are defined based on FTA Circular 9030 (urbanized area formula grant program) and FTA Circular 9040 (rural area formula grant program) and includes fuel, oil, driver salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.

