



FY2020 I-66 Commuter Choice Program Call for Projects

Pursuant to [the Memorandum of Agreement \(MOA\) for the Transform 66: Inside the Beltway Project \(January 5, 2017\)](#), the Northern Virginia Transportation Commission (NVTC) is issuing this Call for Projects to be funded under the I-66 Commuter Choice Program. The selected projects will be funded using toll revenues from I-66 inside the Beltway and will be included in the Commonwealth's FY2020 Six-Year Improvement Program (SYIP).

This Call for Projects details the purpose and funding mechanisms of the I-66 Commuter Choice Program, the criteria for funding eligibility, and the application requirements and procedures for obtaining funding, as established by the MOA, and agreed to by the MOA parties.

Purpose: The I-66 Commuter Choice Program goals (Transform 66 Improvement Goals) are to move more people, enhance transportation connectivity, improve transit service, reduce roadway congestion, and increase travel options. The Improvement Goals are reasonably expected to benefit the users of the portion of I-66 beginning at the Beltway and ending at U.S. Route 29 in the Rosslyn area of Arlington County, VA. This Call for Projects is issued to solicit multimodal projects from eligible jurisdictions and transit service providers that can achieve the Improvement Goals and benefit toll users.

Funding Source and Availability: The MOA assigns the Virginia Department of Transportation (VDOT), on behalf of the Commonwealth Transportation Board (CTB), the responsibility to control and manage tolling on I-66. Toll revenues will be used and distributed to support the tolling operations and tolling maintenance of the facility, and to fund projects selected by NVTC and approved by the CTB, designed to specifically attain the Improvement Goals stated in the MOA. CTB delegates to NVTC the authority to select and administer the implementation of projects to be financed from the portion of the toll revenues of the facility as provided in the MOA.

Project Application: Applications will be accepted for submission starting 2:00 P.M. on November 2, 2018. All applications for funding must be submitted no later than 5:00 P.M. on January 16, 2019. Applications received after that time will not be considered. Partially completed applications may be deemed ineligible.

Applicants submitting multiple projects are required to prepare separate applications for each project. All applications must be submitted online through the application link at the following website: www.novatransit.org/i66commuterchoice/

For Further Information, Contact: I-66 Commuter Choice Program Manager, Patricia Happ at patriciahapp@novatransit.org.



If prospective applicants desire clarification on any application requirements, please submit questions no later than 12:00 P.M. on January 11, 2019. All questions will be considered for response in a frequently asked question (FAQ) section of the project website.

Project Eligibility

Applicant Eligibility: All jurisdictions and public transportation providers in Virginia Planning District 8 are eligible to submit applications.

Project Eligibility Criteria: As established in [Section II.B.1 of the MOA](#), projects must meet each of the following five eligibility criteria:

1. Must benefit toll-paying users of the facility
2. Must have capacity to attain one or more of the following Improvement Goals:
 - (i) Move more people
 - (ii) Enhance transportation connectivity
 - (iii) Improve transit service
 - (iv) Reduce roadway congestion
 - (v) Increase travel options
3. Must be one of the following multimodal transportation improvements serving the corridor:
 - (i) 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 in paragraph II.A.4 [of the MOA], and transit priority improvements
 - (ii) Vanpool as well as formal and informal carpooling programs and assistance
 - (iii) Capital improvements for Washington Metropolitan Area Transit Authority (WMATA) rail and bus service including capital and operating expenses, subject to the limitations paragraph II.A.4 [of the MOA], and improved access to Metrorail stations and Metrobus stops
 - (iv) Park-and-ride lots and access or improved access thereto
 - (v) 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)
 - (vi) Roadway operational improvements in the corridor
 - (vii) Transportation systems management and operations as defined in 23 U.S.C. § 101(a) (30) on December 1, 2015
 - (viii) Projects identified in the Commonwealth Reports or projects in the region's constrained long-range plan

4. For non-debt financed projects, must demonstrate the ability to obligate the toll revenue to cost of the project within two fiscal years and to expend the toll revenues within five fiscal years of the fiscal year in which the funds are allocated by the CTB
5. Must demonstrate that the project will be in compliance with all applicable laws, rules, and regulations—and have received or will receive all required regulatory approvals

Project Selection Process

Pre-Application Meetings: Pre-application meetings will be held to review eligibility requirements, evaluation criteria, and to offer assistance during the application process.

Project Application: The FY2020 application will be available on November 2, 2018 at the following website: www.novatransit.org/i66commuterchoice. Project applications will require:

- Applicant information, including point of contact
- General project information
- Project justification and documentation
- Verification of applicant governing body's authorization for the designee to apply on their behalf as evidenced by entity's clerk's minutes of resolution
- Milestone schedule, including the proposed date that funds will be obligated and the proposed completion/opening/implementation date of the project
- Estimated cost of the project
- Data supporting eligibility screening and evaluation
- Identified matching funding sources
- Priority ranking or preference for funding (among all projects submitted by an applicant)

Project Eligibility Screening: Projects will be screened to determine if they meet the eligibility criteria established by the MOA. Eligible projects will be presented to the Commission and advanced to the evaluation phase. NVTC will notify applicants with ineligible projects.

Project Scoring: Projects will be scored to determine their relative performance in achieving the Improvement Goals listed in the MOA and the alignment to regional and local priorities as compared to other submitted projects during the Call for Projects. Elements that factor into the 100-point maximum project score include:

- Technical Merit - expected ability of the project to attain some or all the Transform 66 Improvement Goals
 - *Person Throughput:* the number of people and vehicles moved through the corridor by or as a result of the project.

- *Peak Period Travel Time*: providing or supporting consistent travel during congested periods for users of the corridor and improving operational efficiency of the transportation network
- *Connectivity*: creating, completing, or linking transportation network elements and/or modes and promoting transportation choice
- *Accessibility*: creating or enhancing access between people and activity centers
- *Diversion Mitigation*: mitigating the impacts of trips diverted from I-66 Inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions.
- Cost Effectiveness – how the project identifies solutions to multimodal issues that can be achieved with a responsible application of available tolling revenue, expressed as the impact created per million dollars of toll revenue investment
- Regional Priorities - how closely the project aligns to regionally priorities recommended by the staff working group comprised of applicant representatives and approved by the Commission. For the FY2020 Call for Projects, the regional priorities were identified as the following:
 - Moving more people
 - Maximizing cost effectiveness
 - Maximizing transit operating funding
 - Reducing single occupancy vehicle use
 - Improving transportation network connectivity
- Applicant Preference - how the project ranks in priority or preference among the other projects submitted by each specific applicant

Public Hearing and Input: A list of eligible projects will be presented at a public hearing. A public comment period will be held during which public comments on specific projects and the overall program will be collected.

Program Recommendation: NVTC staff, in coordination with a staff working group made of jurisdictional/agency representatives and in coordination with a working group of Commissioners, will develop a potential funding program based on the project score (representing the technical merit, cost effectiveness, and the regional and local priority of the project), based on public input, and based on the projected toll revenue available for funding. The NVTC Commission will review this funding program and recommend a list of projects to be considered for inclusion into FY2020 SYIP by the CTB.

Approval of I-66 Commuter Choice Program: The CTB will review and approve the list of recommended projects and obligate toll revenue to the projects pursuant to the terms of the MOA.