



**NVTC PROGRAM ADVISORY COMMITTEE MEETING
THURSDAY, APRIL 4, 2019
Navy League Building - First Floor Small Conference Room
2300 Wilson Blvd, Arlington, VA 22201**

5:30 P.M.

AGENDA

1. Summary of the March 7, 2019 Program Advisory Committee Meeting
2. Commuter Choice
 - A. Proposed I-66 Project List for Public Comment
 - B. Proposed 1-395/95 Criteria and Call for Projects
3. Other Business
4. Next Committee Meeting: June 6, 2019

Members:

Dave Snyder, Chairman
Elizabeth Bennett-Parker
John Foust
Libby Garvey
David Meyer
Ron Meyer

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**NVTC PROGRAM ADVISORY COMMITTEE
MEETING SUMMARY
First Floor Small Conference Room
Navy League Building – Arlington, Virginia
March 7, 2019**

NVTC Program and Advisory Committee Members Present:

David Snyder, Chair
Elizabeth Bennett-Parker
John Foust
Libby Garvey
David Meyer

NVTC Program and Advisory Committee Members Absent:

Ron Meyer

Staff and Others Present:

| | |
|--------------|----------------|
| Kate Mattice | Erin Murphy |
| Allan Fye | Chloe Ritter |
| Dan Goldfarb | Malcolm Watson |
| Jae Watkins | Tim Roseboom |
| Matt Cheng | |

Committee Chairman David Snyder called the meeting to order at 5:35 P.M.

Chairman Snyder moved approval of the February 7th Program Advisory Committee meeting summary. The motion carried unanimously.

Ms. Mattice began with an overview of the FY2020 I-66 Commuter Choice program and a reminder of the scoring criteria previously approved by the Commission. She discussed the upcoming schedule for the FY2020 list of projects that will be put out to public comment in April, return to the Commission for workshop in May with CTB approval culminating in June.

Mr. Fye provided a brief description of the projects as well as their initial scores. He also shared the breakdown of funding requests by each jurisdictional applicant, as requested by Chairman Snyder.

Ms. Bennett-Parker arrived at 5:40 P.M.

Ms. Garvey expressed concern over the technical scoring of Arlington County's Lee Highway roadway operations application. Chairman Snyder inquired about the effectiveness and scoring of long-distance commuter buses compared to intersection improvements. He also commented on the viability of bus feeder routes to Metrorail stations.

Mr. Fye detailed the criteria outlined in the Memorandum of Agreement (MOA) between NVTC and the Commonwealth of Virginia placing the emphasis on benefitting the I-66 toll payer and person throughput in the corridor. Ms. Mattice added the decision by the Supreme Court of Virginia mandates projects must benefit the toll payer in the peak direction of travel, eastbound in the morning and westbound in the afternoon.

Mr. Meyer suggested the Commission consider setting aside funds from the larger Commuter Choice program to support non-express bus projects. He commented the Commission must avoid funding parallel-running projects and could potentially look to awarding projects through a multi-year program.

Mr. Foust inquired about how much funding was available for the FY2020 Commuter Choice program. He added that Fairfax County supports commuter express buses as they have shown high effective person throughput. He also asked about how the benefit to the toll payer measures in comparison to intersection improvements versus express bus applications.

Ms. Mattice indicated that NVTC is waiting to receive revenue estimates from VDOT and commented that intersection projects do not generally score as well on person throughput because the efficiency metrics prioritize projects that move the most people per vehicle. She added that the Commission determined regional priorities and the merit score should reflect the priorities identified by the Commission prior to the call for projects in November. Mr. Fye added a potential option for the Commission is to stagger the call for projects for the I-395 and I-66 Commuter Choice programs to alternating years.

Mr. Meyer asked about the measures for bus throughput. Erin Murphy of Kimley-Horn responded that the measure is determined by forecast number of riders and capacity. She added that the applicants provide the base metrics to make this calculation, and that many applicants base their information off pre-existing bus service ridership. Based on the availability of this information and the high capacity efficiency of buses, bus projects tend to score well with these criteria.

Ms. Mattice reminded the committee that all projects, including new or enhanced bus service, must report quarterly and have a five-year period in which they must report ridership and performance to the Commission. This allows for the demonstration of whether a bus project is effectively moving people and viable for reapplication into the Commuter Choice program. Ms. Mattice added that an upcoming Department of Rail and Public Transportation (DRPT) study will help inform and identify potential transit projects in the I-66 corridor.

Mr. Meyer encouraged staff and committee members to consider the long-term benefits of investing in more transit capital projects through the Commuter Choice program. He also emphasized the importance of enhanced data gathering on funded transit projects so thorough analysis can be conducted on the effectiveness of funded projects. Chairman Snyder requested staff review the scoring measures for the program and report back to the Program Advisory Committee.

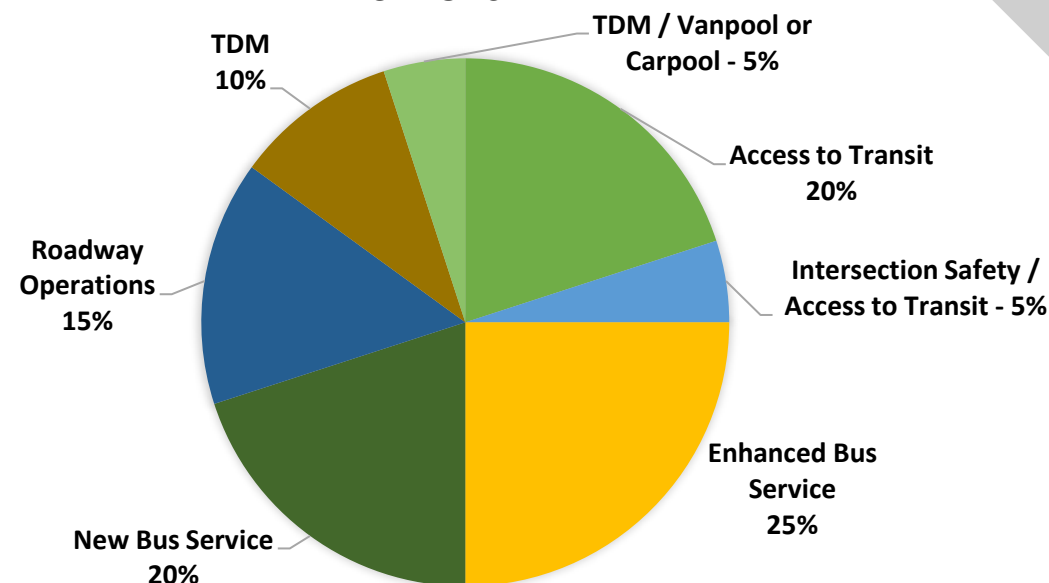
The meeting adjourned at 6:15 P.M.

FY2020 I-66 Commuter Choice Program Application Evaluations

| Applicant | FY2020 I-66 Commuter Choice Application Title | Application Type | Technical Merit (55 Points) | Cost Effectiveness (15 Points) | Regional Priorities (20 Points) | Applicant Preference (10 Points) | Application Score (100 Points) | Funding Request |
|-----------------------|--|---|-----------------------------|--------------------------------|---------------------------------|----------------------------------|--------------------------------|-----------------|
| NVTC | Program Administration, Evaluation, and Oversight | Program Administration | - | - | - | - | - | \$ 400,000 |
| NVTC | I-66 Commuter Choice Marketing and Outreach | Program Administration | - | - | - | - | - | \$ 400,000 |
| Arlington County | Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square | Enhanced Bus Service | 55 | 10 | 20 | 10 | 95 | \$ 1,040,000 |
| Fairfax County | Enhanced Bus Service from Government Center to D.C.* | Enhanced Bus Service | 55 | 10 | 20 | 10 | 95 | \$ 1,939,500 |
| Loudoun County | Enhanced Bus Service from Stone Ridge to D.C.* | Enhanced Bus Service | 49 | 15 | 20 | 10 | 94 | \$ 532,031 |
| PRTC (OmniRide) | Enhanced Bus Service from Gainesville to D.C. | Enhanced Bus Service | 55 | 10 | 20 | 0 | 85 | \$ 1,519,100 |
| PRTC (OmniRide) | Enhanced Bus Service from Gainesville to Pentagon* | Enhanced Bus Service | 49 | 5 | 20 | 10 | 84 | \$ 4,671,700 |
| PRTC (OmniRide) | New Bus Service from Haymarket to Rosslyn | New Bus Service | 43 | 15 | 20 | 0 | 78 | \$ 776,700 |
| Prince William County | New TDM Outreach to the I-66 Corridor | Transportation Demand Management (TDM) | 38 | 15 | 13 | 10 | 76 | \$ 200,000 |
| Fairfax County | New Bus Service from Stringfellow to Constitution Center | New Bus Service | 55 | 5 | 13 | 0 | 73 | \$ 4,326,000 |
| PRTC (OmniRide) | I-66 Slug Line Campaign | TDM / Vanpool or Carpool | 38 | 15 | 20 | 0 | 73 | \$ 287,800 |
| Loudoun County | New Bus Service from Stone Ridge to Pentagon | New Bus Service | 49 | 10 | 13 | 0 | 72 | \$ 1,257,226 |
| Loudoun County | New Bus Service from Purcellville to D.C. | New Bus Service | 46 | 10 | 13 | 0 | 69 | \$ 949,482 |
| Arlington County | Expanded TDM Outreach to the I-66 Corridor | TDM | 41 | 10 | 13 | 0 | 64 | \$ 1,350,000 |
| Arlington County | Lee Highway HOV & Bus-Only Lane in Rosslyn | Roadway Operations | 40 | 5 | 13 | 0 | 58 | \$ 1,500,000 |
| Town of Vienna | Bike Share Implementation | Access to Transit | 29 | 10 | 7 | 10 | 56 | \$ 550,000 |
| Arlington County | Vehicle Presence Detection Enhancements on Lee Highway | Roadway Operations | 29 | 15 | 7 | 0 | 51 | \$ 300,000 |
| City of Fairfax | Bike Share Implementation | Access to Transit | 29 | 5 | 7 | 10 | 51 | \$ 1,085,000 |
| Arlington County | Lee Hwy and Washington Blvd Intersection Improvements | Roadway Operations | 26 | 15 | 7 | 0 | 48 | \$ 400,000 |
| Fairfax County | Trail Access to Vienna Metrorail Station | Access to Transit | 35 | 5 | 7 | 0 | 47 | \$ 3,000,000 |
| City of Falls Church | N Washington St & Gresham Pl Intersection Improvements | Intersection Safety / Access to Transit | 20 | 5 | 7 | 10 | 42 | \$ 1,500,000 |
| Prince William County | Residency Road Trail Access to VRE Broad Run Station | Access to Transit | 29 | 5 | 7 | 0 | 41 | \$ 4,882,800 |

COMPOSITION OF FY2020 I-66 COMMUTER CHOICE

APPLICATIONS BY TYPE



- This summary table represents the draft I-66 Commuter Choice Program FY2020 application evaluations as of February 28, 2019.
- Applications have been 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 [I-66 Commuter Choice Program Project Selection Process](#) and adopted by the Commission in November 2018.
- Transit operating funding requests total \$6,605,987 (20 percent of all requested funds) and are defined based on FTA Circular 9300.iE (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.
- Applications marked with * represent transit projects that were awarded funding in the initial year of the I-66 Commuter Choice Program. Together, these applications are requesting \$7,143,231 in overall funding, of which \$2,692,131 are for transit operating expenses.

Draft
March 28, 2019

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**I-395/95 COMMUTER CHOICE
JOINT COMMISSION WORKING GROUP
MEETING SUMMARY
Franconia Governmental Center – Alexandria, VA
February 21, 2019**

Joint Commission Working Group Members Present:

Jeff McKay, Working Group Chair (NVTC)
Elizabeth Bennett- Parker (NVTC)
Libby Garvey (NVTC)
Frank Principi (PRTC)

Joint Commission Working Group Members Absent:

Ruth Anderson (PRTC)
Gary Skinner (PRTC)

Staff and Others Present:

| | |
|---------------|----------------|
| Kate Mattice | Malcolm Watson |
| Bob Schneider | Alex Stanley |
| Allan Fye | Emily Guerrero |
| Patricia Happ | Joan Clark |
| Ben Matters | |

The first meeting of the Joint Commission Working Group (JCWG) started at 10:00 A.M.

Following a welcome and introductions from Mr. McKay, he turned the meeting over to Kate Mattice, NVTC's Executive Director. It was noted that Ms. Anderson was unable to attend but her Chief of Staff Alex Stanley was present.

Ms. Mattice provided some background to the I-395/95 Express Lanes project; an overview of the Memorandums of Agreement (MOA) that provides funding for the I-395/95 Commuter Choice program; and a summary of the membership, scope, and responsibilities of the JCWG.

Next, Ms. Mattice presented an overview of the proposed evaluation process, scoring criteria, and program schedule. The JCWG discussed each of the proposed program elements and agreed that "Toll Day 1 Readiness" was an appropriate focus for the FY2020 Inaugural Program. Ms. Mattice also provided a summary of upcoming actions related to program implementation, noting both Commissions would take identical actions throughout the program.

The JCWG also discussed the timeline for their next meeting to be held in mid to late June. Ms. Mattice added that there will be a robust public outreach effort for the program. Staff from NVTC and PRTC will coordinate to develop and implement an outreach plans that spans the entire corridor and both Commission districts.

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I-395/95 Commuter Choice FY2020 Inaugural Program Project Selection Process and Technical Evaluation Criteria

Program Background

Eligible applicants for the I-395/95 Commuter Choice program include all NVTC and PRTC jurisdictions and any public transit providers that serve those jurisdictions. Similar to the [Transform I-66 Memorandum of Agreement between the Commonwealth and NVTC](#), eligible I-395/95 Commuter Choice projects include transit capital and operations, park and ride lots, Transportation Demand Management (i.e., carpool/vanpool, transit incentives), and roadway operational improvements. Metrorail, Metrobus and the Virginia Railway Express operations and capital are specifically called out as eligible projects in the proposed agreement.

The sections below detail the program application process, the project selection process and the technical evaluation criteria for the I-395/95 Commuter Choice FY2020 Inaugural Program, scheduled for implementation to select projects to be operational on or near Toll Day 1, scheduled for late October 2019.

Call for Projects Background

The I-395/95 Memorandum of Agreement between the Commonwealth and NVTC/PRTC specifically requires key elements of the project selection process:

1. A request for projects from all jurisdictions that are members of either NVTC or PRTC and other public transportation providers providing services in those jurisdictions.
2. The selection and technical evaluation of projects by NVTC/PRTC, the development of a funding strategy for each proposed project, and the submission of each proposed projects by NVTC/PRTC to the CTB.

In addition, the MOA requires NVTC and PRTC to hold a public hearing held prior to NVTC/PRTC's selection of projects for submission to the CTB.

The I-395/95 Commuter Choice program and I-66 Commuter Choice program, while different in geography, are nearly identical in program goals, criteria, and reporting. Both programs must fund projects that benefit toll payers of the respective corridor and must be used to fund multimodal projects that demonstrate their ability to meet the improvement goals. As such, the

approach and criteria for the I-395/95 Commuter Choice program are modeled after the I-66 Commuter Choice program.

As resolved in the [Memorandum of Agreement between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds](#), approved by NVTC and PRTC in January 2019, NVTC staff will be administering the I-395/95 Commuter Choice program. The proposed Program of Projects will be jointly approved by the two Commissions prior to submission to the Commonwealth Transportation Board. A I-395/95 Commuter Choice Joint Commission Working Group, made up of members of NVTC and PRTC and chaired by Jeff McKay, was established to help facilitate the development of the various decision documents prior to submission to the Commissions for approval.

A. Application Process

The application process is a joint effort between the applicant and the Commuter Choice technical team. The application process outlined below (Figure 1) articulates the roles and responsibilities during the application process.

Figure 1: I-395/95 Commuter Choice Application Process



The Applicant (*eligible applicant per the MOA*) is responsible for the following tasks and ongoing communication with the Commuter Choice technical team:

- Facilitating internal coordination with planning, operations, budget, leadership, etc.
- Obtaining the following from governing body:
 - Approval of project(s)
 - Authorization to apply and execute grant agreement(s) – if project is awarded funding
 - Prioritized list of projects (if more applications than one)
- Completing online application
- Responding to questions from the technical team regarding application details

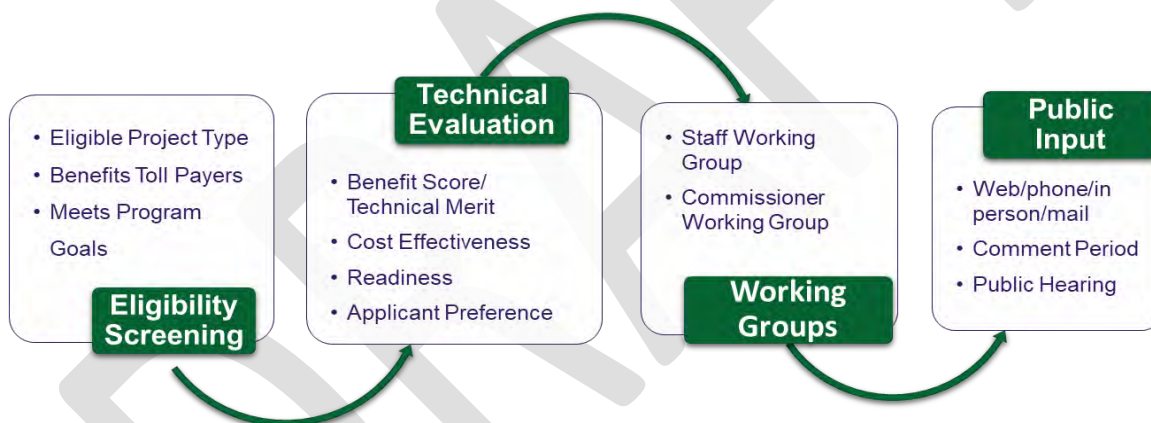
The Commuter Choice Technical Team (composed of staff from NVTC and PRTC, with consultant support) is responsible for the following tasks and ongoing communication with applicants:

- Ongoing coordination with and resource for applicants and awardees
- Determining project eligibility
- Performing technical evaluation and generate project scoring
- Coordination with the staff working group, Joint Commission Working Group, Program Advisory Committee (NVTC), and Commissions
- Execution of SPAs (Standard Project Agreements)

B. Project Selection Process

To meet the accelerated schedule noted above and to align the two Commuter Choice programs, the I-395/95 Commuter Choice program uses existing technical materials and procedures developed and vetted through the I-66 Commuter Choice program to expedite the delivery of the I-395/95 Commuter Choice FY2020 Inaugural Program. Figure 2 denotes the project selection process.

Figure 2: I-395/95 Commuter Choice Project Selection Process



The first step in the application review process is a **screening for eligibility**. NVTC screens submitted projects to determine if each project meets the following eligibility criteria as established by **Section II.D.1** of the MOA with the Commonwealth:

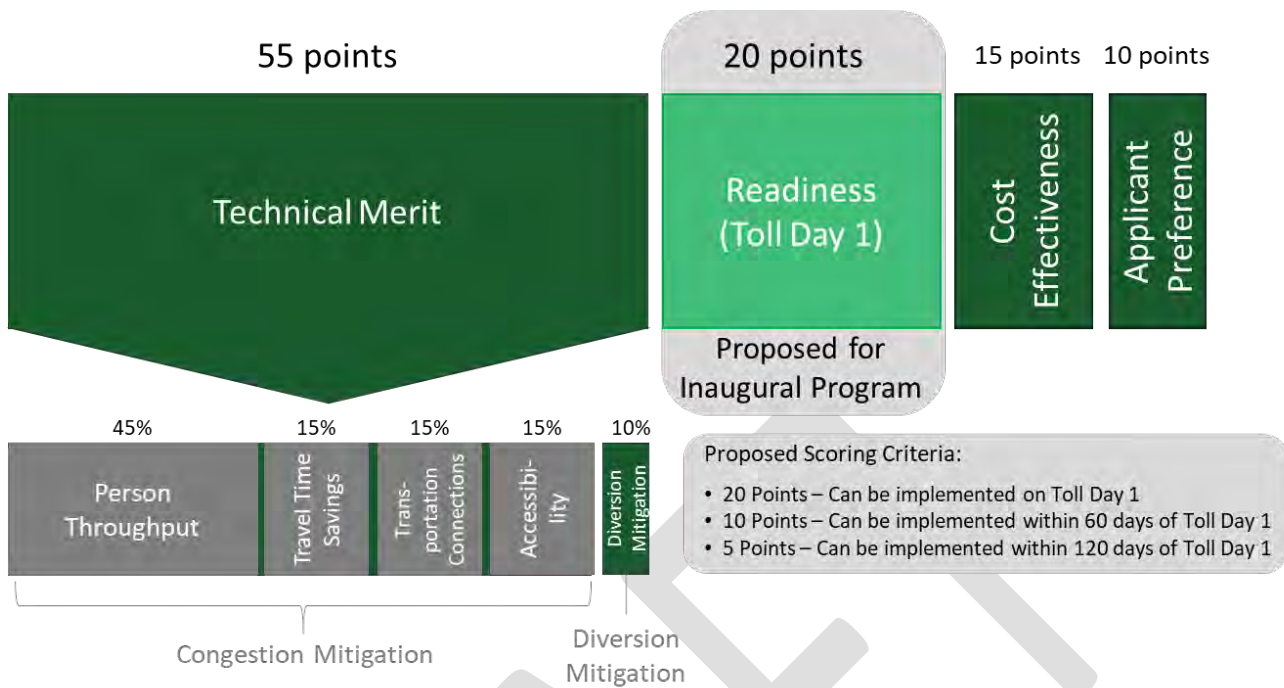
- A. Must reasonably relate to or benefit the toll-paying users of the I-395/95 project.
- B. Must have the capacity to attain one or more of the following improvement goals:
 - i. Maximize person throughput in the corridor, and
 - ii. Implement multi-modal improvements to:
 - Improve mobility along the corridor,
 - Support new, diverse travel choices, and
 - Enhance transportation safety and reliability.
- C. Must be one of the following types of multi-modal transportation improvements serving the corridor (including adjacent and nearby routes):

- i. New or enhanced local and commuter bus service, including capital and operating expenses (e.g. fuel, tires, maintenance, labor, and insurance), and transit priority improvements;
 - ii. Expansion or enhancement of transportation demand management strategies, including without limitation, vanpool, and formal and informal carpooling programs and assistance;
 - iii. Capital improvements for expansion or enhancement of WMATA rail and bus service, including capital and operating expenses, and improved access to Metrorail stations and Metrobus stops;
 - iv. New or enhanced park and ride lot(s) and access or improved access thereto;
 - v. New or enhanced VRE improvements or services, including capital and operating expenses;
 - vi. Roadway improvements in the corridor (including adjacent and nearby routes);
 - vii. Transportation Systems Management and Operations as defined in 23 USC § 101(a)(30) on September 30, 2017; or
 - viii. Projects identified in Commonwealth studies and plans or projects in the region's constrained long-range plan (including without limitation the I-95/395 Transit and TDM Study) or regional transportation planned approved by the Northern Virginia Transportation Authority (NVTa), as any such plan may be updated from time to time.
- D. Must demonstrate that the ATI-Funded projects will be in compliance with all applicable laws, rules, and regulations and have or will receive all required regulatory approvals.

C. Technical Evaluation Criteria

As the I-395/95 Commuter Choice program and I-66 Commuter Choice program are nearly identical in program goals, criteria, and reporting, the I-395/95 technical evaluation criteria and weighting are similar to the I-66 Commuter Choice program. Priorities for scoring focus on technical merit (congestion and diversion mitigation) and cost effectiveness, as well as the priority for a given project by the applicant. In addition, a project will score higher if it can be ready on or near Toll Day 1 (readiness).

Figure 3: I-395/95 Commuter Choice FY2020 Inaugural Program Technical Evaluation Criteria



As documented in Figure 3, the technical evaluation process calculates a quantitative project score (with a maximum possible 100 points) using the following criteria:

- Technical Merit (i.e. expected ability of the project to address some or all of the I-395/95 improvement goals) – maximum 55 points
- Cost Effectiveness (i.e. the impact created per million dollars of toll revenue investment) – maximum 15 points
- Toll Day 1 Ready (i.e. points to be assigned based on readiness on or shortly after Toll Day 1) – maximum 20 points
- Applicant Preference (i.e. how the project ranks in priority or preference among the other projects submitted by each specific applicant) – maximum 10 points

Each element of the project score is calculated relative to the other projects in the application year. The intent is to provide an assessment of which potential projects will have greater impacts compared to the other submitted projects, and to align with processes used by other discretionary programs.

A. TECHNICAL MERIT

The weighted criteria used to evaluate the technical merit of a project are noted in the table below. Projects are evaluated based on the degree to which they satisfy each technical merit criteria (e.g. higher satisfaction of the criteria, medium satisfaction of the criteria, or lower satisfaction of the criteria).

Table 1: I-395/95 Commuter Choice FY2020 Inaugural Program Technical Merit Criteria

| Evaluation Category | Technical Merit Criteria Objective | Maximum Score |
|-----------------------------|---|---------------|
| Congestion Relief | Person Throughput To move people through the corridor efficiently | 45 |
| | Peak Period Travel Time To provide consistent travel time during congested period for users of the corridor and improve operational efficiency in the transportation network. | 15 |
| | Connectivity To create, complete, or link transportation network elements and/or modes | 15 |
| | Accessibility To provide access to opportunity | 15 |
| Diversion Mitigation | To mitigate impacts of trips diverted from I-395/95 as a result of tolling and/or HOV restrictions | 10 |

i. Congestion Relief – Person Throughput (45 points)

The objective of the person throughput technical merit criteria is to assess the number of people and vehicles moved through the corridor by, or resulting from, a submitted project.

Numerically, the person throughput technical criteria score represents approximately 45 percent of the technical merit score.

For projects primarily affecting non-motorized travel modes (e.g. bike, walk, and some TDM strategies), the project will be given a “Lower” score if the project can be reasonably assumed to increase person throughput. If there are no expected changes to throughput, the project will be given “No Score.”

This scoring recognizes the throughput benefits of projects geared towards non-motorized modes, but also realizes those benefits may not be within the same scale as the throughput benefits potentially realized by projects geared towards motorized travel. However, if the project can be demonstrated to result in a strong increase in the corridor’s person throughput, the scoring methodology described for motorized travel modes may be applied.

For projects primarily affecting motorized travel modes (e.g. vehicular, transit, and some TDM strategies), the project will be assessed based on the calculated increase in person throughput divided by the number of vehicles involved in that increase. “Higher” and “Medium,” and “Lower” scores will be distributed among projects based on this calculated result. The top third highest persons per vehicle will be scored “Higher”, the 2nd highest third will be scored “Medium”, and the remaining third will be scored “Lower.”

ii. Congestion Relief – Peak Period Travel Time (15 points)

The objective of the peak period travel time technical merit criteria is to assess how well a project is suited to provide or support consistent travel time during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

Each project will be assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on the likelihood of significant, moderate, minimal, or no reductions in per person congested travel time compared to a similar commute without the project.

Higher – project is likely to result in reductions (30 percent or greater) in peak direction total travel time per person

Medium – project is likely to result in reductions (15 to 30 percent) in peak direction total travel time per person

Lower – project is likely to result in reductions (5 to 15 percent) in peak direction total travel time per person

No Score – project is likely to result in no change (less than 5 percent) in peak direction peak hour travel time

Each project will be categorized by project type, travel time of a comparable trip (including a non-tolled vehicular trip), and serviced population. Projects that move more people through the corridor, faster and more efficiently, in the peak directions during the peak period will be identified as having a higher likelihood for moderate or significant travel time reductions.

iii. Congestion Relief – Connectivity (15 points)

The objective of the connectivity criteria is to assess how well a project is suited to create, complete, or link transportation network elements and/or modes. The measurement of this criteria is based on the number of created or enhanced connections between modes and the promotion of transportation choice in daily travel.

Each project will be assessed for potential impacts on modal interaction and transportation choice in the corridor and assigned a score of “Higher,” “Medium,” “Lower,” or “No Score.”

Higher – project provides or enhances connections between two or more travel modes

Medium – project provides new modal connections AND/OR further promotes transportation choice AND/OR completes a significant existing gap in the transportation network

Lower – project has minimal or no impact on connectivity

No Score – project creates a barrier between modes OR results in a loss of travel options

iv. Congestion Relief – Accessibility (15 points)

The objective of the accessibility criteria is to evaluate the project’s ability to provide people with opportunities along the corridor. This measure is based on the connections created or enhanced between people and activity centers.

Each project is assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on an assessment of the projects improvement to transportation options and connect people with their destinations.

Higher – project connects travelers to two or more activity centers

Medium – project connects travelers to at least one activity center

Lower – project addresses, improves, OR enhances “first/last mile” travel between home/employment locations and transit or carpool/vanpool facilities

No Score – project does not connect travelers to activity centers nor improve “first/last mile” travel

Projects that support travel to one or more of the activity centers will be considered for the high or medium evaluation scores. Activity centers are based on locations identified on the maps at the end of this document:

- Figure 4: Fredericksburg Area Metropolitan Planning Organization (FAMPO) Long Range Transportation Plan Activity Centers (projected for 2045).
- Figure 5: Metropolitan Washington Council of Governments Regional Activity Centers (projected for 2045).

Projects will also be assessed on how well they address, improve, or enhance “first/last mile” travel between transit or multimodal hubs (such as park-and-ride lots with transit service) and home or work locations.

v. Diversion Mitigation (10 points)

The objective of the diversion mitigation criteria is to assess how well a project is suited to mitigate the impacts of trips that are diverted from I-395/95 onto parallel routes because of tolling and/or the high occupancy vehicle restrictions. This measure reflects jurisdictions’ concerns that tolling policies may negatively impact parallel roadways and neighborhoods in the corridor.

Each project is assigned a score of “Higher,” “Medium,” “Lower,” or “No Score” based on the project type and an assessment of potential for trip diversion mitigation.

Higher – project provides, supports, or enhances transit service that attracts trips that are diverted from I-395/95 due to tolling or HOV restrictions

Medium – project provides, supports, or enhances carpool or vanpool services that attracts trips that are diverted from I-395/95 due to tolling or HOV restrictions

Lower – project provides, supports, or enhances operational or geometric improvements along a roadway in the corridor that may be used by trips that are diverted from I-395/95 due to tolling or HOV restrictions OR otherwise is another project type not specified in the “Higher” or “Medium” categories that can be demonstrated to mitigate diversion from I-395/95 due to tolling or HOV restrictions

No Score – project does not mitigate the impacts of diversion

Consideration will be given to locations where trip diversion is expected based on most-recently available I-395/95 traffic analysis at the time of the technical evaluation.

B. COST EFFECTIVENESS

The objective of cost effectiveness is to identify solutions to multimodal issues that can be achieved with a responsible application of available tolling revenue. This measure is based on a comparison of the technical merit criteria scores with the requested program funding.

For each project, the cost effectiveness score will be calculated as the sum of the technical merit criteria scores divided by funding request. Cost effectiveness will be expressed as technical merit score per million dollars of funding.

Projects will be ranked according their cost effectiveness. The top third will be given a “Higher” score, the middle third will be given a “Medium” score, and the bottom third will be given a “Lower” score.

C. READINESS

For the initial I-395/95 Commuter Choice program and due to the compressed timeframe to implement the inaugural program, “Toll Day 1 Ready” will replace the scoring category of “Regional Priorities” used in the ongoing I-66 Commuter Choice program. For subsequent I-395/95 Commuter Choice call for projects, “Regional Priorities” would be restored to ensure a thorough discussion regarding program priorities within the NVTC and PRTC districts.

Projects would be assigned the following point values based on project readiness:

- 20 Points – Ready by Toll Day 1
- 10 Points – Ready by Toll Day 1 + 60 Days
- 5 Points – Ready by Toll Day 1 + 120 Days

D. APPLICANT PREFERENCE

As part of the application, each applicant is required to rank their application submissions in priority order. Application materials must include board or counsel certification of project ranking. The top ranked project for each applicant will be given 10 points. Should a project that is ranked highest be determined ineligible or otherwise withdrawn by the applicant during the application period, the 10 points will be assigned to the next highest-ranking project for that applicant.

**Figure 4: Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Long Range Transportation Plan Activity Centers (Projected for 2045)**

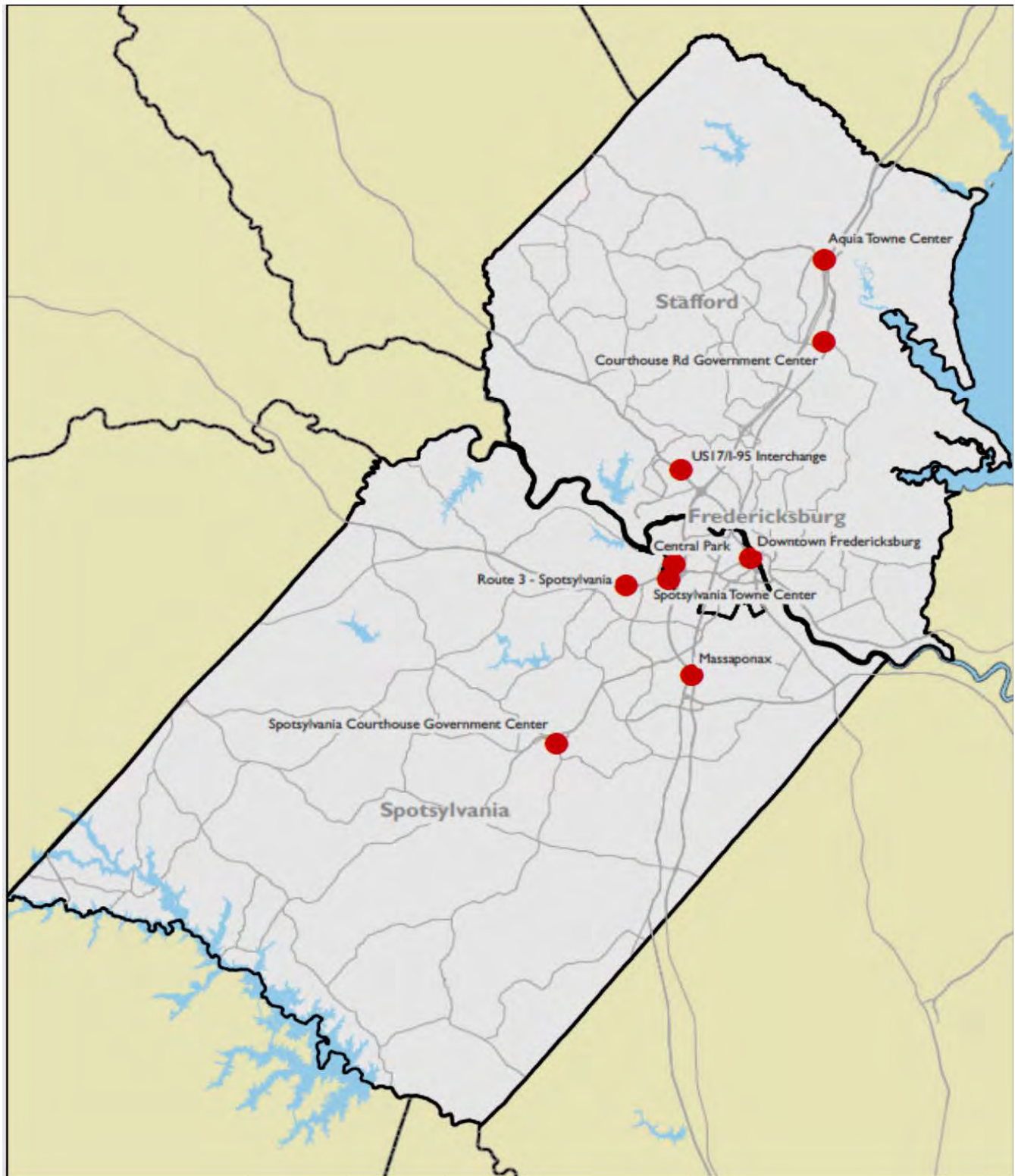
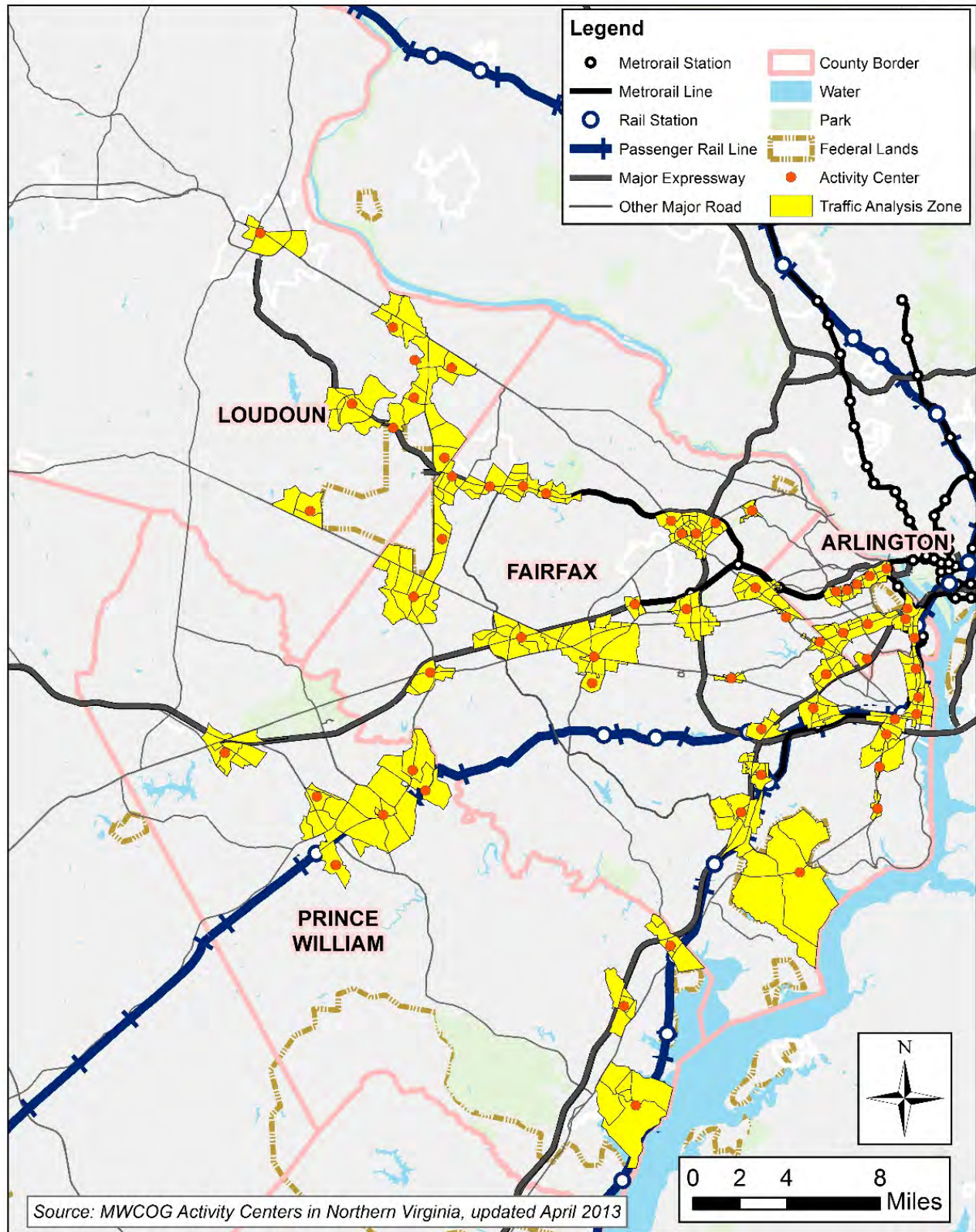


Figure 5: Metropolitan Washington Council of Governments Regional Activity Centers (projected for 2045)



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I-395/95 Commuter Choice FY2020 Inaugural Program Call for Projects

Pursuant to the [I-395/95 Memorandum of Agreement \(MOA\)](#) between the Northern Virginia Transportation Commission (NVTC), the Potomac and Rappahannock Transportation Commission (PRTC), the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Virginia Department of Transportation (VDOT), NVTC is issuing this call for projects to be funded under the I-395/95 Commuter Choice program. The selected projects will be funded using toll revenues from I-395 Express Lanes and will be included in the Commonwealth's FY2020 Six-Year Improvement Program (SYIP).

This call for projects details the purpose, funding source, application and project selection process, and technical evaluation criteria of the I-395/95 Commuter Choice program, as established by the MOA.

Purpose: The I-395/95 Commuter Choice program goals are to maximize person throughput and implement multimodal improvements that improve mobility, support new and diverse travel choices, and enhance transportation safety and travel reliability. This call for projects is issued to solicit projects from eligible jurisdictions and transit service providers that can achieve the improvement goals and will benefit toll users, with a focus on projects ready on Toll Day 1.

Funding Source: As a part of the agreement between [VDOT and 95 Express Lanes, LLC](#), the Commonwealth secured an annual payment for transit services of \$15 million per year, escalating by 2.5 percent per year, beginning on the commencement of tolling through the life of the 70-year agreement. Approved by NVTC and PRTC at their November 2017 meetings, and by the Commonwealth Transportation Board (CTB) at its December 2017 meeting, the [I-395/95 Memorandum of Agreement with NVTC and PRTC](#) allocates \$15 million/year plus escalation to NVTC and PRTC to fund multimodal projects along the I-395/95 Express Lanes Corridor.

Project Application: Applications will be accepted for submission on April 5, 2019. All applications for funding must be submitted no later than 5:00 P.M. on May 15, 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: <http://www.novatransit.org/programs/commuterchoice/i395-95commuterchoice/>

For Further Information, Contact: Allan Fye at allanfye@novatransit.org.