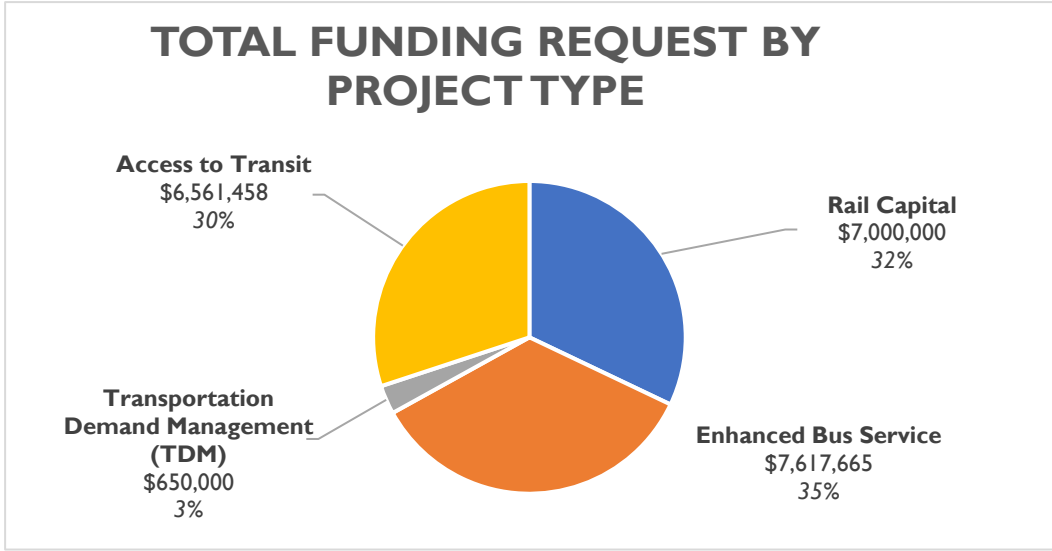




I-66 Commuter Choice  
FY 2023-2024 DRAFT Application Evaluations  
As of April 12, 2022

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Applicant	Application Title	Application Type	Technical Merit (70 Points)	Annualized Cost Effectiveness (15 Points)	Applicant Preference (10 Points)	Interagency Collaboration (5 Points)	Application Score (100 Points)	Funding Request	Cumulative Funding Request
City of Manassas Park	Manassas Park VRE Station Parking Garage	Rail Capital	67	15	10	5	97	\$2,500,000	\$2,500,000
Arlington County	Ballston-MU Metrorail West Entrance	Rail Capital	60	15	10	5	90	\$4,500,000	\$7,000,000
OmniRide	Renewal of Bus Service from Gainesville to Pentagon and Navy Yard	Enhanced Bus Service	63	5	10	5	83	\$2,560,449	\$9,560,449
Fairfax County	Renewal of Bus Service from Vienna Metrorail Station to Pentagon	Enhanced Bus Service	49	10	10	0	69	\$1,232,850	\$10,793,299
OmniRide	Renewal of Bus Service from Haymarket to Rosslyn	Enhanced Bus Service	49	10	0	5	64	\$947,554	\$11,740,853
Prince William County	TDM Strategy - Fare Buy-Down on I-66 Commuter Bus Service	Transportation Demand Management (TDM)	40	5	10	5	60	\$650,000	\$12,390,853
Fairfax County	Trail Access to Vienna Metrorail Station	Access to Transit	37	15	0	5	57	\$2,200,000	\$14,590,853
Fairfax County	Enhanced Bus Service from Stringfellow Park-and-Ride to Pentagon	Enhanced Bus Service	42	5	0	0	47	\$2,876,812	\$17,467,665
Fairfax County	Trail Access to Monument Drive Commuter Garage	Access to Transit	30	10	0	0	40	\$4,361,458	\$21,829,123



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 project selection process adopted by the Commission in November 2019.

Transit operating funding requests total \$6,160,065 (28% of all requested funds) and are defined based on FTA Circulars 9030 and 9040 (urbanized and rural area formula grant programs) and includes fuel, oil, driver salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.

The table above does not include NVTC's set-aside for program administration activities. Staff are working to identify the needed amount of funding for these activities over the two fiscal years.



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