



RESOLUTION #2424

SUBJECT: Approve Policy Changes Governing the Commuter Choice Program in Both Corridors, I-66 Inside the Beltway and I-395/95

WHEREAS: The Second Amended and Restated Memorandum of Agreement – Transform66: Inside The Beltway Project (“I-66 MOA”) and Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes (“I-395/95 MOA”) require that any project proposed for Commuter Choice funding must benefit toll paying users of the I-66 Inside the Beltway or 95 and 395 Express Lanes facility, respectively;

WHEREAS: The I-66 MOA stipulates that any funded Commuter Choice project must have its funding obligated within two years of allocation and expended within five years of allocation, a stipulation that the Northern Virginia Transportation Commission (NVTC) also applies to the I-395/95 corridor for programmatic consistency;

WHEREAS: Receipt of Commuter Choice funding carries significant reporting and other administrative responsibilities to support NVTC in its program management responsibilities per the I-66 MOA and I-395/95 MOA;

WHEREAS: The I-66 MOA and I-395/95 MOA require NVTC to report annually to the Commonwealth on the performance of funded projects, which necessitates projects that have readily measurable outcomes;

WHEREAS: NVTC’s Standard Project Agreements require successful completion of projects as per the I-66 MOA and I-395/95 MOA, at risk of recipients needing to return Commuter Choice funds to NVTC; and

WHEREAS: The Commission has a strong interest in encouraging a portfolio of Commuter Choice projects that offer robust benefits to toll payers and that can successfully be implemented within the parameters of the I-66 MOA and I-395/95 MOA.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves four policy changes to the Commuter Choice program in both the I-66 Inside the Beltway and I-395/95 corridors: 1) A framework for larger capital projects; 2) a minimum funding award amount; 3) a more defined set of guidelines and requirements for transportation demand management projects; and 4) a partner support documentation requirement.

NOW, THEREFORE, BE IT FURTHER RESOLVED that approval of these changes in relation to the I-395/95 corridor program is contingent upon the Potomac and Rappahannock Transportation Commission’s approval of a comparable resolution.

Approved this 5th day of November 2020.



Jeffrey C. McKay
Secretary-Treasurer



Katie Cristol
Chair