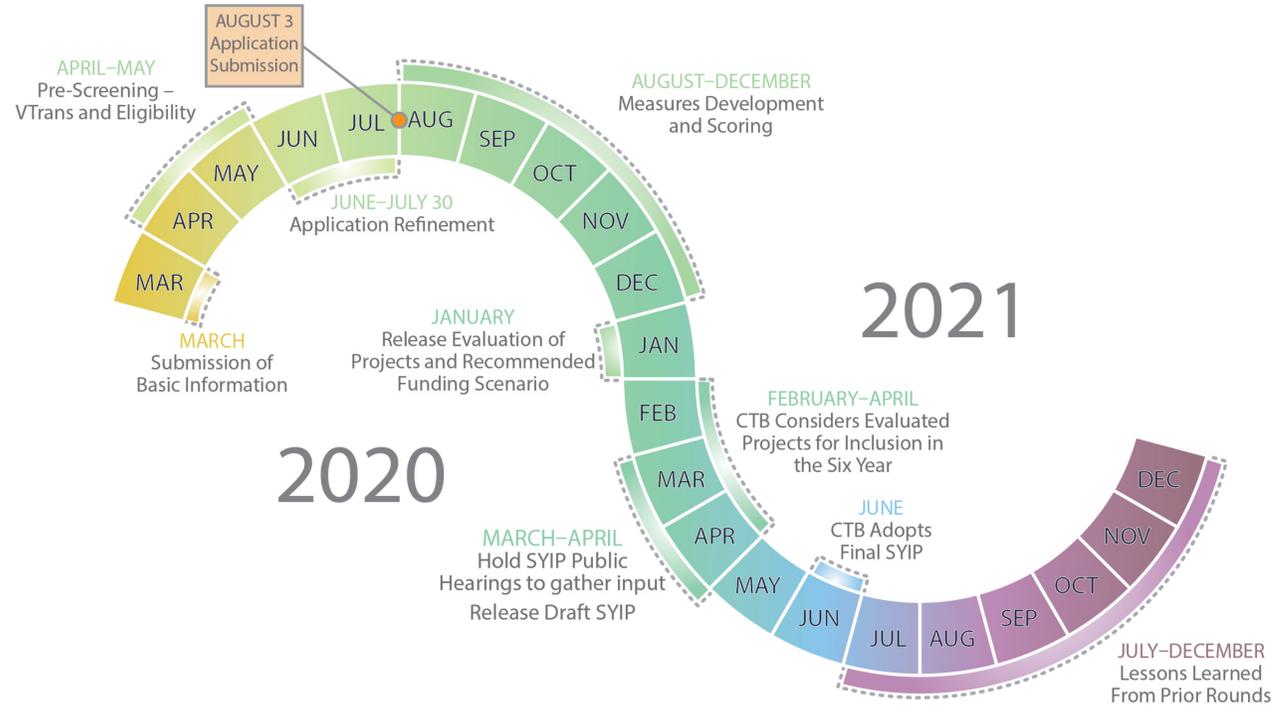


## 2020 - 2021 Timeline



## 2020 Timeline - Start of Intake to Scoring Finalized

Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Round 3									
Pre-App			Full App			Screening/Validation/Scoring			
Round 4									
Pre-App		Screening		Full App		Validation/Scoring			

## Application Process

### Pre-Application

- Intake window reduced from 3 months to **1 month**
- Pre-application cap limits will be based on full application cap limit
  - Cap limit of 10: will be allowed to submit 12 pre-apps (10+2)
  - Cap limit of 4: will be allowed to submit 5 pre-apps (4+1)
- Funding pearl will be added to pre-app - preliminary cost estimate information will be requested
- Once submitted - applicant must wait until application is screened in to continue working

### Screening Applications

- **2 months** - OIPI determines if application meets a VTrans need, is eligible and is ready

### Full Application

- Applicant cannot change scope without approval from the Commonwealth
- Can only submit up to their cap limit: 10 or 4 depending on population

## Project Eligibility

### Transit Maintenance Facilities

- Stand-alone maintenance facility expansion not eligible
- Maintenance facility expansion must also include increase in transit system capacity

### Systemwide Investments

- Improvements that do not have a typical start and end termini will not be eligible. Examples include:
  - Jurisdiction-wide implementation of adaptive signal controllers
  - Jurisdiction-wide bus stop upgrades
- Project applications that include improvements that are jurisdiction-wide or that cover multiple corridors/routes will not be eligible

## Project Readiness

### Policy History

- Board strengthened incrementally each round mostly focusing on highway capital investments
- Requiring alternative analysis and planning studies for new facilities and major system expansion

### Transit Capital - Including Bus Rapid Transit (BRT) and Light Rail

- Require planning study that shows alternatives considered
- Require that projects are included in agency's Transit Strategic/Development Plan

## Project Scoring

### Congestion Mitigation

- Account for weekly congestion - Data Source - INRIX

### Safety

- Area Type A (Northern Virginia, FAMPO, HRTPO)
  - Current weight - 5%
  - Proposed - 10% (from Land Use measure)
- For certain project types a targeted Crash Modification Factor (CMF) will be applied
- Weighting of EPDO of Fatal and Injury crashes (S.1) versus EPDO Rate of Fatal and Injury crashes (S.2)
  - Current - 50% / 50%
  - Proposed - 70% / 30%

### Economic Development

- Project Support for Economic Development (ED.1) - Floor Area Ratios (FAR) for zoned only properties
  - Current - FAR assumptions of up to 5.0 have been allowed
  - Proposed - FAR assumptions will be capped at 0.3 unless applicant can prove average FAR surrounding project is higher or the minimum FAR in local zoning ordinance is higher than 0.3

### Land Use

- Area Type A Weighting
  - Current - 20%
  - Proposed - 15% (given to Safety measure)
- Weighting of Transportation and Efficient Land Use (L.1) versus Increase in Transportation Efficient Land Use (L.2) - L.1 favors projects in areas that are already very dense over projects in areas that, though growth may be expected, existing density is low
  - Current - 70% / 30%
  - Proposed - 0% / 100%

### Environmental

- Current - Additive measure based on the potential for impact and the points the project receives for benefits in other factor areas
- Proposed - Subtractive measure based on the potential for impact