



I-66 COMMUTER CHOICE FY 2023-2024 PROJECT PROFILES

Thank you for reviewing the projects under consideration for I-66 Commuter Choice FY 2023-2024 funding. To learn more about Commuter Choice, visit novatransit.org.



ABOUT THE PROGRAM

I-66 Commuter Choice is a partnership between the Commonwealth of Virginia and NVTC. Led by NVTC, the program funds transit and multimodal projects in Northern Virginia through a competitive process using a portion of the toll revenues collected in the I-66 corridor.





ABOUT THE PROGRAM

All projects supported through Commuter Choice aim to move more people through the I-66 Inside the Beltway corridor at the times and in the directions that Inside the Beltway tolls are collected – that is, toward D.C. in the morning and from D.C. in the afternoon – and expand the range of attractive travel options for commuters in the corridor.

\$51.0M / 36 projects



\$92.7M awarded to 53 projects since 2017

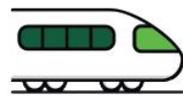
\$41.7M / 17 projects



3 bikeshare network expansions



5 commuter incentive programs



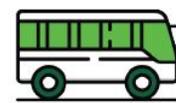
9 transit capital improvements



14 new express bus routes



28 bus service improvements



40 buses to operate expanded services



Maximize person throughput



Improve mobility



Support new, diverse travel options



Enhance safety and reliability



HOW DOES THE PROGRAM WORK?

- Eligible applicants, including local jurisdictions and local transit agencies, submit potential projects.
- Projects are evaluated, scored and shared with Commissioners, staff and the public.
- Commissioners recommend a program of projects to the Commonwealth Transportation Board (CTB) after the public comment period.
- The CTB reviews and then approves a program of projects. These projects are included in the Commonwealth's Six-Year Improvement Program (SYIP) of funded transportation improvements.
- Recipients of approved grants carry out their projects. They provide regular reports to and seek reimbursement of project costs from the Commuter Choice program.





ELIGIBLE APPLICANTS ON THE I-66 CORRIDOR

Transit Agencies



OmniRide



Virginia Railway Express



Washington Metropolitan Area Transit Authority
(Metrobus/Metrorail)



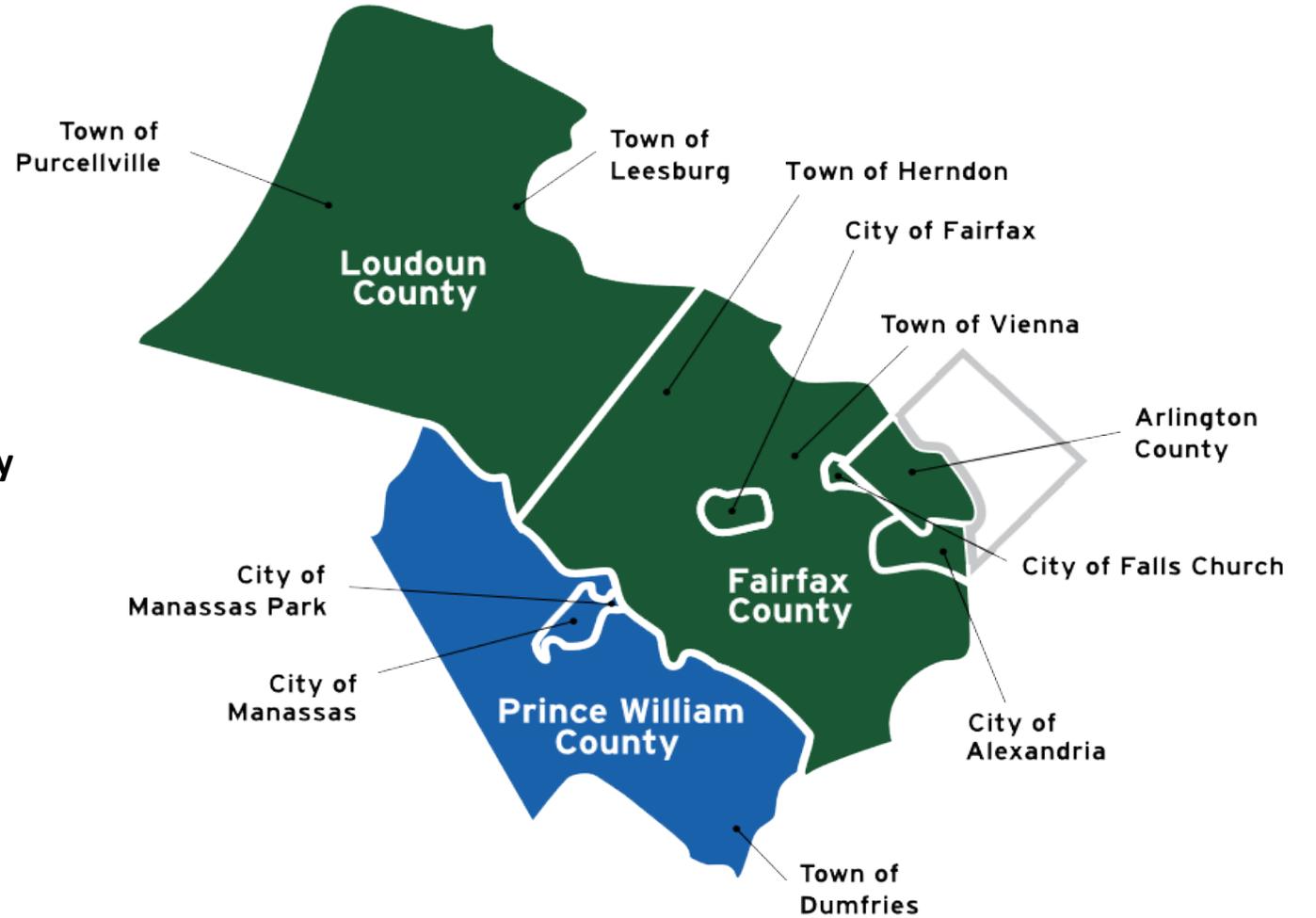
NVTC Jurisdiction



PRTC Jurisdiction



Non-Eligible Jurisdiction





FY 2023-2024 APPLICATIONS: PROJECT SCORES AND FUNDING REQUESTS

| Ref. # | Applicant | Application Title | Score (Max. 100 points) | Funding Request |
|--------|-----------------------|---|------------------------------|---------------------|
| 1 | City of Manassas Park | Manassas Park VRE Station Parking Garage | 97 | \$2,500,000 |
| 2 | Arlington County | Ballston-MU Metrorail West Entrance | 90 | \$4,500,000 |
| 3 | OmniRide | Renewal of Bus Service from Gainesville to Pentagon and Navy Yard | 83 | \$2,560,449 |
| 4 | Fairfax County | Renewal of Bus Service from Vienna Metrorail Station to Pentagon | 69 | \$1,232,850 |
| 5 | OmniRide | Renewal of Bus Service from Haymarket to Rosslyn | 64 | \$947,554 |
| 6 | Prince William County | TDM Strategy - Fare Buy-Down on I-66 Commuter Bus Service | 60 | \$650,000 |
| 7 | Fairfax County | Trail Access to Vienna Metrorail Station | 57 | \$2,200,000 |
| 8 | Fairfax County | Enhanced Bus Service from Stringfellow Park-and-Ride to Pentagon | 47 | \$2,876,812 |
| 9 | Fairfax County | Trail Access to Monument Drive Commuter Garage | 40 | \$4,361,458 |
| | | | Total Funding Request | \$21,829,123 |

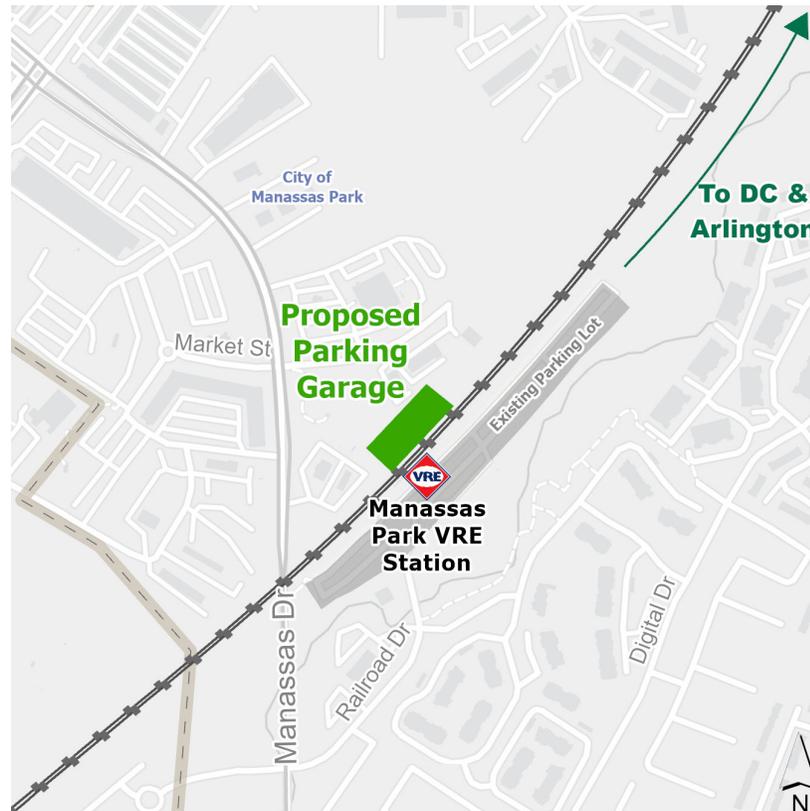
CITY OF MANASSAS PARK

MANASSAS PARK VRE STATION PARKING GARAGE

Commuter Choice funding would support the construction of a parking garage at the Manassas Park VRE Station. The garage would primarily provide additional parking capacity to meet long-term VRE ridership demand, though it would also help to support the master-planned Village at Manassas Park mixed-use development underway around the station, which includes over 800 new residential units.

The requested Commuter Choice funding would leverage nearly \$30 million in other state, regional and local funds committed to the project.

Funding Request: \$2,500,000



Application Scores

| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 67 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 15 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 10 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 97 |

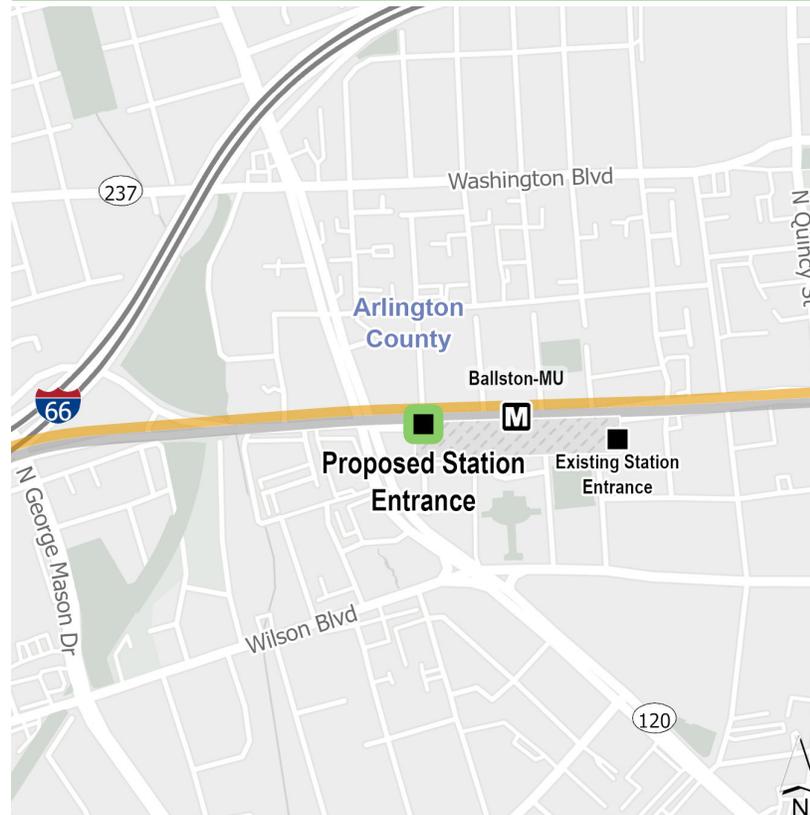
ARLINGTON COUNTY

BALLSTON-MU METRORAIL WEST ENTRANCE

Commuter Choice funding would support the construction of a second entrance to Ballston-MU Station at the intersection of North Fairfax Drive and North Vermont Street in Arlington. The proposed second entrance, which would be nearly a quarter-mile west of the existing entrance, would shorten the walk for commuters in a transit-oriented area with ongoing high-density, walkable redevelopment and add bus stops to facilitate smooth transfers.

The requested Commuter Choice funding would leverage over \$130 million in other state, regional and local funds committed to or requested for the project.

Funding Request: \$4,500,000



Application Scores

| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 60 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 15 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 10 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 90 |

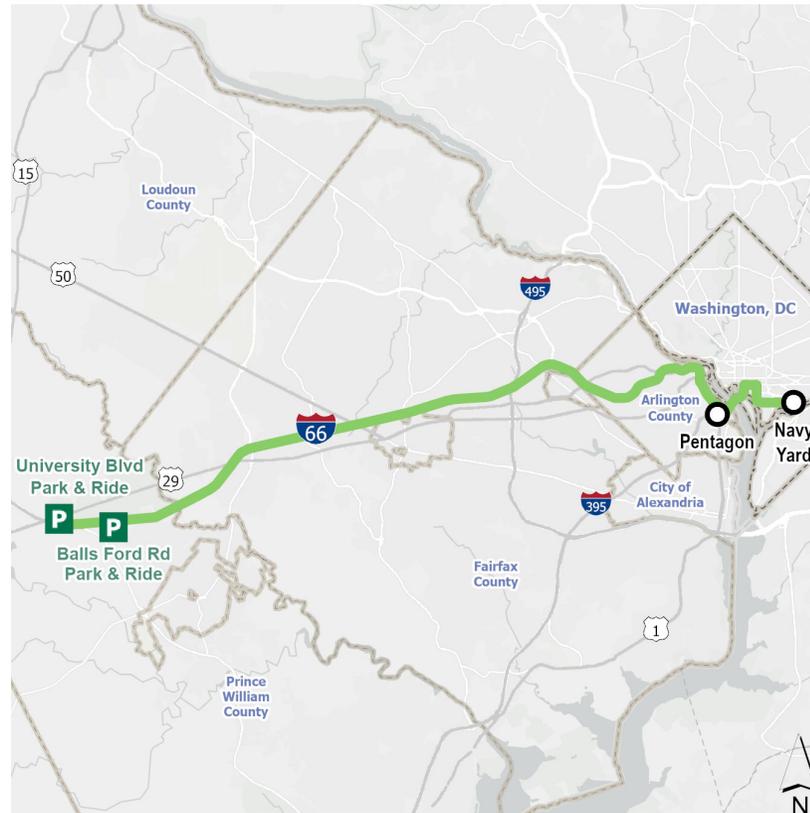
OMNIRIDE

RENEWAL OF BUS SERVICE FROM GAINESVILLE TO PENTAGON AND NAVY YARD

Funded in the FY 2017, FY 2020 and FY 2021-2022 cycles of I-66 Commuter Choice, this project supports the continued operation of OmniRide's popular express bus service between the University Boulevard Park and Ride lot in Gainesville and the Pentagon and Navy Yard. The route has seen rebounding ridership in recent months that is expected to grow further once the Outside the Beltway Express Lanes open in late 2022.

The renewal would continue operations support for 24 months, with an en-route stop to be added in the Manassas area at the new Balls Ford Road commuter lot that will soon open.

Funding Request: \$2,560,449



Application Scores

| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 63 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 5 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 10 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 83 |

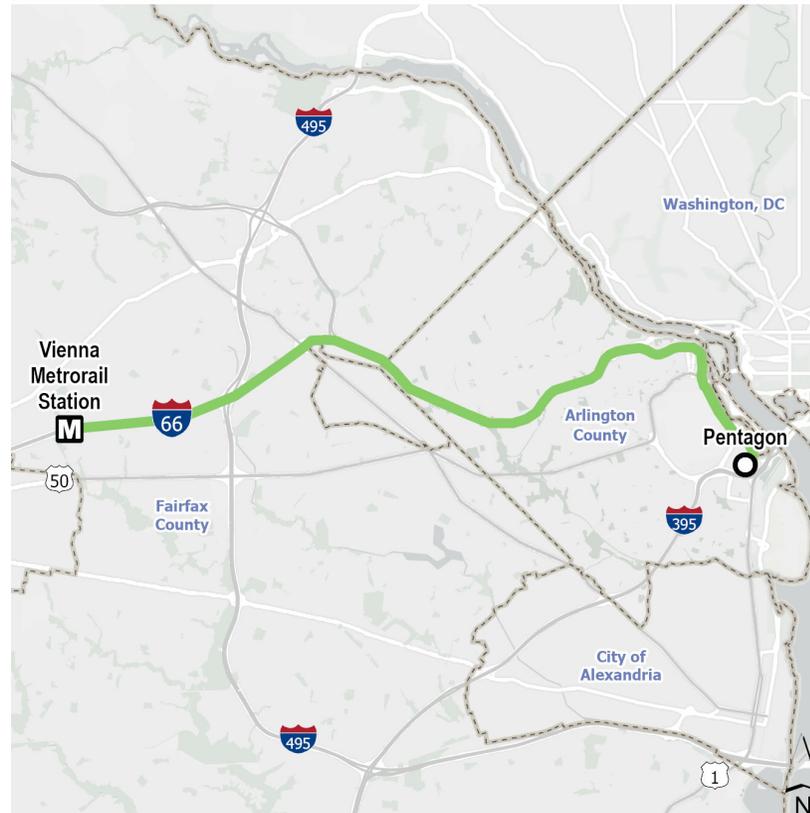
FAIRFAX COUNTY

RENEWAL OF BUS SERVICE FROM VIENNA METRORAIL STATION TO PENTAGON

Initially funded in FY 2019, this bus service renewal would provide 24 months of continued funding support for 10 morning and 10 evening peak direction, express bus trips between Vienna Station and the Pentagon Transit Center.

This service, like others to the Pentagon, retained a greater share of its riders than other Northern Virginia commuter transit services during the COVID-19 public health emergency and has seen steadily increasing ridership in recent months.

Funding Request: \$1,232,850



Application Scores

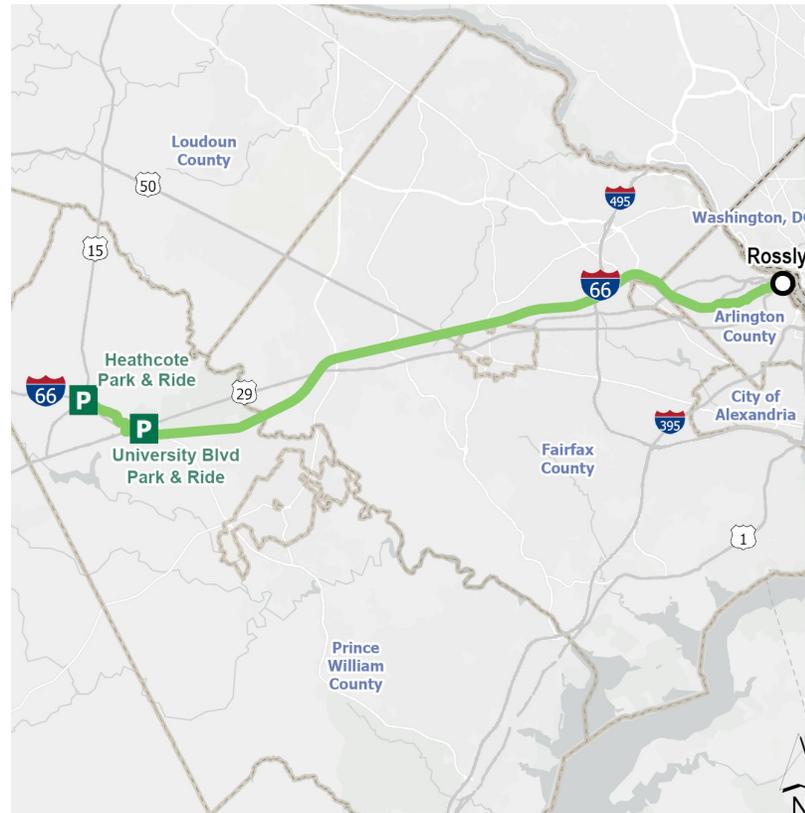
| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 49 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 10 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 10 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 0 |
| Total Application Score | 69 |

OMNIRIDE

RENEWAL OF BUS SERVICE FROM HAYMARKET TO ROSSLYN

A renewal of a bus service funded in the FY 2020 and FY 2021-2022 cycles of I-66 Commuter Choice, this project supports four morning and four evening peak direction, express bus trips between the 230-space Heathcote commuter lot in Haymarket and the Rosslyn-Ballston corridor. The 24-month extension of operations support would add a stop at the University Boulevard commuter lot, which will have direct access to the new Outside the Beltway Express Lanes, allowing Gainesville commuters also to take advantage of the route's convenient connections to major employers, Metrorail and the Arlington campus of George Mason University.

Funding Request: \$947,554



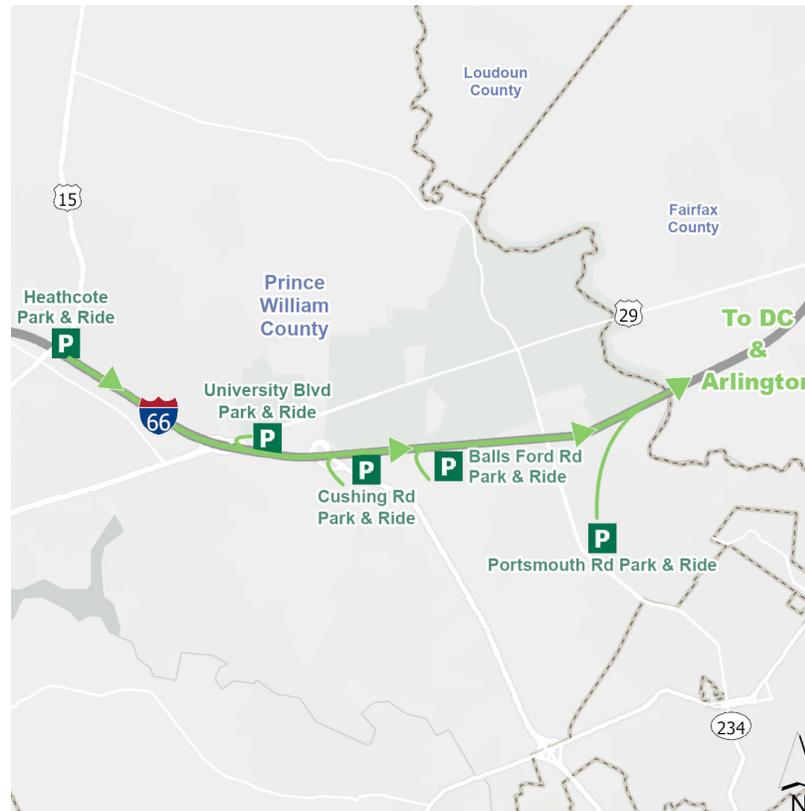
Application Scores

| Measure | Score |
|--|-----------|
| Technical Merit (up to 70 points) How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 49 |
| Annualized Cost Effectiveness (up to 15 points) How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 10 |
| Applicant Preference (up to 10 points) Did the applicant identify the project as the top priority of their submittals to this funding round? | 0 |
| Interagency Collaboration (up to 5 points) Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 64 |

PRINCE WILLIAM COUNTY TDM STRATEGY – FARE BUY-DOWN ON I-66 COMMUTER BUS SERVICE

Support for this project would attract more Prince William County commuters to transit by cutting fares in half on five OmniRide routes for the first 10 months that the I-66 Outside the Beltway Express Lanes are open. These routes together offer over 30 round-trips each day and will utilize the new Express Lanes, shortening commute times between park-and-ride lots in western Prince William County and major employment clusters inside the Beltway. This fare buy-down project, which Prince William County would promote through a prior Commuter Choice funding award for TDM activities, would reduce one-way fares from \$6.90 to \$3.45 per trip.

Funding Request: \$650,000



Application Scores

| Measure | Score |
|--|-----------|
| Technical Merit (up to 70 points) How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 40 |
| Annualized Cost Effectiveness (up to 15 points) How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 5 |
| Applicant Preference (up to 10 points) Did the applicant identify the project as the top priority of their submittals to this funding round? | 10 |
| Interagency Collaboration (up to 5 points) Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 60 |

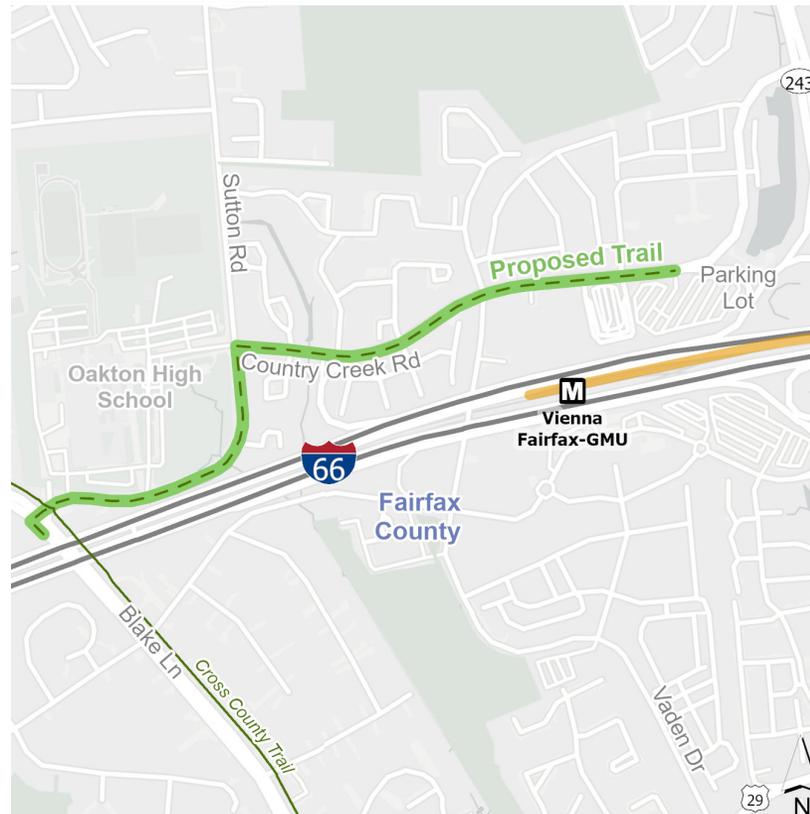
FAIRFAX COUNTY

TRAIL ACCESS TO VIENNA METRORAIL STATION

Commuter Choice funding would facilitate the construction of a nearly one-mile segment of the I-66 Trail between the Nutley Street interchange at the Vienna Station and Blake Lane. The I-66 Trail is a bicycling and walking path that will parallel I-66 between Centreville and the I-495 Beltway and connect several other on- and off-street paths in Fairfax County.

The proposed trail would create a safe, attractive route to Metrorail by bicycle or foot for commuters making their way to destinations in the I-66 Inside the Beltway corridor.

Funding Request: \$2,200,000



Application Scores

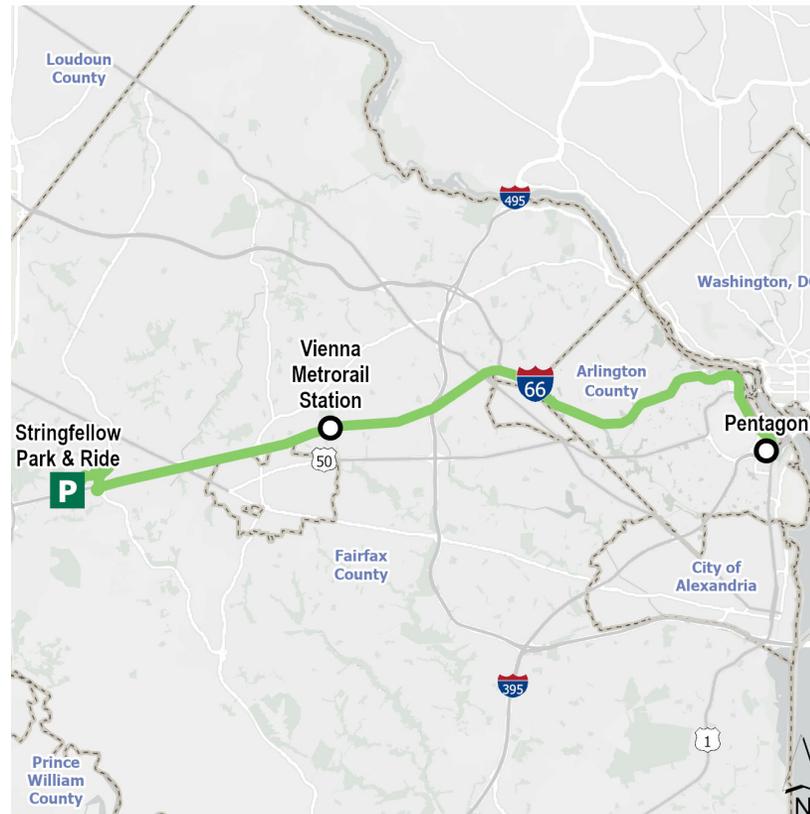
| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 37 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 15 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 0 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 5 |
| Total Application Score | 57 |

FAIRFAX COUNTY

ENHANCED BUS SERVICE FROM STRINGFELLOW PARK-AND-RIDE TO PENTAGON

This service expansion project would enhance Fairfax Connector's express bus route between Vienna Station and the Pentagon by extending service to the Stringfellow Road park-and-ride in western Fairfax County via the new I-66 Outside the Beltway Express Lanes. Commuter Choice support for this project would also increase service frequency for the route to approximately every 10 minutes in the morning and evening, providing an attractive, reliable alternative to drive-alone commuting and improving connections with Metrorail and other I-66 corridor bus services. Two buses to enable the expanded service would also be purchased under this project.

Funding Request: \$2,876,812



Application Scores

| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 42 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 5 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 0 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 0 |
| Total Application Score | 47 |

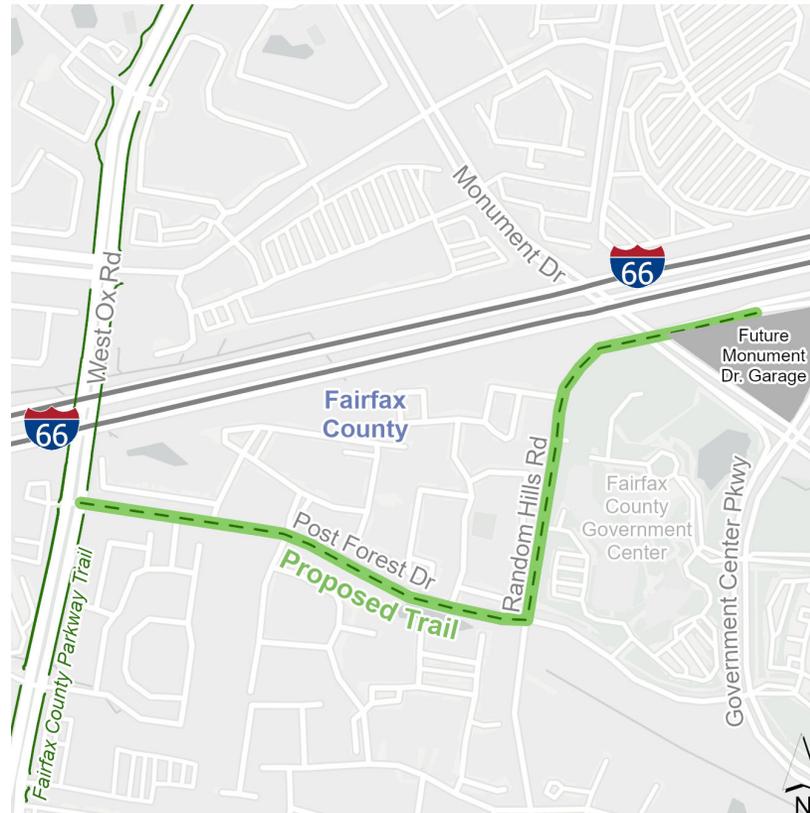
FAIRFAX COUNTY

TRAIL ACCESS TO MONUMENT DRIVE COMMUTER GARAGE

This project would complete a two-thirds of a mile segment of trail along Post Forest Drive and Random Hills Road to connect commuters to the future Monument Drive Transit Center, which will serve as a hub for Fairfax Connector bus routes. The segment would be part of the I-66 Trail, a bicycling and walking path that will parallel I-66 between Centreville and the I-495 Beltway and connect several other on- and off-street paths in Fairfax County.

The proposed trail would create a safe, attractive route to the transit center by bicycle or foot for commuters making their way to destinations in the I-66 Inside the Beltway corridor.

Funding Request: \$4,361,458



Application Scores

| Measure | Score |
|---|-----------|
| Technical Merit <i>(up to 70 points)</i> How effectively does the project address the corridor improvement goals? (see About the Program, slide 3) | 30 |
| Annualized Cost Effectiveness <i>(up to 15 points)</i> How does the Technical Merit score compare to the requested Commuter Choice funding per year of benefit that the investment would provide? | 10 |
| Applicant Preference <i>(up to 10 points)</i> Did the applicant identify the project as the top priority of their submittals to this funding round? | 0 |
| Interagency Collaboration <i>(up to 5 points)</i> Was the project coordinated with other jurisdictions or agencies in the region? | 0 |
| Total Application Score | 40 |



WE WANT TO HEAR FROM YOU!

Thank you for reviewing the information in this summary. Be sure to add your feedback about the proposed projects by completing the online form using the link below.

<https://bit.ly/66input>

We're accepting comments on the projects detailed in this document until May 16, 2022.



THANK YOU!

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