



FY 2024 Status Summaries of Commuter Choice Projects

Information current as of June 30, 2024

For up-to-date information, please visit

<https://novatransit.org/CCProjects>

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Note: Numbers at the beginning of each active project correspond with the map in the [2024 Commuter Choice Annual Report](#).



New or Enhanced Bus Service Projects

Commuter Choice funds the operation of brand-new local, commuter and on-demand bus routes and the incremental costs of improvements, such as more frequent service or route extensions, to such routes that were already in place. The routes bring commuters into and through the I-66 Inside the Beltway or I-395/95 corridor.

The program supports up to 24 months of operations at a time, after which services must successfully re-compete for funding to continue with Commuter Choice support.

1 ARLINGTON COUNTY

Metrobus 16M Service Enhancement: Skyline to Crystal City

Funding: \$5,000,000

I-395/95 FY 2024-2025 Program of Projects

Project Description

Supports 24 months of enhanced local bus service with buses arriving every 6 minutes during weekday peak periods on the Metrobus 16M line between Skyline and Crystal City. The project complements new transit stations and other improvements currently being constructed along Columbia Pike. Frequent bus service along the corridor improves connections between the Columbia Pike corridor, Pentagon City and the many new commercial developments in Crystal City, using the extended Crystal City-Potomac Yard Transitway for a portion of the route.

Project Status

Arlington County is working with WMATA, which operates the Metrobus 16M, to develop a timeline for implementation of the service enhancement, including the possibility of starting the enhanced service with implementation of WMATA's Better Bus Network in 2025.

2 CITY OF ALEXANDRIA/DASH

Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon

Funding: \$13,024,000

I-395/95 FY 2022-2023 and FY 2024-2025 Program of Projects

Project Description

Supports enhanced bus service, operating every 10 minutes all day on weekdays and every 15 minutes all day on weekends, between Alexandria's West End and the Pentagon via the 395 Express Lanes. Line 35, which serves key destinations along the I-395 corridor such as the Landmark Transit Center, Mark Center and Pentagon, is DASH's top performing route and represents a third of daily ridership in its network. Commuter Choice has supported a total of

four years of expanded bus service on the route, upgrades to transit signal priority equipment and installation of real-time information signs at several high-ridership bus stops.

Project Status

Expanded service on DASH Line 35 commenced in September 2021 with DASH's route redesign launch. The route continues to have the highest ridership in DASH's system, with an average of nearly 6,200 weekday trips in April 2024. DASH has completed installation of the transit signal priority upgrades and real-time information signs.

3 CITY OF ALEXANDRIA/DASH

Line 36 A/B Service Enhancement: Mark Center to Potomac Yard-VT Station

Funding: \$7,424,000

I-395/95 FY 2022-2023 and FY 2024-2025 Program of Projects

Project Description

Supports enhanced bus service, operating every 15 minutes all day, seven days per week, between the Mark Center, Shirlington and Potomac Yard. DASH Line 36 provides connections to critical destinations in the region including the INOVA hospital, Virginia Tech Innovation Center and the new Potomac Yard-VT Station. Commuter Choice has supported a total of four years of expanded bus service on the route and installation of real-time information signs at several high-ridership bus stops.

Project Status

Expanded service on DASH Line 36A/B commenced in September 2021 with DASH's route redesign launch. The route provided an average of over 1,600 weekday trips in April 2024. DASH recently completed the installation of the real-time signage.

4 FAIRFAX COUNTY

Connector Route 598: Reston South to Crystal City

Funding: \$5,110,800

I-66 FY 2022 Program of Projects

Project Description

Supports two years of operating costs for express bus service between the Reston South Park and Ride lot and employment areas in Arlington, namely the Pentagon, Pentagon City and Crystal City. Funds also support the purchase of six buses to operate the 10 morning and 10 evening peak direction trips.

Project Status

Service began on Route 598 in June 2024 with 10 daily round trips.

5 FAIRFAX COUNTY

Connector Route 698: Vienna/Fairfax-GMU Station to the Pentagon

Funding: \$4,685,468

I-66 FY 2019 and FY 2023-2024 Programs of Projects

Project Description

Supports the operation of the Fairfax Connector 698 route, which links the Vienna/Fairfax-GMU Metrorail station to the Pentagon Transit Center to enhance connectivity and access to transportation hubs, with 10 inbound and 10 outbound trips. Commuter Choice has funded the operation of the new route for four years and the purchase of four buses to enable the new service.

Project Status

Route 698 began service in January 2019. Ridership has gradually rebounded on the route since the pandemic and in April 2024 reached 308 average weekday trips, which is higher than pre-pandemic levels. Operation of the route will continue with funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects and the route will be extended, funded by other means, to the Stringfellow Road Park and Ride lot.

6 FAIRFAX COUNTY

Connector Route 371 Service Enhancement: Lorton to Franconia-Springfield Station

Funding: \$2,496,529

I-395/95 FY 2022-2023 Program of Projects

Project Description

Shortens headways to every 15 minutes on weekdays on the Fairfax Connector Route 371, which operates between the Lorton Park and Ride lot and the Franconia-Springfield Metrorail Station. Commuter Choice funding supports two years of enhanced operations, the purchase of one bus and the expansion of Capital Bikeshare to the Franconia-Springfield area with four new stations.

Project Status

Fairfax County expects to implement the Route 371 service expansion in August 2024 as part of a restructuring of the route. The County completed installation of the four new Capital Bikeshare stations in the Franconia-Springfield area and has seen increased bikeshare ridership to the Franconia-Springfield Metro Station.

7 FAIRFAX COUNTY

Connector Route 396: Backlick North Park and Ride to the Pentagon

Funding: \$6,677,818

I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Creates direct Fairfax Connector peak-period express bus service operating every 15 to 20 minutes via the 395 Express Lanes between the Backlick North Park and Ride lot and the Pentagon, with a stop to be added at the new Springfield Multi-Use Parking Garage on Old Keene Mill Road in fall 2024. Commuter Choice has funded operation of the new route for a total of six years, the purchase of four buses to enable the new service and the installation of secure bicycle parking at the park-and-ride lot.

Project Status

Route 396, which began operation in January 2020, has seen a jump in ridership since the pandemic. In April 2024, the route averaged 320 daily riders, significantly above pre-pandemic levels.

8 CITY OF FREDERICKSBURG

FXBGO! Route VS3: Route 208 Commuter Lot to Fredericksburg Station

Funding: \$1,218,800

I-395/95 FY 2022-2023 Program of Projects

Project Description

Creates and supports two years of non-stop bus service between the Route 208 Park and Ride lot in northeastern Spotsylvania County and the Fredericksburg Virginia Railway Express (VRE) station. The project includes the purchase of two small buses, upgraded bus stop amenities and bicycle parking, providing better access to transit and mobility options for commuters.

Project Status

FXBGO has taken delivery of the buses, is coordinating with VDOT on improvements to the park and ride lot and is preparing to begin service on the new route, VS3, in July 2024.

9 LOUDOUN COUNTY

Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown D.C.

Funding: \$2,472,970

I-66 FY 2017-2018 and FY 2020 Programs of Projects

Project Description

Renewal of commuter bus service from the Stone Ridge II Park and Ride lot in Aldie to Downtown D.C. The lot, funded in part by Commuter Choice, triples the commuter parking capacity in the Dulles South area and includes passenger amenities such as bus shelters and bike lockers to encourage ridership and help resolve first- and last-mile issues. Commuter Choice has supported a total of four years of operations as well as construction of the park-and-ride lot.

Project Status

Since service resumed in May 2022, ridership on Loudoun County Transit's Commuter Choice-funded Stone Ridge-DC commuter bus trips has continued to rebound. As of April 2024, the four Commuter Choice funded trips had an average daily ridership of 99. Operation of the route will continue with funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects.

10 OMNIRIDE

Route 612: Gainesville to the Pentagon

Funding: \$8,581,149

I-66 FY 2017-2018, FY 2020, FY 2021 and FY 2023-2024 Programs of Projects

Project Description

Establishes commuter bus service that connects residents in Gainesville, a rapidly growing community, to the Pentagon and Navy Yard in Washington, D.C. Commuter Choice has supported the purchase of four buses and approximately 10 years of operations.

Project Status

The Gainesville to Pentagon commuter bus service, which began service in December 2016, continues to be one of OmniRide's most successful routes. Average weekday ridership was 520 in April 2024, representing a 24% increase above 2023 levels and nearly back to pre-pandemic levels. Operation of the route will continue with funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects.

11 OMNIRIDE

Route 622: Haymarket to Rosslyn

Funding \$1,861,354

I-66 FY 2020, FY 2021 and FY 2023-2024 Programs of Projects

Project Description

Establishes express bus service from the Haymarket Park and Ride lot, with 230 available spaces, which connects commuters in Haymarket and Gainesville to the Rosslyn-Ballston corridor. Additional points of interest include stops at the Ballston, Clarendon, Court House and Rosslyn Metrorail stations and the Arlington campus of George Mason University. Commuter Choice has supported a total of approximately seven years of operations.

Project Status

The route began service in July 2019. Ridership on the route continues to recover post pandemic, with an average daily ridership of 147 in April 2024, a 145% increase compared to the same time last year. Operation of the route will continue with funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects.

12 OMNIRIDE

Route 52 (Route 1 Local) Service Enhancement: Quantico to Woodbridge Station

Funding: \$2,429,689

I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Expands service on OmniRide's Route 52 (previously Route 1 Local) between Woodbridge and Quantico, serving Prince William County's major north-south spine and linking residential and retail concentrations. Commuter Choice funding has supported the purchase of one bus to support the additional service and a total of approximately six years of operations.

Project Status

OmniRide implemented expanded service on the route in October 2019. As of April 2024, weekday ridership on the route averaged 125 people, with demand particularly strong in the afternoon.

13 **OMNIRIDE**

Route 95 (Prince William Metro Express) Service Enhancement: Dale City to Franconia-Springfield Station

Funding: \$1,668,854

I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Increases rush-hour service frequency on OmniRide's Route 95 (formerly Prince William Metro Express), which connects the OmniRide Transit Center in Dale City with Potomac Mills Mall and the Franconia-Springfield Metro station. Buses now arrive every 20 to 25 minutes during peak periods rather than every 35 to 40 minutes. Commuter Choice funding has supported a total of approximately six years of enhanced service on the route.

Project Status

OmniRide implemented expanded service on the route in October 2019. As of April 2024, weekday ridership of the expansion trips averaged 118, with higher demand for afternoon trips.

14 **OMNIRIDE**

Route 942: Staffordboro to the Pentagon

Funding: \$5,838,999

I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Establishes OmniRide commuter express bus service between the Staffordboro Commuter Lot and the Pentagon. Commuter Choice funding has supported the purchase of four buses and a total of approximately six years of operations. OmniRide has gradually increased service on the route in response to steady ridership growth.

Project Status

The route began service in October 2019. As of April 2024, the total average weekday boardings was 311, the highest reported ridership in the route's history.

15 **OMNIRIDE**

Route 943: Staffordboro to Downtown Washington, D.C.

Funding: \$5,562,949

I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Establishes OmniRide commuter express bus service between the Staffordboro Commuter Lot and major employment areas in downtown Washington D.C. including Metro Center, Archives, Smithsonian and L'Enfant Plaza. Commuter Choice funding has supported the purchase of four buses and a total of approximately six years of operations.

Project Status

The route began service in October 2019. As of April 2024, the total average weekday boardings was 267, the highest reported ridership in the route's history.

16 OMNIRIDE

Route 972 Service Enhancement: Dale City to Ballston

Funding: \$848,057

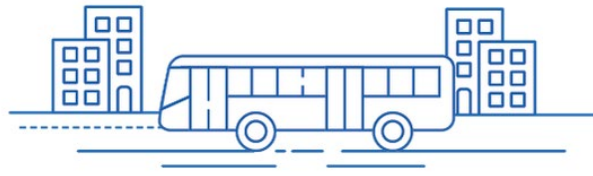
I-395/95 FY 2020-2021, FY 2022-2023 and FY 2024-2025 Programs of Projects

Project Description

Continues two additional morning and two evening trips on OmniRide's Route 972 (formerly D-200) from eastern Prince William County to employment areas in the Rosslyn-Ballston corridor and the Pentagon. The route serves three commuter lots, including Horner Road, Telegraph Road and Dale City. Commuter Choice has supported approximately six years of enhanced operations.

Project Status

As April 2024, ridership averaged 82 weekday trips on the Commuter Choice-supported service expansion.



Bus Capital Projects

Commuter Choice funds capital projects that allow bus service to move more people more efficiently in the I-66 and I-395/95 corridors. Bus capital projects include improvements to bus stops to enhance passenger comfort and safety, the purchase of larger buses to meet high ridership demand and the implementation of bus priority treatments such as dedicated lanes and signal priority.

17 CITY OF ALEXANDRIA/DASH

Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon

Funding: \$3,452,000

I-395/95 FY 2024-2025 Program of Projects

Project Description

Supports the purchase of two additional 60-foot electric buses that will be used exclusively on DASH's Line 35. Line 35 experienced substantial ridership growth thanks in part to enhanced levels of operation funded by Commuter Choice, but even with buses arriving every 10 minutes on weekdays, the route experiences crowding at peak times. The buses allow DASH to meet demand for the route efficiently while advancing the agency's transition to a fully electric bus fleet.

Project Status

The electric buses are scheduled for delivery to DASH in early 2025.

18 CITY OF FAIRFAX

CUE Access and Technology Improvements

Funding: \$965,000

I-66 FY 2019 Program of Projects

Project Description

Improves access and comfort at CUE bus stops through the installation of shelters, benches, signage and real-time transit information displays. The project includes funding for a marketing campaign to increase awareness of CUE. Commuter Choice funding supports implementation of the access and technology improvements.

Project Status

Implementation of the bus stop improvements was completed in December 2023 with the installation of amenities such as shelters, lights, seating and real-time information signs at high-ridership CUE bus stops within the City of Fairfax and Fairfax County along with real-time information signs at the Vienna/Fairfax-GMU Station. The City continues to market its rebranded CUE service and Commuter Choice-funded passenger enhancements.

19 FAIRFAX COUNTY

Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station

Funding: \$10,000,000

I-395/95 FY 2024-2025 Program of Projects

Project Description

Supports the implementation of a seven-mile, nine-station bus rapid transit line operating in new median lanes along U.S. Route 1. The line will connect dense residential and commercial development between Fort Belvoir and Huntington Station with quick and reliable service thanks to dedicated median lanes and limited stops at new rail-like stations. The bus rapid transit line is one of several such lines planned for busy travel corridors in northern Virginia.

Project Status

Fairfax County continues to make progress on bringing the project to construction, including acquiring right-of-way needed for the project, completing project design and obtaining funding commitments. The County expects to use the Commuter Choice award to support right-of-way acquisition. In June 2024, the project was approved to enter the Federal Transit Administration (FTA) Capital Investment Grants (CIG) program's engineering phase, a crucial step towards obtaining federal funding for implementation of the project.

A further \$10,000,000 is expected to be awarded to the project under the forthcoming I-395/95 Commuter Choice FY 2026-2027 Program of Projects.



Access to Transit Projects

Commuter Choice supports projects that improve pedestrian and bicycle access from residential areas to nearby transit stations, hubs and stops in the I-66 and I-395/95 corridors. Access to transit projects include the construction of new trails/paths, capital and operating expenses of bike share expansions and the installation of bicycle parking facilities at stations.

20 CITY OF FAIRFAX

Bike Share Implementation

Funding: \$460,000

I-66 FY 2021 Program of Projects

Project Description

Supports the addition of four bike share stations in the City of Fairfax within the two-mile 'bike shed' of the Vienna Metrorail station. The stations will help residents and visitors connect to Metrorail, commuter buses and regional trails and add to the extensive Capital Bikeshare network, including a nearly complete expansion project in Fairfax County. Commuter Choice supports the purchase, installation and operation of new bike share locations.

Project Status

The City of Fairfax completed installation of the four additional bike share stations as part of a 10-station expansion. The stations entered service in November 2023. The City is undertaking marketing and outreach activities to promote the new stations.

21 FAIRFAX COUNTY

Trail Access to Vienna/Fairfax-GMU Station

Funding: \$2,200,000

I-66 FY 2023-2024 Program of Projects

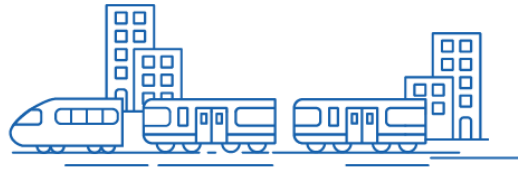
Project Description

Commuter Choice funding will facilitate the construction of a nearly one-mile segment of the I-66 Trail between the Nutley Street interchange at the Vienna/Fairfax-GMU 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

trail will 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.

[Project Status](#)

The project is currently in the design phase and construction has been postponed to 2027. Fairfax County is identifying opportunities to use the Commuter Choice award for right-of-way acquisition.



Rail Capital Projects

Commuter Choice supports rail capital improvements to Metro and/or VRE facilities, including new station entrances, access enhancements and other projects that contribute to moving more people along the I-66 Inside the Beltway and I-395/95 corridors.

22 ARLINGTON COUNTY

Ballston-MU Metrorail West Entrance

Funding: \$4,500,000

I-66 FY 2023-2024 Program of Projects

Project Description

Supports 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 will be nearly a quarter-mile west of the existing entrance, will shorten the walk for commuters in a transit-oriented area with ongoing high-density, walkable redevelopment and add bus stops to facilitate smooth transfers.

Project Status

Design of the new west entrance is in progress and construction is anticipated to begin in 2025.

23 FAIRFAX COUNTY

McLean Metro Station North Entrance

Funding: \$1,000,000

I-66 FY 2021 Program of Projects

Project Description

Supports the addition of a second entrance to the McLean Metrorail Station on Scotts Crossing Road, reducing the time needed to access the station from the north. With up to 2,000 prospective residents moving into the redeveloping area north of the current station, this project will create a shorter, more convenient walk to the Metro and increase its visibility.

Project Status

Construction of the second entrance is complete, though the entrance is not yet open for use given adjacent building construction that Capital One is undertaking. The opening will be coordinated with the completion of the adjacent construction work.

24 CITY OF MANASSAS PARK

Manassas Park VRE Station Parking Garage

Funding: \$2,500,000

I-66 FY 2023-2024 Program of Projects

Project Description

Supports the construction of a parking garage at the Manassas Park VRE Station. The garage will primarily provide additional parking capacity to meet long term VRE ridership demand, though it will 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.

Project Status

Construction of the garage began in June 2023 and is substantially underway. The garage is expected be fully operational by late 2025.

25 VIRGINIA RAILWAY EXPRESS (VRE)

Crystal City Station Expansion

Funding: \$10,786,281

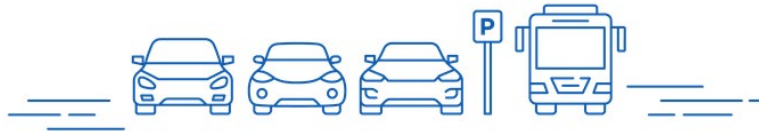
I-395 FY 2024-2025 Program of Projects

Project Description

Relocates and expands the Crystal City commuter rail station to enable simultaneous boarding of two full-length trains and support potential future Amtrak service at the station. The station expansion advances Commonwealth plans for expanded rail service in the corridor between Richmond, Fredericksburg and Washington, D.C., and helps to anchor the Crystal City/National Landing area's commercial and residential redevelopment.

Project Status

The project is currently in the final design phase. The project will receive a further \$8,000,000 contribution under the I-66 Commuter Choice FY 2025-2026 Program of Projects, which will complete the overall Commuter Choice commitment to the project.



Park-and-Ride Lot Projects

Commuter Choice supports projects that construct or enhance park-and-ride lots with the ability to serve I-66 Inside the Beltway and I-395/95 commuters. These park-and-ride lots support transit operations and TDM strategies such as express bus service, vanpool and carpool.

26 PRINCE WILLIAM COUNTY

Horner Road Park and Ride Lot Expansion

Funding: \$2,800,000

I-395/95 FY 2022-2023 Program of Projects

Project Description

Provides for the establishment of an additional 100 parking spaces at the Horner Road commuter lot through new construction and the reconfiguration of existing facilities, including improved access for pedestrians. The project will support ridership growth on several OmniRide bus services as well as traditional and casual carpooling.

Project Status

A groundbreaking ceremony for the lot was held in June 2024 and construction is expected to be complete in 2026. NVTC is working with Prince William County to revise the project scope and budget, as the County no longer expects to be able to implement all of the anticipated spaces given water line and stormwater impacts.



Transportation Demand Management Projects

Commuter Choice supports projects that reduce drive-alone commute trips in the I-66 and I-395/95 corridors through incentives to commuters to entice changes in travel behavior. Although transportation demand management (TDM) is a category of project, other project categories may incorporate TDM elements, such as an introductory fare-free period at the start of a new bus service.

27 ARLINGTON COUNTY

Expanded TDM Outreach to the I-66 Corridor

Funding: \$2,050,000

I-66 FY 2017-2018, FY 2019 and FY 2020 Programs of Projects

Project Description

Expands Arlington County's transportation demand management (TDM) program, branded Commute66, and targets commuters bound for locations along the I-66 corridor inside the Beltway and Washington, D.C. to reduce single-occupant car trips through the corridor. Commuter Choice supports education, outreach and marketing activities, centered recently on vanpool formation and mode-shift incentives.

Project Status

Arlington County and NVTC amended the project's scope in June 2023 from a generalized TDM outreach and education campaign to a short-term peak-period, peak-direction free-fare campaign on Arlington Transit (ART) routes serving the I-66 corridor. The free-fare campaign ran through January 2024 and modestly grew weekday peak-period weekday ridership. NVTC is working with Arlington County to close out the project.

28 FAIRFAX COUNTY

TDM Strategy - Fare Buy-Down on Bus Service from Reston North to Crystal City

Funding: \$154,500

I-66 FY 2022 Program of Projects

Project Description

Supports a TDM strategy to reduce the fare of the Fairfax Connector express bus service between the Reston North Park and Ride and several stops in Arlington County, including the Pentagon, Pentagon City and Crystal City. Prior to Commuter Choice funding, the fare for the route was \$7.50. Commuter Choice funds are reducing the fare to \$4.25, the same as on other Fairfax Connector express bus services.

Project Status

Daily ridership along Route 599 grew by 94 trips between the October 2022 start of the fare buy-down and spring 2023, exceeding performance targets. The fare buy-down campaign ended in August 2023. NVTC is working with Fairfax County to close out the project.

29 OMNIRIDE

TDM Strategy - I-395/95 Corridor Vanpool Monthly Incentive

Funding: \$604,800

I-395/95 FY 2022-2023 Program of Projects

Project Description

Incentivizes the formation of new and returning vanpools that travel through the I-395/95 corridor. The project establishes general subsidies of up to \$400 per month and, if applicable, parking costs of up to \$200 per month for trips using the I-395 corridor, including those terminating in downtown Washington, D.C.

Project Status

The vanpool incentive program concluded at the end of June 2023 after 24 months. In Spring 2024, Vanpool Alliance reported 104 vanpool riders from vans previously supported with Commuter Choice funding, and the Alliance expects many vanpools started with Commuter Choice support to continue operations. NVTC is working with OmniRide to close out the project.

30 PRINCE WILLIAM COUNTY

New TDM Outreach to the I-66 Corridor

Funding: \$200,000

I-66 FY 2020 Program of Projects

Project Description

Establishes a commuter-focused transportation demand management (TDM) program, encompassing online, print materials and advertising, that will increase awareness and promote regional travel choices. Prince William County will target the funds to promoting a County-led half-fare campaign on OmniRide commuter bus routes that received I-66 Commuter Choice FY 2023-2024 funding.

Project Status

The TDM campaign included an online survey, dedicated website, and advertising on social media, and radio and TV. The campaign ended in February 2024, with over 13 million total impressions reported across social media, radio, TV, and online platforms. NVTC is working with Prince William County to close out the project.

31 PRINCE WILLIAM COUNTY

I-66 OmniRide Fare Buy-Down

Funding: \$650,000

I-66 FY 2023-2024 Program of Projects

Project Description

Support for this project will 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 roundtrips 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 will promote through a prior Commuter Choice funding award for TDM activities, will reduce one-way fares from \$6.90 to \$3.45 per trip.

Project Status

In coordination with OmniRide, the County launched the buy-down campaign in early 2023 after the opening of the I-66 Outside the Beltway Express Lanes. The campaign generated 373 additional daily trips on the OmniRide commuter bus routes by spring 2024; these routes now offer much faster and more reliable travel to and from Arlington and Washington, D.C. due to the new Express Lanes. As OmniRide updated its fare structure in summer 2023 and increased one-way commuter routes to \$9.00 per trip, the Commuter Choice project scope was amended to allow the County to continue supporting half-fares. The fare buy-down campaign ended in January 2024, though OmniRide is maintaining the half-fares until a new installment of funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects takes effect in summer 2024.

32 VIRGINIA RAILWAY EXPRESS (VRE)

Amtrak Step-Up Reinstatement on VRE Fredericksburg Line

Funding: \$1,477,065

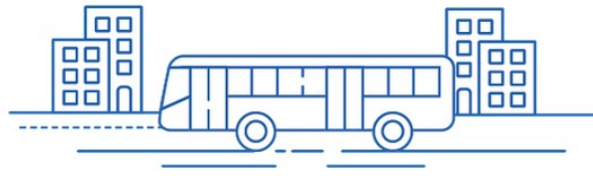
I-395 FY 2024-2025 Program of Projects

Project Description

Reestablishes VRE's Amtrak Step-Up program to again allow VRE multi-ride pass holders to travel between Northern Virginia and Washington, D.C. on select peak and off-peak Amtrak Northeast Regional trains. The project, which applies to VRE's Fredericksburg Line, allows riders to acquire and use step-up tickets through VRE's mobile app. The project subsidizes VRE's payments to Amtrak for each step-up boarding for a period of 24 months.

Project Status

VRE is working with Amtrak on the necessary agreements to re-implement the step-up program. A comparable project to reestablish the program on VRE's Manassas Line received funding from the I-66 Commuter Choice FY 2025-2026 Program of Projects.



Projects Beginning in FY 2025

I-66 Commuter Choice FY 2025-2026 Program of Projects – Approved by the Commonwealth Transportation Board in June 2024

Recipient and Project	Approved Funding Amount	Overview
<p>Arlington County ART 75 Service Enhancement: Shirlington to Virginia Square</p>	<p>\$397,160</p>	<p>Expands peak-period, peak-direction service on the ART 75 local bus route from every 30 minutes to every 20 minutes. The ART 75 links Shirlington with the Virginia Square-GMU and Ballston-MU Stations and serves neighborhoods with higher concentrations of equity populations and greater demand for transit service. The expanded service fosters more convenient connections for residents of these neighborhoods with the Orange and Silver Lines as well as other ART and Metrobus routes paralleling I-66.</p>
<p>Fairfax County Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)</p>	<p>\$2,130,488</p>	<p>Supports the continued operation of Fairfax Connector Route 697, an express service operating every 20 minutes during peak periods between the Stringfellow Road Park-and-Ride and L'Enfant Plaza in downtown Washington. Route 697 entered service in August 2020 with Commuter Choice funding support and has seen ridership grow since the opening of the I-66 Outside the Beltway Express Lanes. The route provides convenient, reliable service between western Fairfax County and major employment centers near the National Mall and L'Enfant Plaza.</p>

Recipient and Project	Approved Funding Amount	Overview
Fairfax County Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	\$1,506,053	Supports the continued operation of Fairfax Connector Route 698, which began operation between Vienna/Fairfax-GMU Station and the Pentagon in January 2019 with Commuter Choice funding support. The route will be extended, partially funded through other sources, to a new western terminus at the Stringfellow Road Park-and-Ride. Route 698's convenient 15-minute peak-period service and quick travel times have helped ridership rebound to pre-pandemic levels.
Fairfax County Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$2,592,444	Supports the continued operation of Fairfax Connector Route 699, which links the Fair Oaks area with the Foggy Bottom/State Department area in downtown Washington with service every 15 to 20 minutes during peak periods. Fairfax County is relocating the route's origin to the Monument Drive Park-and-Ride garage, where the route will connect with several local bus routes. Ridership is rebounding on the route, which entered service in December 2017 with Commuter Choice funding support.
Fairfax County Fairfax Centre Bikeshare Expansion	\$510,000	Supports the installation of 18 Capital Bikeshare stations near I-66 between approximately I-495 and the Fairfax Centre shopping center at the U.S. 29/U.S. 50 junction. The stations will fill gaps in the existing Capital Bikeshare network near Dunn Loring-Merrifield and Vienna/Fairfax-GMU Stations and extend the network to the west to enhance access to the new Monument Drive Park-and-Ride. The project will also leverage recent Commuter Choice-funded bikeshare expansions nearby and increase use of the new I-66 Trail.
Loudoun County Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$553,000	Supports the continued operation of two peak-period express trips in each direction on Loudoun County Transit's commuter bus route between the Dulles South (Stone Ridge II) and East Gate Park-and-Rides and downtown Washington. The trips, which began operation in February 2017 with Commuter Choice funding support, have seen ridership gains in recent months as traffic has increased.

Recipient and Project	Approved Funding Amount	Overview
Loudoun County Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$281,000	Supports the continued operation of commuter bus service between the Harmony Park-and-Ride in western Loudoun County and downtown Washington, with one trip in each direction. The service launched in August 2021 with Commuter Choice funding support and has been popular given the long travel distance and the route’s competitive travel times.
OmniRide OmniRide Route 612: Gainesville to the Pentagon (Continuation)	\$2,393,125	Supports the continued operation of OmniRide’s Route 612. The route will provide half-hourly peak-period commuter bus service between the University Blvd. Park-and-Ride in Gainesville and the Pentagon, with the onward service to the Navy Yard that the route currently provides transferred to a new route. Route 612 began operation in December 2016 with Commuter Choice funding support. The route’s ridership has rebounded well since the opening of the Outside the Beltway Express Lanes, which decreased the route’s one-way travel times by about 20 minutes.
OmniRide OmniRide Route 622: Haymarket to Rosslyn (Continuation)	\$1,621,275	Supports the continued operation of OmniRide’s Route 622, which connects the Heathcote Park-and-Ride in Haymarket and the Rosslyn-Ballston corridor in Arlington via the University Blvd. Park-and-Ride in Gainesville. OmniRide will expand service from four to six trips in each direction to make the route more convenient for western Prince William County commuters. Ridership on Route 622, which began operation in July 2019 with Commuter Choice funding support, has grown with the improved travel time and reliability fostered by the Outside the Beltway Express Lanes.

Recipient and Project	Approved Funding Amount	Overview
<p>Prince William County TDM Strategy: I-66 OmniRide Fare Buy-Down</p>	<p>\$1,000,000</p>	<p>Supports the continuation of a successful half-fare campaign on OmniRide commuter bus routes connecting western Prince William County with employment concentrations in Arlington and Washington. Under the campaign, one-way cash fares on OmniRide’s Routes 601, 612 and 622 will be \$5.50 (half of the \$11 one-way commuter fare effective July 1, 2024) for a further 12 months to encourage more commuters to return to transit. Travel times are 15 to 20 minutes shorter and much more reliable for OmniRide’s I-66 commuter routes since the opening of the Outside the Beltway Express Lanes.</p>
<p>Virginia Railway Express (VRE) Crystal City Expansion</p>	<p>\$8,000,000</p>	<p>Relocates and expands the Crystal City commuter rail station to enable simultaneous boarding of two full-length trains and support potential future Amtrak service at the station. The station expansion will advance Commonwealth plans for expanded rail service in the corridor between Richmond, Fredericksburg and Washington, D.C., and help to anchor the Crystal City/National Landing area’s commercial and residential redevelopment. This project is also funded with I-395/95 Commuter Choice funding.</p>
<p>Virginia Railway Express (VRE) TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line</p>	<p>\$537,420</p>	<p>Reestablishes VRE’s Amtrak Step-Up program along the Manassas Line to allow VRE multi-ride pass holders to travel between Manassas, Burke Center and Washington Union Station on select Amtrak Northeast Regional trains. The project complements a recent I-395/95 Commuter Choice award to reestablish the program on the VRE Fredericksburg Line and will allow riders to acquire and use step-up tickets through VRE’s mobile app at nominal charge. The project will subsidize VRE’s payments to Amtrak for each step-up boarding for 24 months.</p>



Completed Projects

The following projects have been completed or otherwise closed out. They include infrastructure improvements and technology deployments that are now in place, limited duration TDM programs that have ended, and transit service improvements that are now either being funded through other sources or have concluded.

ARLINGTON COUNTY

Commuter Store at the Pentagon Transit Center

Funding: \$211,962

I-395/95 FY 2020-2021 Program of Projects

Project Description

Funding supported 12 months of operations of Arlington County's Commuter Store at the Pentagon Transit Center, which provided travel information, sales and assistance to visitors, employees and commuters passing through the Transit Center's bus terminal.

Project Status

The Pentagon Commuter Store was open with Commuter Choice funding from January 2020 to January 2021, helping to serve essential travel needs during the pandemic.

ARLINGTON COUNTY

Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square

Funding: \$1,040,000

I-66 FY 2020 Program of Projects

Project Description

Improved the peak-period frequency of Metrobus 3Y, a peak-direction route that operated between the East Falls Church Metro Station and downtown Washington, D.C. via U.S. 29. Commuter Choice was to support operation of expanded service for two years.

Project Status

The Metrobus 3Y service expansion operated between December 2019 and March 2020, with increased ridership over that period. As no plans were made to resume the expanded service, the project was closed out in February 2023.

ARLINGTON COUNTY

Bus Stop Consolidation and Accessibility Improvements, Lee Highway and Washington Boulevard

Funding: \$462,000

I-66 FY 2017-2018 Program of Projects

Project Description

Replaced and retrofitted underutilized and closely spaced bus stops (approximately 30) along the Langston Boulevard and Washington Boulevard corridors with Americans with Disabilities Act (ADA) compliant improvements to reduce travel times and attract new bus riders. Approximately 33 bus stops were retrofitted with bus stop pads, pedestrian facilities and added enhanced passenger amenities, including shelters, benches and new lighting fixtures. I-66 Commuter Choice funds supported capital costs related to the project.

Project Status

Arlington County completed improvements to 33 bus stops in the Langston Boulevard and Washington Boulevard corridors in fall 2020. Upgrades improvements included the addition of ADA-compliant passenger landing pads and pedestrian facilities such as enhanced sidewalks, curb ramps and crosswalks.

ARLINGTON COUNTY

U.S. 29 HOV and Bus-Only Lane in Rosslyn

Funding: \$710,000

I-66 FY 2021 Program of Projects

Project Description

Establishes peak-period, peak-direction high-occupancy vehicle (HOV)/bus-only lanes on Langston Blvd. (U.S. 29) through pavement treatment, restriping and signage. The project's focus is a segment of Langston Blvd. between North Veitch Street and Rosslyn that carries up to 60 buses during the rush hour, including Arlington Transit (ART), Metrobus and Loudoun County Transit buses.

Project Status

Arlington County opted to cancel the project in spring 2023 because of the significant traffic engineering requirements for repurposing a travel lane on a VDOT-owned roadway that were unknown in full at the time of the application for funding.

ARLINGTON COUNTY

Multimodal Real-Time Transportation Information Screens

Funding: \$250,000

I-66 FY 2017-2018 Program of Projects

Project Description

Multimodal real-time transportation screens, which provide dynamic information, were planned for Metrorail stations, high-utilization bus stops and residential and office buildings in the Rosslyn-Ballston corridor. I-66 Commuter Choice funds supported the purchase of screens and the first year of service costs.

Project Status

Arlington County concluded the project in early 2021 with 13 new screens out of a target of 50 installed and I-66 toll information added to 11 existing information screens in the Rosslyn-Ballston corridor. The County encountered challenges that were not anticipated at the time of application in finding hosts for the displays.

ARLINGTON COUNTY

Peak Period Service Expansion to Metrobus Route 2A, Washington Boulevard-Dunn Loring

Funding: \$1,000,000

I-66 FY 2017-2018 Program of Projects

Project Description

Increased bus frequency and shorter route run times increased peak-period frequency to every 10 minutes from 15. The 2A operates on US 29 and Washington Boulevard, adjacent to I-66, and connects three jurisdictions with three Metrorail stations. I-66 Commuter Choice funds supported two years of operating costs for the expanded bus service.

Project Status

Support for this project, enabling 15-minute peak-period headways, ended in June 2019. Overall ridership on the Metrobus 2A route increased between spring 2018 and spring 2019, from approximately 2,100 weekday trips to nearly 2,300.

ARLINGTON COUNTY

Peak Period Service Expansion to ART Bus Route 55

Funding: \$450,000

I-66 FY 2017-2018 Program of Projects

Project Description

Buses were added to the ART 55 route to increase peak-period, peak-direction service and attract new riders along Langston Boulevard and connect commuters to the East Falls Church and Rosslyn Metrorail stations. I-66 Commuter Choice funds supported operating costs of expanded service for two years.

Project Status

Support for this project ended on June 30, 2019 when additional trips averaged nearly 200 weekday passengers. Arlington County continues to maintain the 12-minute peak-period service with other funding.

ARLINGTON COUNTY

I-66 Corridor Intelligent Transportation System Enhancements

Funding: \$400,000

I-66 FY 2019 Program of Projects

Project Description

Improved Arlington's real-time traffic monitoring system by enhancing the intelligent transportation systems infrastructure so the county can better respond to special events and incidents in the corridor. Also allowed Arlington to share video feeds and data easily with county residents and regional partners like the Metropolitan Washington Council of Governments and both the Virginia Department of Transportation (VDOT) and the District of Columbia Department of Transportation (DDOT). I-66 Commuter Choice funds supported technology and equipment costs, including count stations, Bluetooth detectors and the installation of closed-circuit television (CCTV), and the costs to report and share data with partner agencies.

Project Status

Arlington County concluded the project after installing the intelligent transportation systems equipment. A platform for sharing the data was also developed as a part of the project.

ARLINGTON COUNTY

Traffic Management Center

Funding: \$400,000

I-66 FY 2019 Program of Projects

Project Description

Upgrades to Arlington County's Traffic Management Center allowed the county to maximize its new intelligent transportation system (ITS) capabilities by centralizing data from field devices and responding to incidents as observed in real-time. I-66 Commuter Choice funds supported staff resources for the Traffic Management Center's monitoring and incident response for two years.

Project Status

Arlington County staffed the center during morning and afternoon peak-periods between February 2019 and September 2021, during which time incident data collection and incident management improved.

CITY OF ALEXANDRIA/DASH

Enhanced Bus Service on AT-9: Mark Center to Potomac Yard

Funding: \$1,949,000

I-395/95 FY 2020-2021 Program of Projects

Project Description

This project improved all-day service frequency and extended the hours of service on DASH's AT-9 local bus route, which served significant employment, shopping and educational sites in the I-395 corridor. The project also installed four real-time bus arrival information displays at bus stops along the route. I-395/95 Commuter Choice funds supported approximately 20 months of expanded service as well as capital costs related to the project.

Project Status

Enhancements to the crosstown AT-9 route in Alexandria improved commuters' connections with north-south transit services in the I-395 corridor. Service improvements were launched in October 2019 that resulted in a 77% increase in weekly ridership by early 2020. The frequent, convenient service allowed the route to keep a much greater share of its ridership during the pandemic than the DASH system as a whole. DASH received I-395/95 Commuter Choice FY 2022-2023 funding for more frequent daily service between the West End of Alexandria and Potomac Yard that took effect in September 2021 as part of the implementation of DASH's redesigned bus network.

CITY OF ALEXANDRIA/DASH

Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro

Funding: \$3,040,000

I-395/95 FY 2020-2021 Program of Projects

Project Description

Increased the frequency, extended hours and improved bus stop amenities on the DASH AT-1 Plus bus service, improving connectivity for riders from the West End/Beauregard area of Alexandria to the Van Dorn Metrorail station. The route paralleled the I-395 corridor and stops at shopping areas, educational centers and the Mark Center. I-395/95 Commuter Choice funds supported approximately 20 months of expanded service and capital costs related to the project.

Project Status

DASH's improved AT-1 Plus route helped fulfill needs for better public transportation along I-395 in Alexandria's West End. Service improvements were launched in October 2019 and resulted in a 39% increase in weekly ridership by early 2020. The frequent, convenient service allowed the route to keep a much greater share of its ridership during the pandemic than the DASH system as a whole. DASH received I-395/95 Commuter Choice FY 2022-2023 funding to provide more frequent daily service and extend the route to the Pentagon Metrorail station that took effect in September 2021 as part of the implementation of DASH's redesigned bus network.

CITY OF FALLS CHURCH

Expanded Transit Access, Bike Share

Funding: \$500,000

I-66 FY 2017-2018 Program of Projects

Project Description

Supported operations of Capital Bikeshare stations in the City of Falls Church, near the East Falls Church and the West Falls Church Metrorail stations. The bike share stations filled a gap in the regional bike share network, increased travel options and reduced demand on the local highway system. Commuter Choice supported five years of operating assistance and maintenance for bike share locations in the city.

Project Status

The five years of Commuter Choice support for operations ended on June 30, 2022 and the project was subsequently closed out. The City has continued bikeshare operations with other resources.

CITY OF FALLS CHURCH

Metrobus Route 3T Extension and Service Expansion

Funding: \$845,754

I-66 FY 2019 Program of Projects

Project Description

The expanded 3T route offered bi-directional, peak period service with 24-minute headways and restored direct Metrobus service between West Falls Church-VT and East Falls Church Metrorail stations. I-66 Commuter Choice funds supported the route's extension and reduced headways.

Project Status

The extension operated between January 2019 and March 2020. Metro implemented more frequent service and a revised routing on the Metrobus 28A in September 2021 as part of its service restoration plans that address the local transportation needs that the Metrobus 3T extension was intended to serve.

CITY OF MANASSAS

Bicycle Parking Improvements at Manassas VRE Station

Funding: \$55,000

I-66 FY 2019 Program of Projects

Project Description

Sheltered bike racks, up to 10 bicycle lockers and a bicycle repair stand were added to provide safe and convenient long-term bicycle parking, making bikes more attractive as a first- and last-mile option for Virginia Railway Express and Amtrak riders. I-66 Commuter Choice funds supported the acquisition and installation of bicycle racks, lockers and other amenities.

Project Status

The City of Manassas completed the project in October 2020, following the installation of a bicycle shelter and eight bicycle racks on the station platform and bicycle lockers and wayfinding signage inside the adjacent station garage.

FAIRFAX COUNTY

New Bus Service from Stringfellow to L'Enfant Plaza

Funding: \$4,326,000

I-66 FY 2020 Program of Projects

Project Description

Established new express bus service from the Stringfellow Park and Ride to L'Enfant Plaza in Washington, D.C., with 10 morning and 10 evening peak-direction trips that provide access to major employment areas, including federal agencies along the National Mall and Seventh Street SW. Commuter Choice funded operation of the new route for two years and the purchase of six buses to enable the new service.

Project Status

Fairfax County did not pursue I-66 FY 2023-2024 funding for the service and the FY 2020 funding was closed out in summer 2023. After supporting the route's operation for a short period, Fairfax County will receive an additional two years of Commuter Choice funding for the service as part of the I-66 Commuter Choice FY 2025-2026 Program of Projects.

FAIRFAX COUNTY

Fairfax Connector Government Center – Downtown DC, Route 699

Funding: \$5,276,336

I-66 FY 2017-2018 and FY 2020 Programs of Projects

Project Description

Provided express bus service from the Fairfax County Government Center park-and-ride lot to major regional employment and educational centers - including The George Washington University campus, U.S. Department of State and World Bank - in Washington, D.C. This Fairfax Connector bus service provided 13 morning rush-hour inbound trips and 13 afternoon rush-hour outbound trips, with departures roughly every 15 to 20 minutes. Commuter Choice funded operation of the new route for a total of four years and the purchase of five buses to enable the new service.

Project Status

Fairfax County did not pursue I-66 FY 2023-2024 funding for the service and the FY 2020 funding was closed out in summer 2023. After supporting the route's operation for a short period, Fairfax County will receive an additional two years of Commuter Choice funding for the service as part of the I-66 Commuter Choice FY 2025-2026 Program of Projects.

FAIRFAX COUNTY

I-66 Corridor Vienna/Merrifield Bike Share Expansion

Funding: \$497,100

I-66 FY 2019 Program of Projects

Project Description

Added 10 new bike share stations, connecting residents to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations and regional trails. Commuter Choice is supporting the purchase and installation of the new bike share stations.

Project Status

Fairfax County completed installation in December 2023 of the 10 new bikeshare stations that provide enhanced connections for area residents to the Vienna/Fairfax-GMU and Dunn Loring Metrorail stations.

LOUDOUN COUNTY

Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Funding: \$1,706,040

I-66 FY 2019 Program of Projects

Project Description

Extended Loudoun County Transit's 88X service to a new western terminus in the Dulles South area and maintains 28-minute headways to the Wiehle-Reston East Metrorail station during peak periods. Commuter Choice supported operation of an additional bus on the route that allowed for the route extension.

Project Status

Loudoun County operated expanded service on Route 88X between November 2018 and March 2020, after which demand did not support the restoration of expanded service. Loudoun County closed out the Commuter Choice project in May 2022.

LOUDOUN COUNTY

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Funding: \$1,774,990

I-66 FY 2019 and FY 2021 Programs of Projects

Project Description

Established a new bus service that connected riders from the Purcellville Park and Ride lot directly to the Silver Line. Commuter Choice funded approximately four years of the route's operation. Commuter Choice also funded the lease of the park-and-ride lot until Loudoun County purchased it in late 2021.

Project Status

Loudoun County implemented several revisions to the routing and frequency after the pandemic that ultimately did not result in significant ridership on the route. The County opted against pursuing continued operating support for the service under the I-66 Commuter Choice FY 2025-2026 call for projects.

LOUDOUN COUNTY

New Bus Service from Purcellville to DC

Funding: \$949,482

I-66 FY 2020 Program of Projects

Project Description

Connects commuters from the Purcellville Park and Ride lot to major employment areas in Downtown Washington, D.C., including the State Department and the Ronald Reagan Building and International Trade Center. The route will feature one morning and one evening peak-direction trip. Commuter Choice funds the purchase of one bus and two years of operations.

Project Status

The service, operating as Route 483/883, began operation in August 2021 and achieved ridership of 50 to 60 passengers per day. The Commuter Choice award was spent down and closed out in mid-2023. After supporting the route's operation for a short period, Loudoun County will receive an additional two years of Commuter Choice funding for the service as part of the I-66 Commuter Choice FY 2025-2026 Program of Projects.

LOUDOUN COUNTY

New Bus Service from Stone Ridge to Pentagon

Funding: \$1,257,226

I-66 FY 2020 Program of Projects

Project Description

Creates an express bus connection from the Stone Ridge II Park and Ride lot to the Pentagon, where riders can access multiple Metrorail lines, other regional bus providers and government shuttle routes. The route features two morning and two evening peak-direction trips. Commuter Choice funds the purchase of one bus and two years of operations.

Project Status

The route began operation in August 2021 and Commuter Choice funding support concluded in mid-2023. The route did not garner significant ridership and Loudoun County opted against pursuing continued operating support under the I-66 Commuter Choice FY 2025-2026 call for projects.

LOUDOUN COUNTY

Transportation Demand Management

Funding: \$623,000

I-66 FY 2017-2018 Program of Projects

Project Description

Expanded a transportation demand management (TDM) program, called I SHARE 66, and provided incentives to Loudoun County residents - such as reduced fares on express buses into D.C. or to Metrorail stations, a SmarTrip® card promotion for new transit riders and financial rewards for new carpools and vanpools - to get commuters out of their single-occupant vehicles. I-66 Commuter Choice funds supported program marketing and commuter incentives.

Project Status

The I SHARE 66 TDM program supported over 190,000 fare-free Loudoun Metro Connection transit rides, established a vanpool and numerous carpools and offered complimentary SmarTrip® cards for new commuter bus riders.

NORTHERN VIRGINIA REGIONAL COMMISSION (NVRC)

New TDM Outreach Campaign for Military Facilities

Funding: \$396,184

I-395/95 FY 2020-2021 Program of Projects

Project Description

Provided outreach, marketing and educational services to specifically foster ridesharing and transit use by the 115,000 personnel working at local military bases, including Joint Base Myer Henderson Hall, Fort Belvoir/Fort Belvoir North and Marine Corps Base Quantico. Funds from Commuter Choice on the I-395/95 corridor supported staffing and incentives for outreach to military facilities around increasing ridesharing and transit use.

Project Status

NVRC faced significant challenges implementing an effective TDM effort with military bases along the corridor, in part due to limited access to the facilities during the pandemic, and decided to close out the project early. The project was closed out in January 2023.

OMNIRIDE

Enhanced Bus Service from Gainesville to DC

Funding: \$1,519,100

I-66 FY 2020 Program of Projects

Project Description

Adds two morning and two evening peak-direction buses between the Cushing Road Gainesville Commuter Lot and major employment areas in Washington, D.C., including the State Department, the World Bank and the Ronald Reagan Building and International Trade Center. Commuter Choice funds support the purchase of two buses and two years of operations with additional trips on the route.

Project Status

Commuter Choice funding support for additional trips on OmniRide's Route 611 lapsed in late 2022. Route 611 continues to operate and OmniRide plans to launch additional service between Gainesville and downtown Washington, D.C. with DRPT Outside the Beltway funding support.

OMNIRIDE

OmniRide Linton Hall Metro Direct Bus Service Enhancement

Funding: \$134,200

I-66 FY 2019 Program of Projects

Project Description

Increased service (one additional AM peak-period and PM peak-period trip) on OmniRide's Metro Direct route between Linton Hall and the Tysons Corner Metrorail station to serve more riders during I-66 construction and support transit and transportation demand management plans. I-66 Commuter Choice funds supported transit operating costs of additional trips for two years.

Project Status

The additional trips began operating in July 2019 and project support concluded at the end of 2021. Half-fare subsidies from the Virginia Department of Transportation during I-66 Outside the Beltway construction helped boost ridership in the first several months of service.

OMNIRIDE

On-Demand Commuter Lot Shuttles in Prince William County

Funding: \$1,087,796

I-66 FY 2019 Program of Projects

Project Description

Gainesville/Haymarket neighborhoods were to be connected to nearby commuter lots via free, on-demand shuttles. Funding was to cover the purchase of vehicles, onboard vehicle hardware, transit operation and promotion.

Project Status

OmniRide opted in October 2020 against proceeding with the project given delays in initiating the procurement for technology for the shuttles and less need for the service given recent park-and-ride capacity expansions in the Gainesville/Haymarket area.

OMNIRIDE

I-66 Slug Line Campaign

Funding: \$287,800

I-66 FY 2020 Program of Projects

Project Description

OmniRide intended to develop a marketing and communications plan to promote slug lines at four commuter lots, to encompass social media management, engagement with regional stakeholders and outreach to the public. I-66 Commuter Choice funds were to support marketing and outreach around encouraging casual carpooling or slugging in the I-66 corridor in anticipation of the I-66 Outside the Beltway Express Lanes opening in 2022.

Project Status

OmniRide's governing body opted not to proceed with procurement for the project in June 2020. As such, the project has been canceled.

OMNIRIDE

Flexible Vanpool Program

Funding: \$317,600

I-66 FY 2019 Program of Projects

Project Description

OmniRide intended to develop and provide rostering and fare payment software to allow riders registered with one vanpool to ride with another and unregistered riders to catch a one-time ride. I-66 Commuter Choice funds were to support software and hardware procurement and vanpool promotion.

Project Status

OmniRide opted in October 2020 against proceeding with the project given delays in initiating the procurement for the ride matching technology and diminished interest in dynamic ridesharing in light of the COVID-19 pandemic.

OMNIRIDE

TDM Strategy - I-66 Corridor Vanpool Parking Benefit

Funding: \$85,000

I-66 FY 2022 Program of Projects

Project Description

Encourages vanpooling by offsetting expensive parking rates in major employment areas. Vanpool Alliance will provide a \$200 a month incentive payment to newly formed, eligible vanpools that travel along the I-66 corridor into Arlington and Washington, D.C. Commuter Choice funds are supporting the TDM strategy for up to two years.

Project Status

Despite significant marketing efforts and the opening of the I-66 Outside the Beltway Express Lanes, no vanpools enrolled in the program and OmniRide cancelled the project.

SPOTSYLVANIA COUNTY

New Park and Ride Lot in Massaponax

Funding: \$1,100,000

I-395/95 FY 2022-2023 Program of Projects

Project Description

Expands the transportation network by completing the financing for a new 715-space park and ride lot near Route 1 and Spotsylvania Parkway, along with funding awarded through the Virginia SMART SCALE program. Vanpools and carpools would be the primary users for the lot, with the potential for commuter bus service in future years.

Project Status

Construction was completed and a ribbon cutting ceremony was held in June 2023. Currently, OmniRide Route 923 provides non-stop service from the lot to the Pentagon and destinations in Washington, D.C.