



I-395/95 COMMUTER CHOICE FY 2024-2025 PROJECT PROFILES

Thank you for reviewing the projects under consideration for I-395/95 Commuter Choice FY 2024-2025 funding. To learn more about Commuter Choice, visit novatransit.org.



ABOUT THE PROGRAM

I-395/95 Commuter Choice is a partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia. Led by NVTC, the program funds public transit and other transportation improvements in Northern Virginia through a competitive process using a portion of the toll revenues collected in the I-395/95 corridor.





ABOUT THE PROGRAM

All projects supported through Commuter Choice aim to move more people and increase travel options for people who live, play and work in Northern Virginia.



Maximize person throughput



Improve mobility



Support new, diverse travel options



Enhance safety and reliability

\$66.2M / 41 projects



\$41.7M / 17 projects



\$107.9M awarded to 58 projects since 2017



3 bikeshare network expansions



6 commuter incentive programs



11 transit capital improvements



14 new express bus routes



28 bus service improvements



40 buses to operate expanded services



HOW DOES THE PROGRAM WORK?

1. Local governments and local transit agencies submit project proposals to NVTC during a call for projects.
2. Once the call for projects closes, NVTC reviews all proposals for consistency with Commuter Choice eligibility requirements.
3. NVTC scores the eligible proposals and publishes the results, including in these profiles.
4. NVTC and PRTC select a Program of Projects for funding, taking the scoring results, public comment and funding availability into account, then refer this Program of Projects to the Commonwealth Transportation Board (CTB).
5. The CTB adopts a final Program of Projects into the statewide Six-Year Improvement Program of funded transportation projects.
6. Successful applicants carry out their projects with oversight by NVTC.





ELIGIBLE APPLICANTS ON THE I-395/95 CORRIDOR

Localities



NVTC Locality



PRTC Locality



Non-Eligible Locality

* Denotes locality is eligible for I-395/95 Commuter Choice only

Transit Agencies



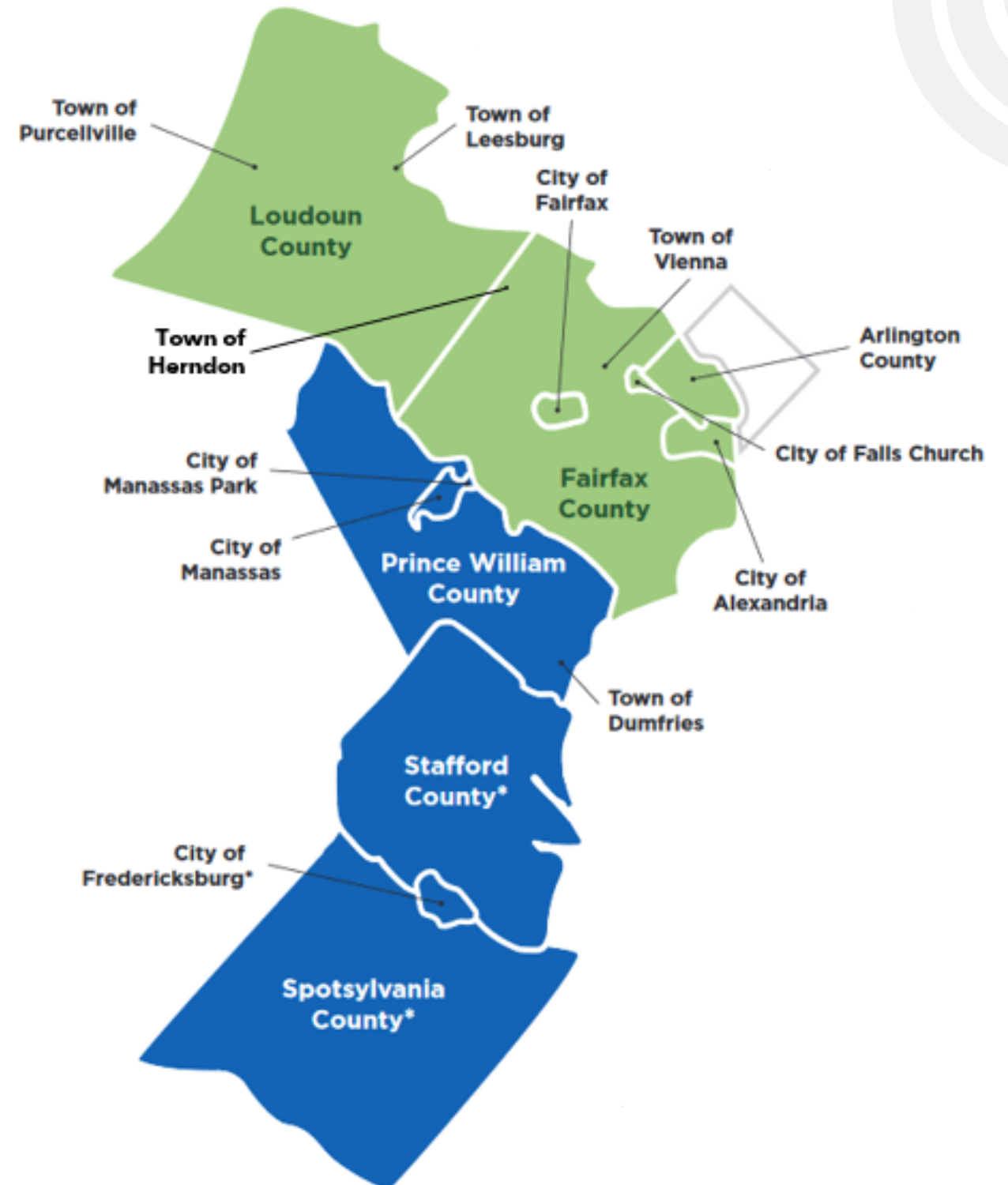
OmniRide



Virginia Railway Express



Washington Metropolitan Area Transit Authority (Metrobus/Metrorail)

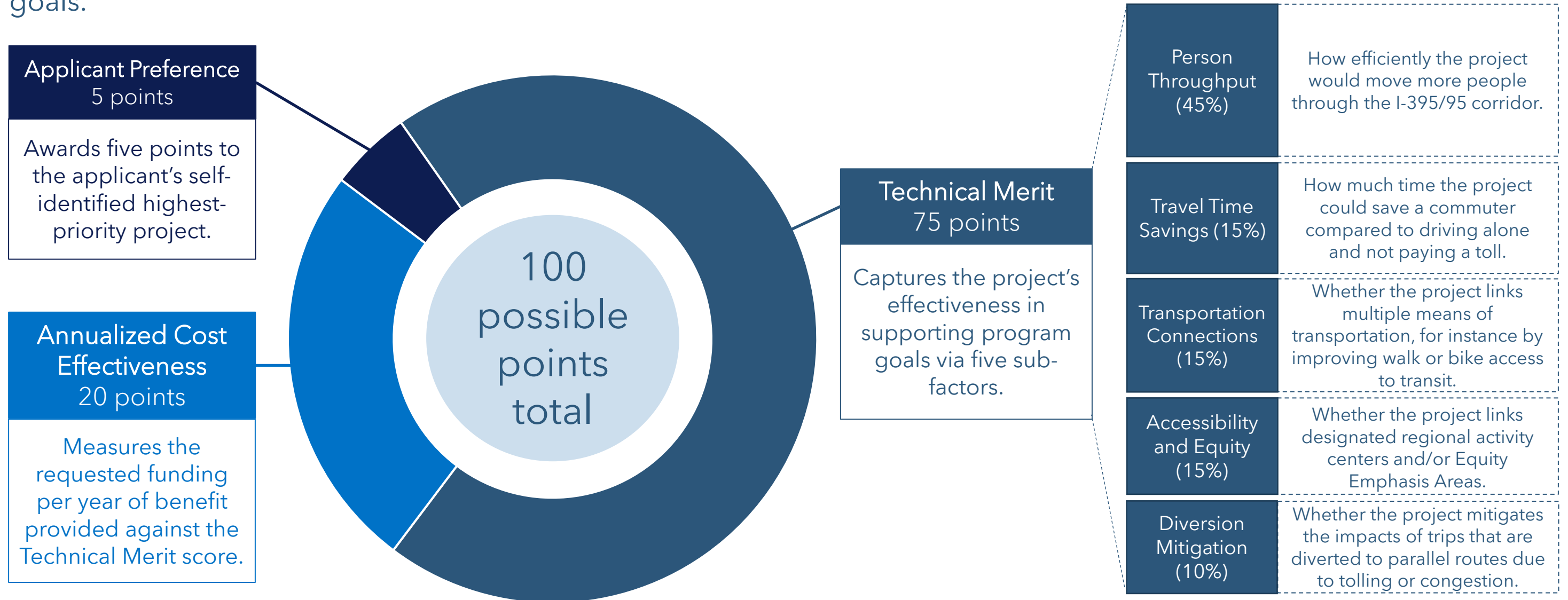


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TECHNICAL EVALUATION MEASURES

All eligible Commuter Choice proposals are scored on a process that prioritizes how well they support program goals.





I-395/95 COMMUTER CHOICE FY 2024-2025 APPLICATIONS: PROJECT SCORES AND FUNDING REQUESTS (1 OF 2)

Applicant	Application Title	Score (Max. 100 points)	Funding Request
Arlington County	Metrobus 16M Service Enhancement: Skyline to Crystal City	50	\$5,000,000
DASH	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	72	\$7,290,000
DASH	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	56	\$3,774,000
DASH	DASH Line 35 Bus Fleet Capacity Expansion: Van Dorn Street Station to the Pentagon	45	\$8,630,000
Fairfax County	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	65	\$1,750,915
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	77	\$20,000,000
OmniRide	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	96	\$304,626
OmniRide	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	65	\$671,678



I-395/95 COMMUTER CHOICE FY 2024-2025 APPLICATIONS: PROJECT SCORES AND FUNDING REQUESTS (2 OF 2)

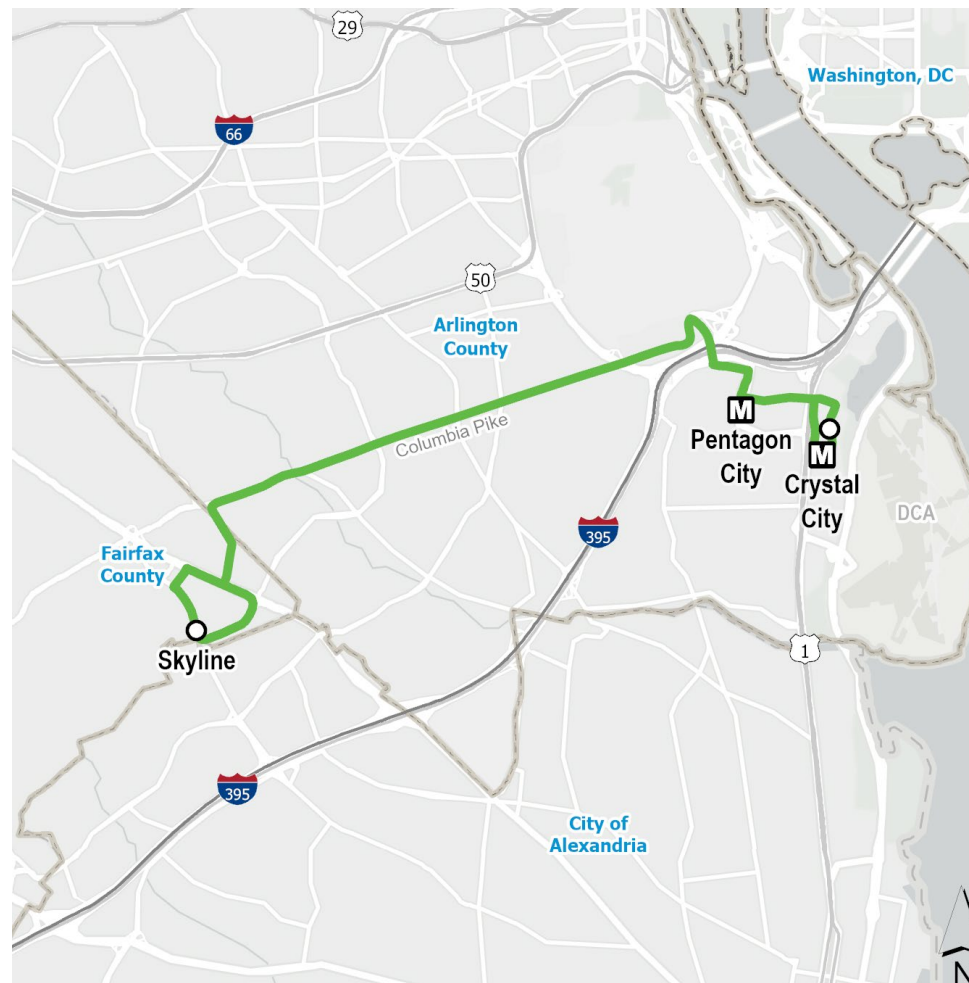
Applicant	Application Title	Score (Max. 100 points)	Funding Request
OmniRide	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	51	\$755,020
OmniRide	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	88	\$1,025,441
OmniRide	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	73	\$1,638,926
VRE	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	72	\$1,477,065
VRE	VRE Fredericksburg Line Service Enhancement	75	\$4,858,805
VRE	Crystal City Station Expansion	73	\$18,786,281
VRE	Alexandria Station Expansion	58	\$5,710,332
VRE	Franconia-Springfield Station Expansion	65	\$6,449,948
Total Funding Request			\$88,123,027

ARLINGTON COUNTY

METROBUS 16M SERVICE ENHANCEMENT: SKYLINE TO CRYSTAL CITY

Commuter Choice funding would enhance peak-period local bus service from every 12 minutes to every 6 minutes on the Metrobus 16M line between Skyline and Crystal City to complement new transit stations and other improvements currently being constructed along Columbia Pike. Frequent bus service along the corridor would improve 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.

Funding Request: \$5,000,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	50

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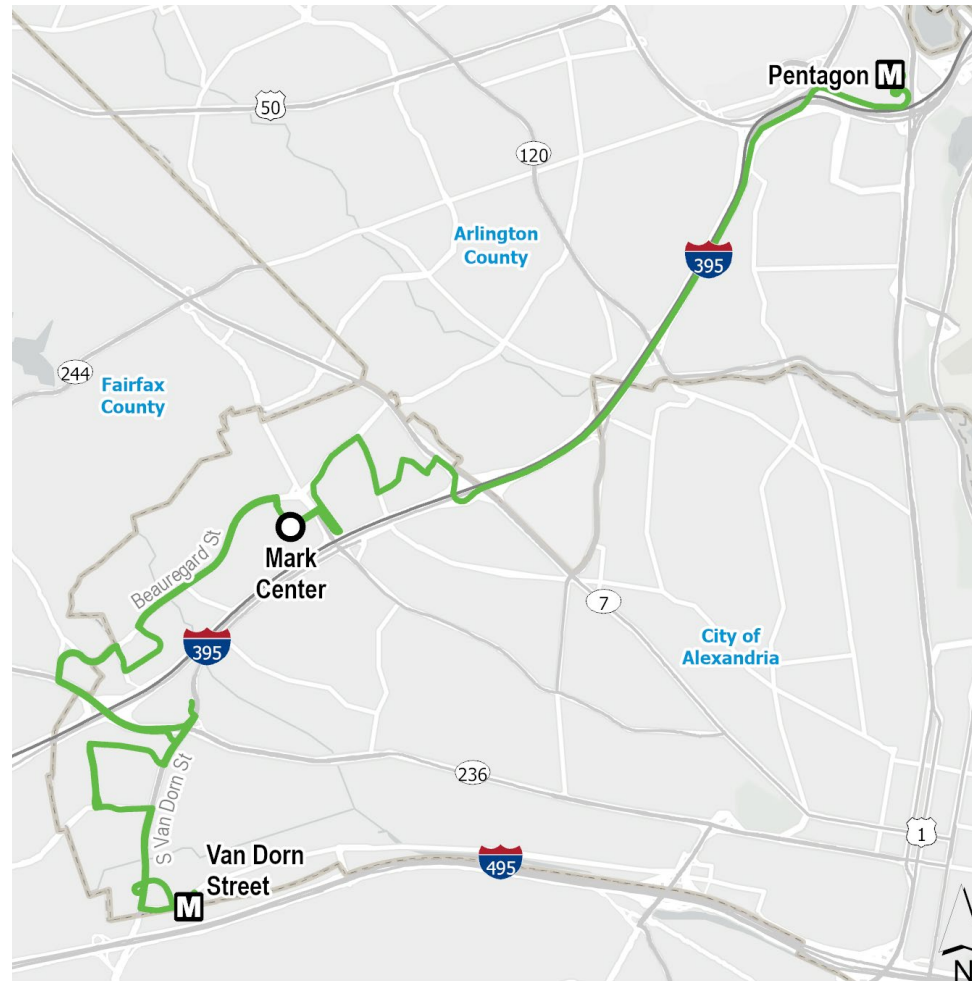
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DASH

DASH LINE 35 SERVICE ENHANCEMENT: VAN DORN STREET STATION TO THE PENTAGON (CONTINUATION)

This project would continue 10-minute, all-day weekday service and 15-minute, all-day weekend service 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.

Funding Request: \$7,290,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	60
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	72

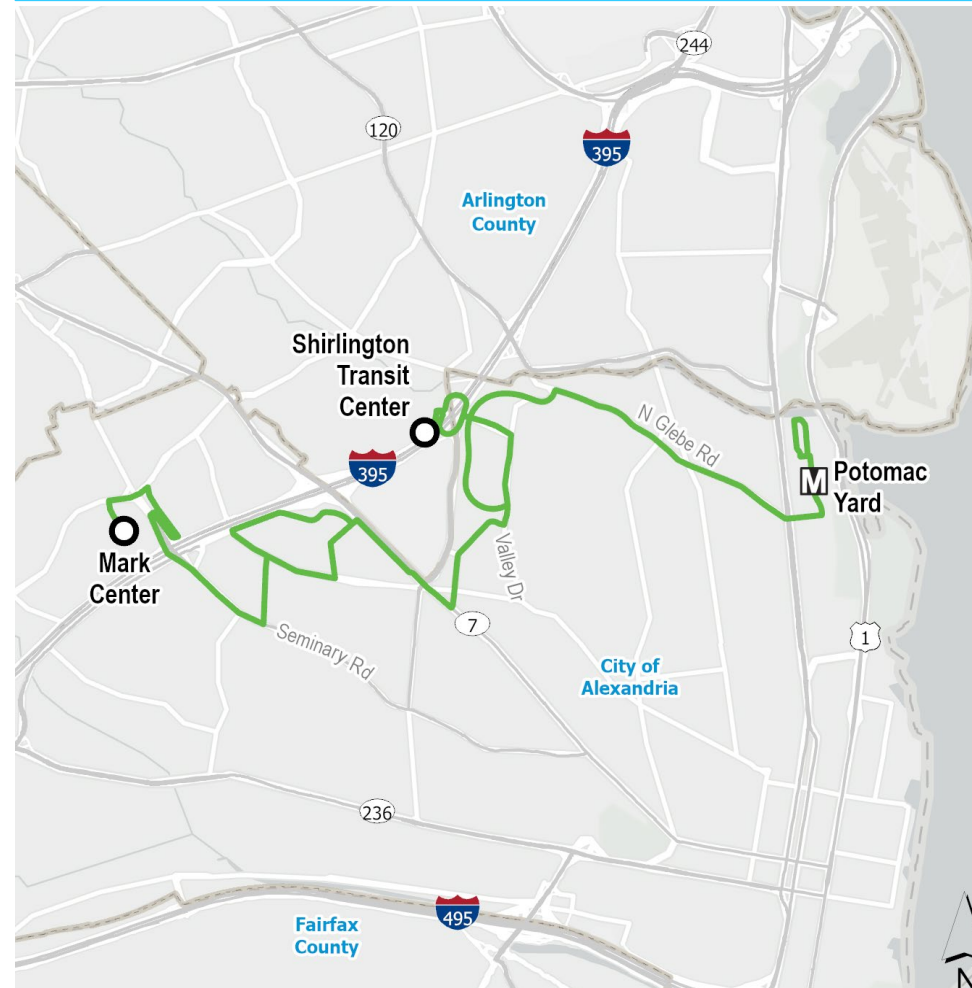
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DASH

DASH LINE 36A/B SERVICE ENHANCEMENT: MARK CENTER TO POTOMAC YARD-VT STATION (CONTINUATION)

This project would continue 15-minute all-day service, 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, beginning in spring 2023, the new Potomac Yard-VT Station.

Funding Request: \$3,774,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	56

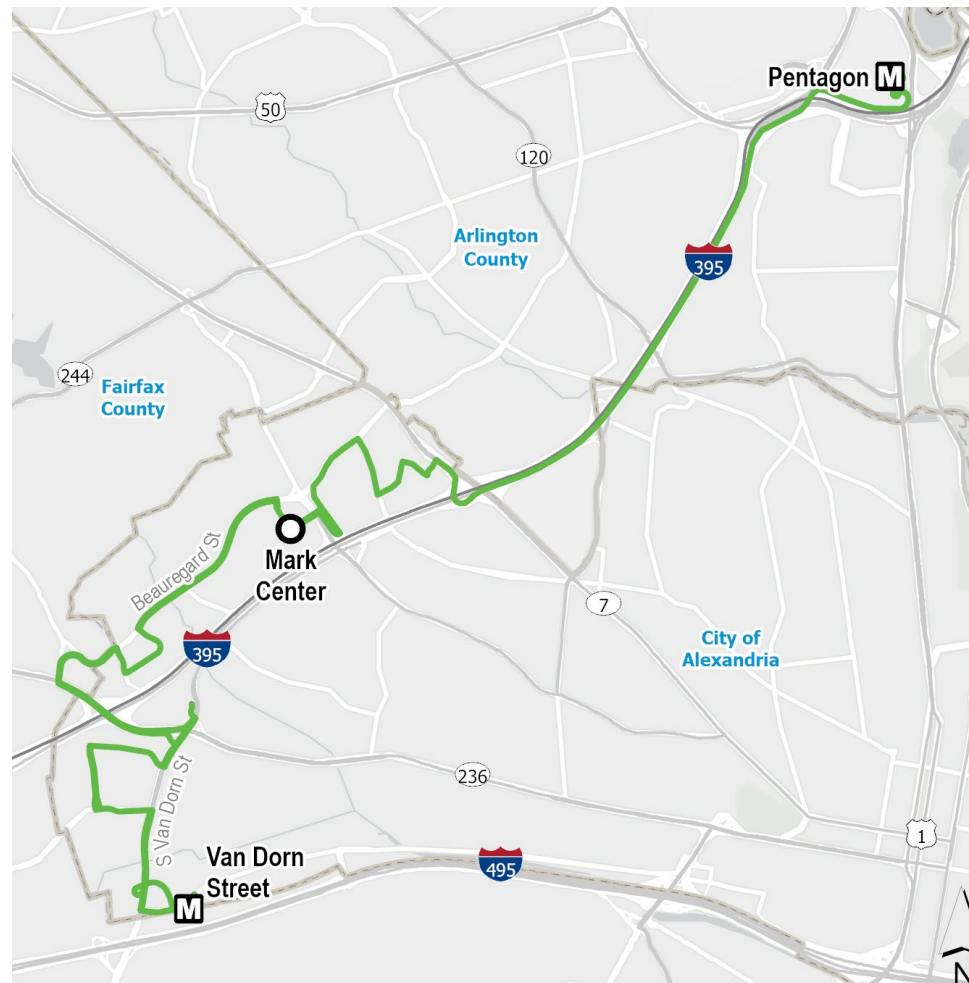
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DASH

DASH LINE 35 BUS FLEET CAPACITY EXPANSION: VAN DORN STREET STATION TO THE PENTAGON

Commuter Choice funding would support the purchase of five additional 60-foot electric buses that would be used exclusively on DASH's [Line 35](#). Line 35 has 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 would allow DASH to meet demand for the route efficiently while advancing the agency's transition to a fully electric bus fleet.

Funding Request: \$8,630,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	45

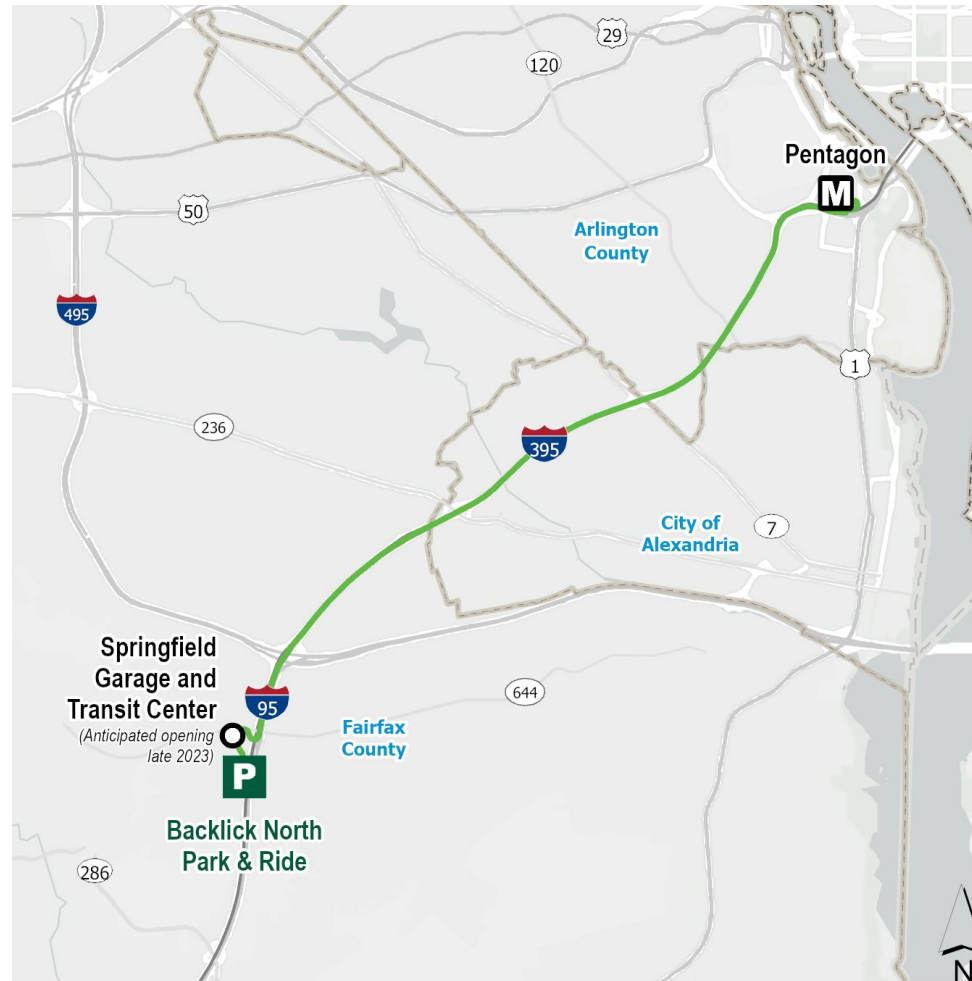
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FAIRFAX COUNTY

FAIRFAX CONNECTOR ROUTE 396: BACKLICK NORTH PARK AND RIDE TO THE PENTAGON (CONTINUATION)

This project would continue peak-period express bus service between Springfield and the Pentagon operating every 15 to 20 minutes via the 395 Express Lanes. The route would add a stop at the new Springfield Multi-Use Parking Garage on Old Keene Mill Road, further enhancing connections and options for area commuters.

Funding Request: \$1,750,915



Application Score

Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	65

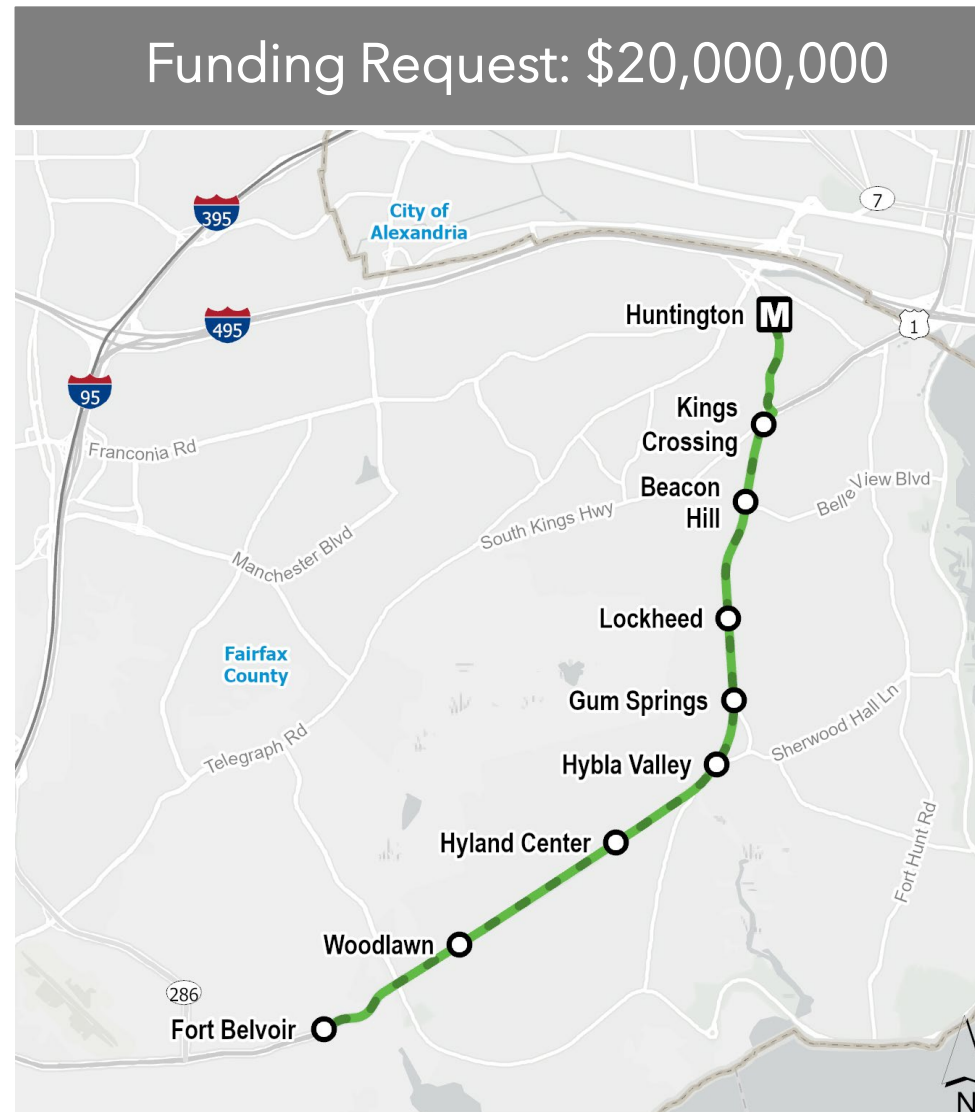
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FAIRFAX COUNTY RICHMOND HIGHWAY BUS RAPID TRANSIT IMPLEMENTATION: FORT BELVOIR TO HUNTINGTON STATION

Commuter Choice funding would help fund the construction 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.

Funding Request: \$20,000,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	77

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OMNIRIDE

OMNIRIDE ROUTE D-200 SERVICE ENHANCEMENT: DALE CITY TO BALLSTON (CONTINUATION)

This project would continue two of the morning and two of the evening trips provided by OmniRide's [D-200](#) commuter express route between Dale City and the Pentagon, Rosslyn and Ballston. The route serves three commuter lots, including Horner Road, Telegraph Road and Dale City, allowing commuters to travel efficiently and avoid some of the most congested parts of the I-395/95 corridor.

Funding Request: \$304,626



Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	71
Annualized Cost Effectiveness <i>(up to 20 points)</i>	20
Applicant Preference <i>(up to 5 points)</i>	5
Total Application Score	96

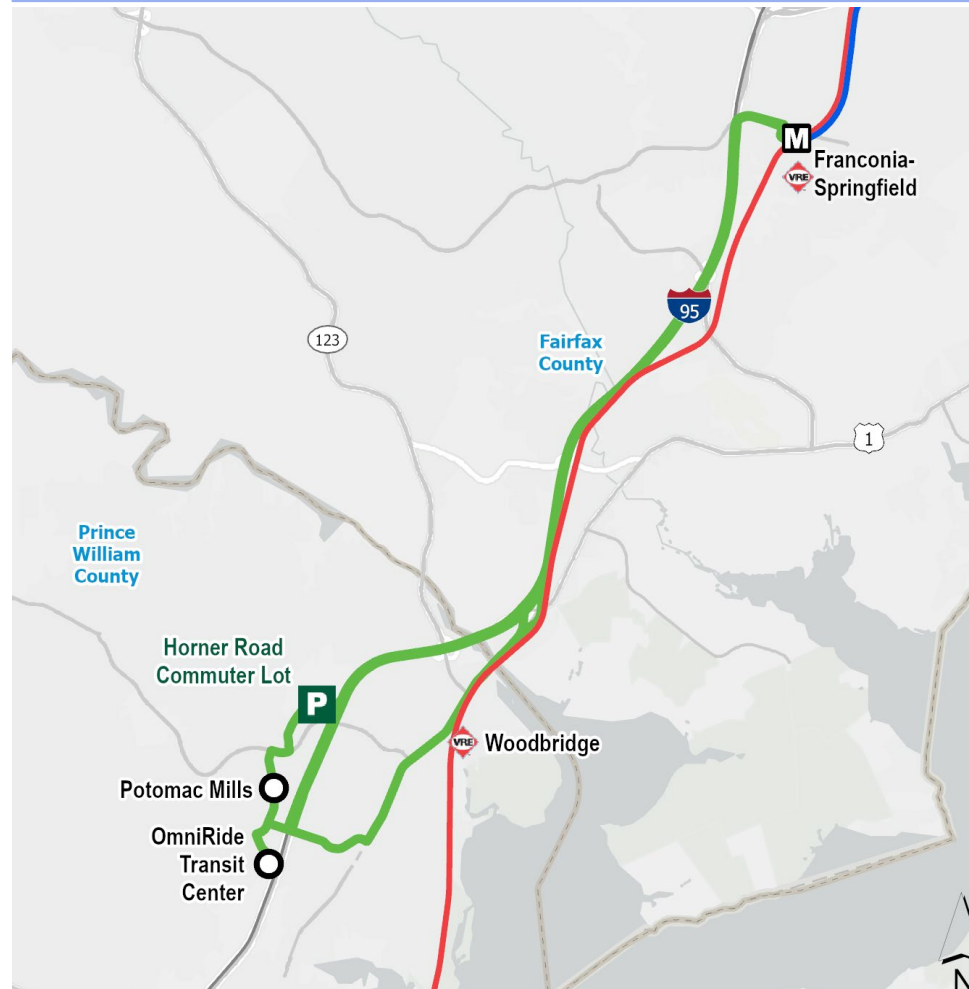
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OMNIRIDE

OMNIRIDE PRINCE WILLIAM METRO EXPRESS SERVICE ENHANCEMENT: DALE CITY TO FRANCONIA-SPRINGFIELD STATION (CONTINUATION)

This project would continue fare-free, expanded peak-period service between Woodbridge, Potomac Mills, the Horner Road Commuter Lot and Franconia-Springfield Station. [The route](#) is one of the busiest in the OmniRide system and links commuters traveling to and from the Potomac Mills area with Metrorail, Metrobus, Amtrak, Fairfax Connector, Virginia Railway Express and other OmniRide bus services.

Funding Request: \$671,678



Application Score

Measure	Score
Technical Merit (up to 75 points)	45
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
Total Application Score	65

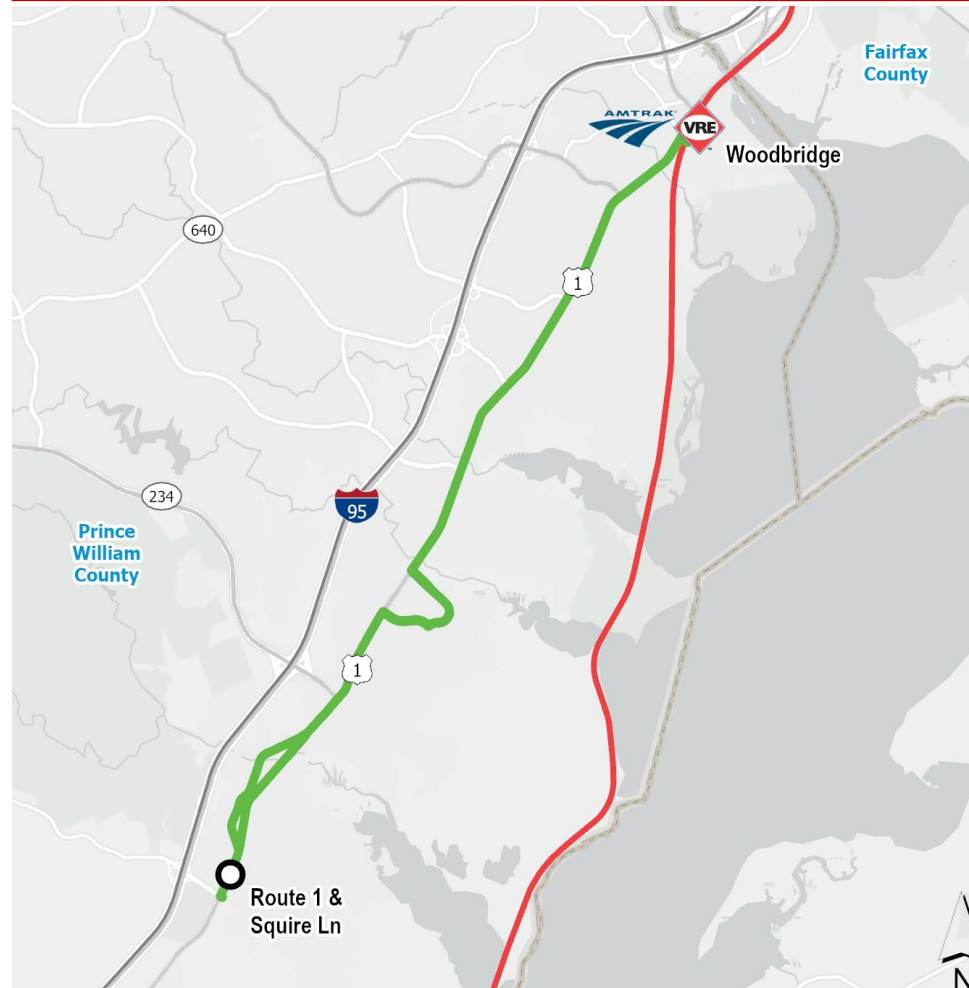
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OMNIRIDE

OMNIRIDE ROUTE 1 LOCAL SERVICE ENHANCEMENT: QUANTICO TO WOODBRIDGE STATION (CONTINUATION)

This project would continue fare-free, expanded peak-period local bus service along U.S. Route 1 in eastern Prince William County. [This route](#) connects key residential and employment areas along the corridor to OmniRide express buses, Virginia Railway Express commuter rail and Amtrak trains.

Funding Request: \$755,020



Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	51

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OMNIRIDE

OMNIRIDE ROUTE 543: STAFFORDBORO TO DOWNTOWN WASHINGTON, D.C. (CONTINUATION)

This project would continue [commuter express service](#) between the Route 610 commuter lot in Stafford County and major employment areas in downtown Washington, D.C., including Metro Center, the Ronald Reagan Building and International Trade Center and L'Enfant Plaza. OmniRide's express bus routes originating in Stafford County, which use the full current length of the 95 and 395 Express Lanes, began service in October 2019 with Commuter Choice support and have continuously been strong performers thanks to the fast and reliable service they provide.

Funding Request: \$1,025,441



Application Score

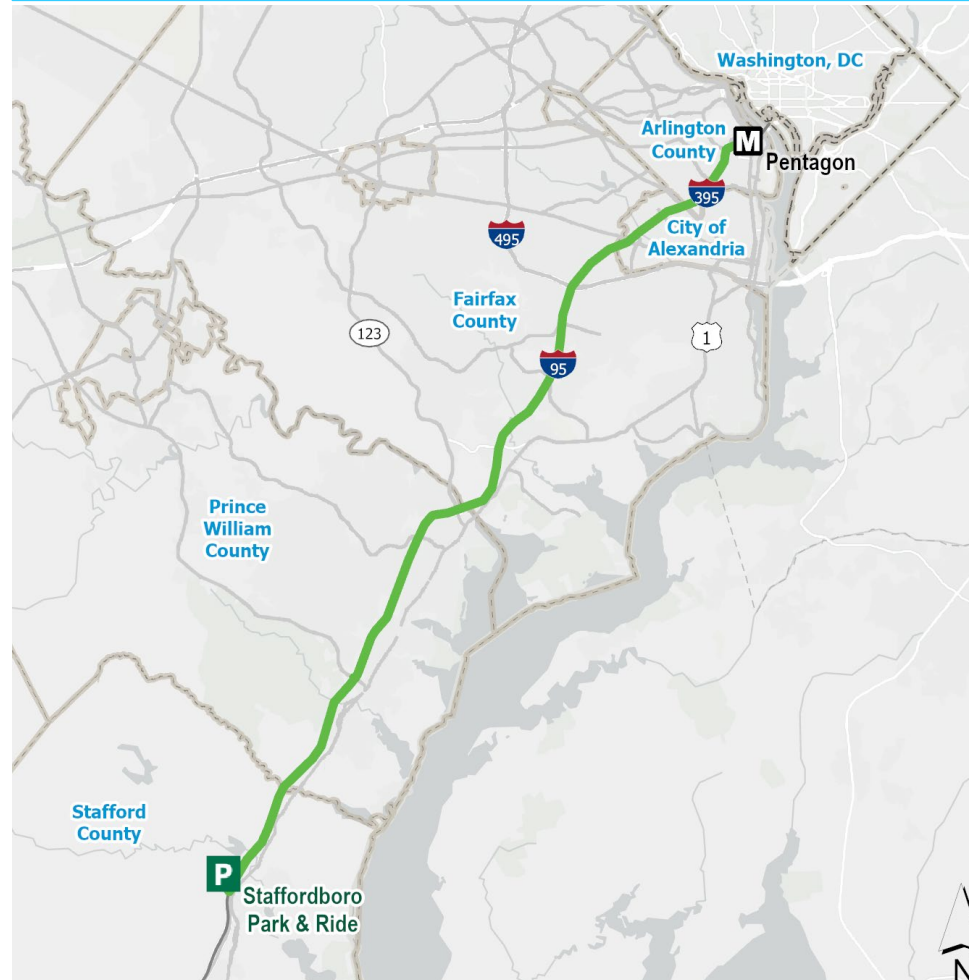
Measure	Score
Technical Merit (up to 75 points)	68
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	88

OMNIRIDE

OMNIRIDE ROUTE 942: STAFFORDBORO TO THE PENTAGON (CONTINUATION)

This project would continue commuter express service between the Route 610 commuter lot in Stafford County and the Pentagon with additional trips to meet growing demand. OmniRide's express bus routes originating in Stafford County, which use the full current length of the 95 and 395 Express Lanes, began service in October 2019 with Commuter Choice support and have continuously been strong performers thanks to the fast and reliable service they provide.

Funding Request: \$1,638,926



Application Score

Measure	Score
Technical Merit (up to 75 points)	60
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	73

VIRGINIA RAILWAY EXPRESS

TDM STRATEGY: AMTRAK STEP-UP REINSTATEMENT ON VRE FREDERICKSBURG LINE

This project would reestablish 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 Amtrak Northeast Regional trains. The project, which would apply to VRE's Fredericksburg Line, would expand the [prior program](#) to include weekend trains and allow riders to acquire and use step-up tickets through VRE's mobile app for no charge. The project would subsidize VRE's payments to Amtrak for each step-up boarding for a period of 24 months.

Funding Request: \$1,477,065



Application Score

Measure	Score
Technical Merit (up to 75 points)	54
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	5
Total Application Score	72

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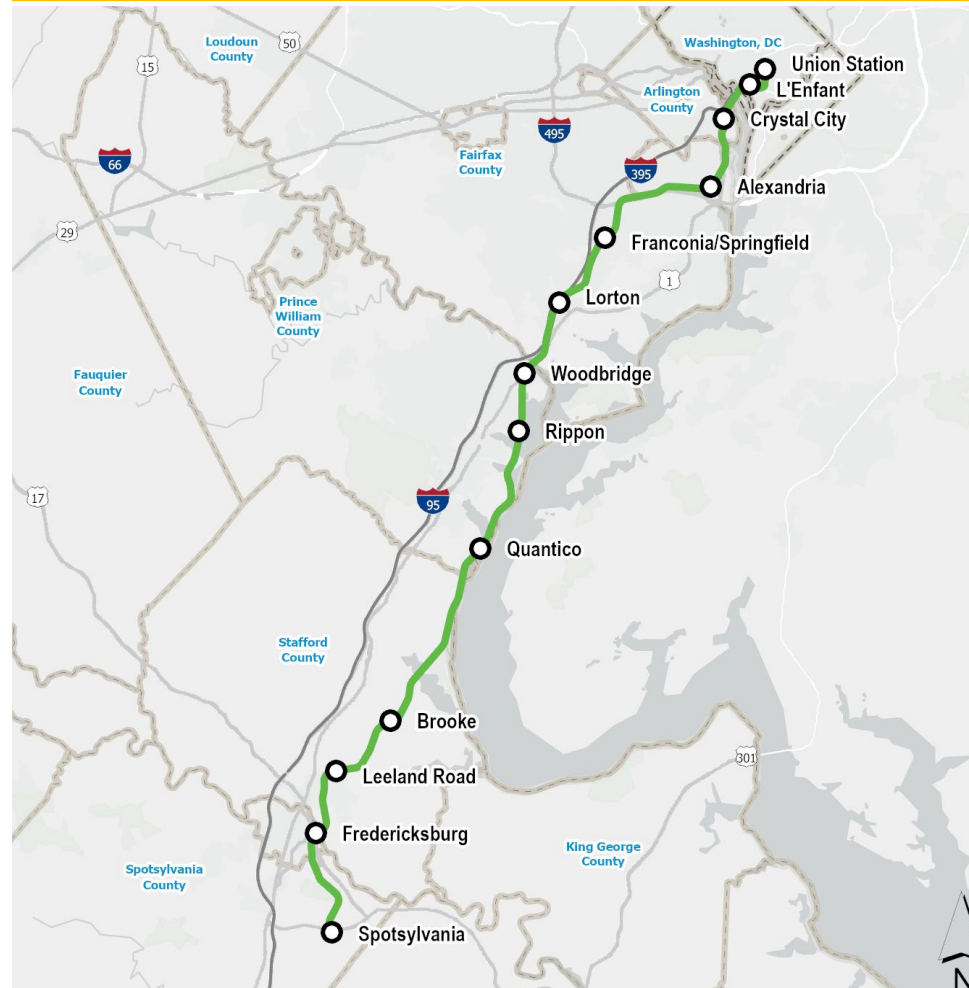
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VIRGINIA RAILWAY EXPRESS

VRE FREDERICKSBURG LINE SERVICE ENHANCEMENT

Commuter Choice funding would allow VRE to add one weekday peak-period round-trip train to the [Fredericksburg Line](#), filling gaps in VRE's current Fredericksburg Line schedule between Northern Virginia and Washington, D.C.

Funding Request: \$4,858,805



Application Score

Measure	Score
Technical Merit (up to 75 points)	68
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	75

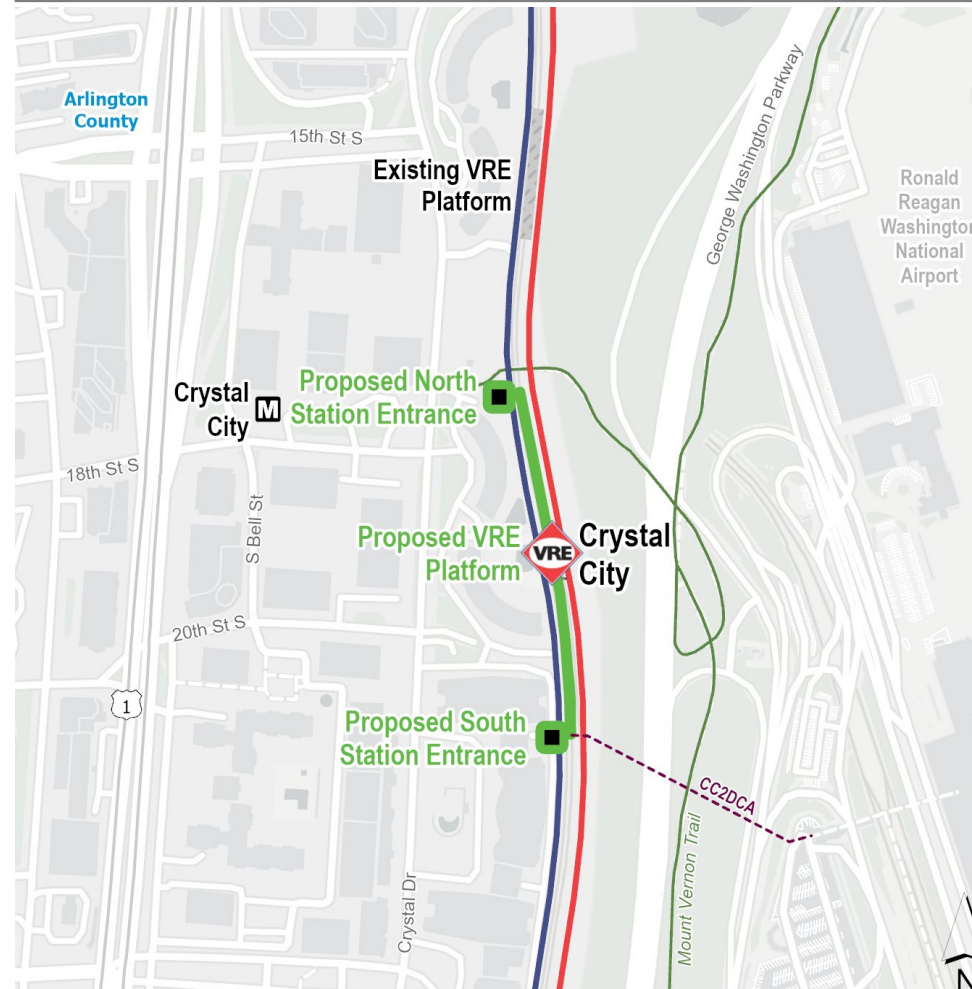
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VIRGINIA RAILWAY EXPRESS CRYSTAL CITY STATION EXPANSION

This project would relocate and expand the Crystal City commuter rail station to enable simultaneous boarding of two full-length trains and allow Amtrak trains to serve the station in the future. The station expansion would 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.

Funding Request: \$18,786,281



Application Score

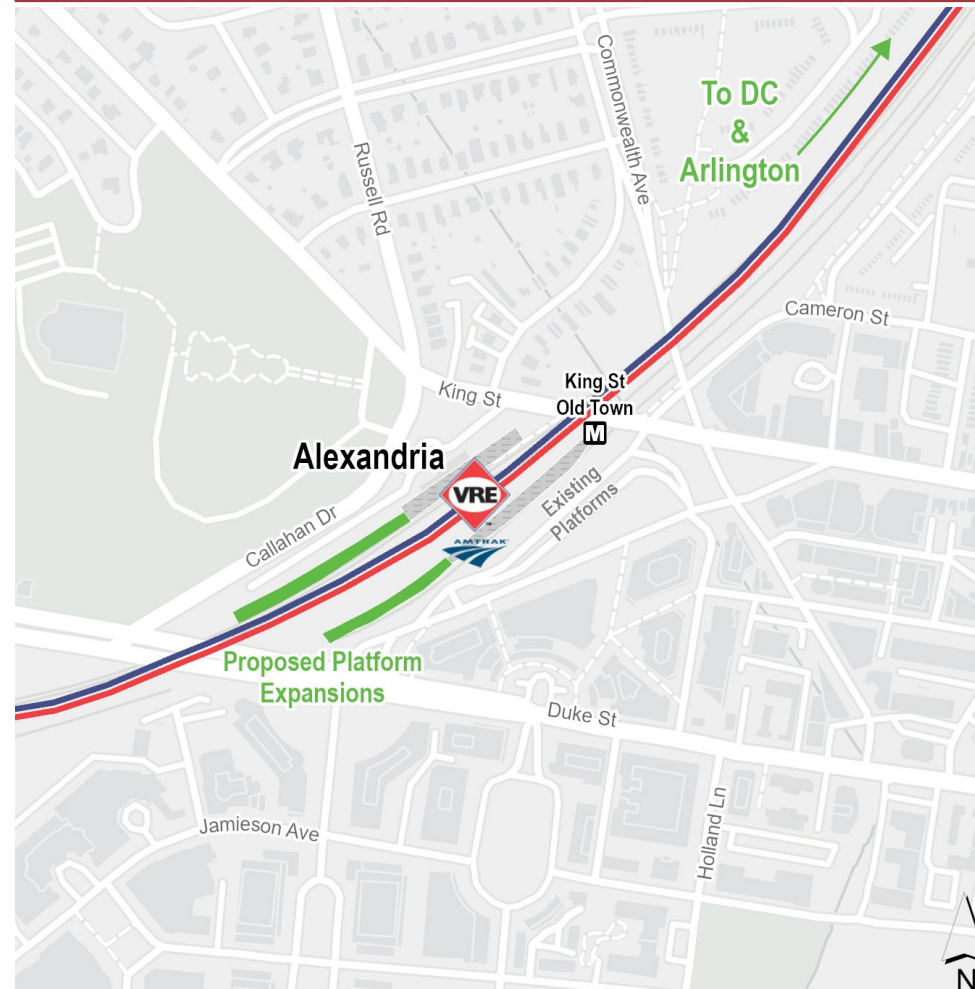
Measure	Score
Technical Merit (up to 75 points)	60
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	73

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VIRGINIA RAILWAY EXPRESS ALEXANDRIA STATION EXPANSION

This project would extend and modify commuter rail platforms at the Alexandria station to enable simultaneous boarding of two full-length trains and provide ADA-compliant passenger access. The station expansion would advance Commonwealth plans for expanded rail service in the corridor between Richmond, Fredericksburg and Washington, D.C.

Funding Request: \$5,710,322



Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	58

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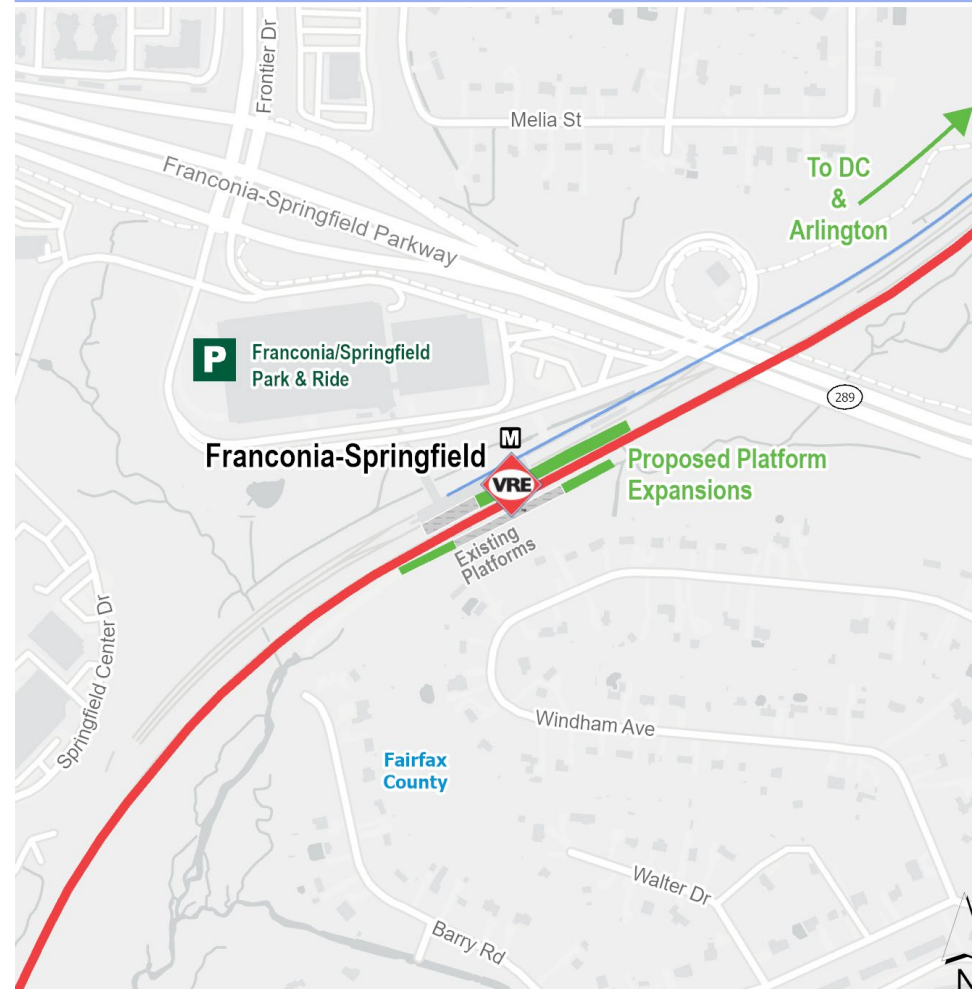
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VIRGINIA RAILWAY EXPRESS

FRANCONIA-SPRINGFIELD STATION EXPANSION

Commuter Choice funding would allow VRE to extend and modify commuter rail platforms at Franconia-Springfield to enable simultaneous boarding of two full-length trains and improve pedestrian access to the station. The station expansion would advance Commonwealth plans for expanded rail service in the corridor between Richmond, Fredericksburg and Washington, D.C.

Funding Request: \$6,449,948



Application Score

Measure	Score
Technical Merit (up to 75 points)	45
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	65

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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.



bit.ly/395input

We're accepting comments on the projects detailed in this document until May 15, 2023.





THANK YOU!

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