



I-66 COMMUTER CHOICE FY 2025-2026 PROJECT PROFILES

Thank you for reviewing the projects under consideration for I-66 Commuter Choice FY 2025-2026 funding. To learn more about Commuter Choice, visit novatransit.org.



ABOUT THE PROGRAM

I-66 Commuter Choice funds public transit and other transportation projects in Northern Virginia through a competitive process using a portion of the toll revenues collected in the I-66 corridor.

All projects funded by Commuter Choice support program goals of moving more people and increasing travel options for people who live, play and work in Northern Virginia.



Maximize person throughput



Support new, diverse travel options



Improve mobility



Enhance safety and reliability





ABOUT THE PROGRAM

Commuter Choice's \$156M investment in expanded transportation options since 2017 has improved travel for I-66 and I-395/95 commuters and overall quality of life for Northern Virginians.

104M
fewer vehicle miles traveled



69%

greenhouse gas emission reduction relative to single-occupancy vehicle trips



\$31M

in regional economic benefit from reduced travel delay



\$14.5M

in fuel cost savings for commuters



130

automobile crashes avoided



5M

Commuter Choice-supported trips on the I-66 and I-395/95 corridors



1.1M

hours of travel time savings



42 buses to operate expanded services



29 bus service improvements



14 new express bus routes



6 commuter incentive programs



4 rail station enhancements



3 park-and-ride lots



1 bus rapid transit line



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 according to the program's technical evaluation measures and publishes the results, including in these profiles.
4. NVTC selects a Program of Projects for funding, taking the scoring results, public comment and funding availability into account, then refers 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.








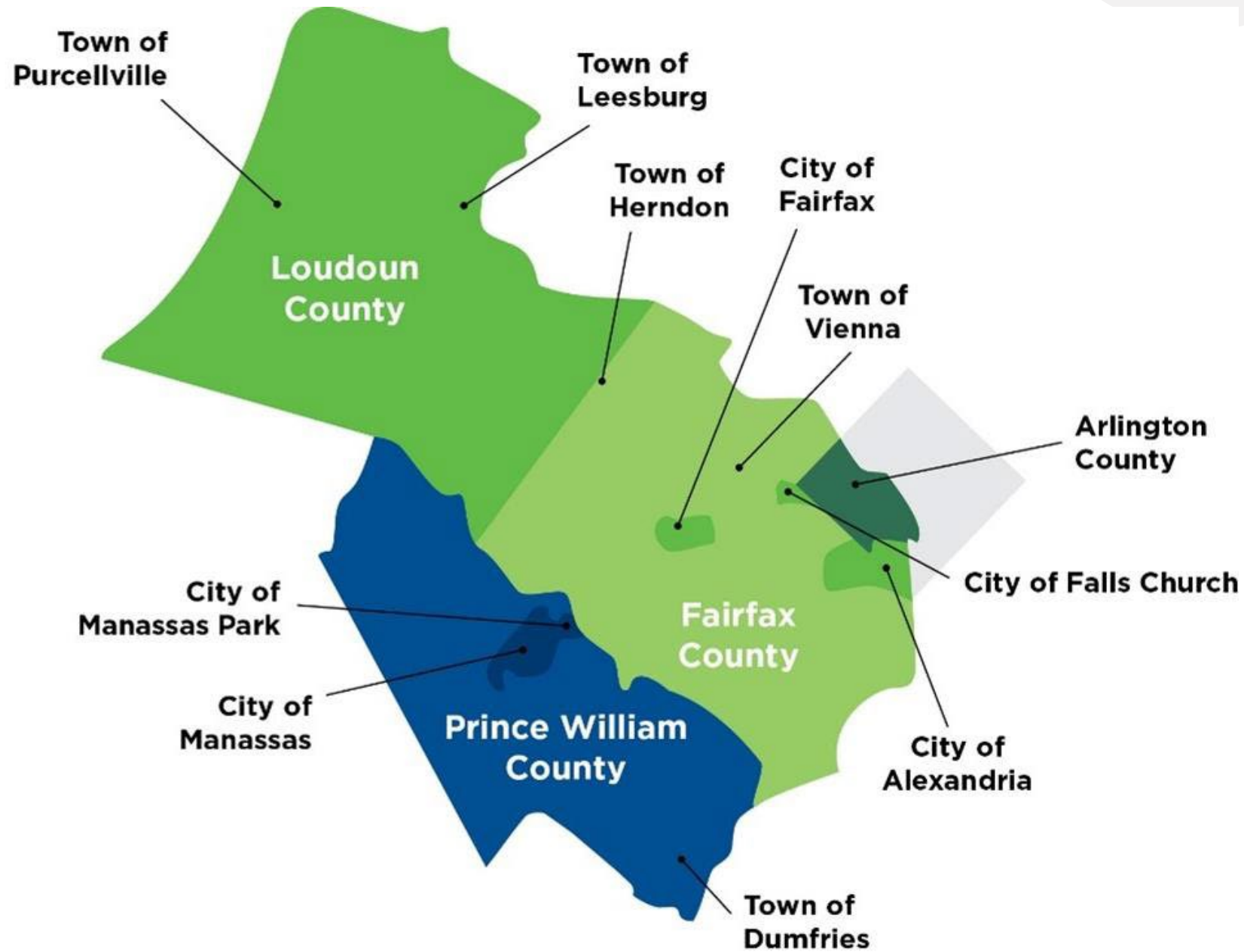
ELIGIBLE APPLICANTS ON THE I-66 CORRIDOR

Localities

-  NVTC Locality
-  PRTC Locality

Transit Agencies

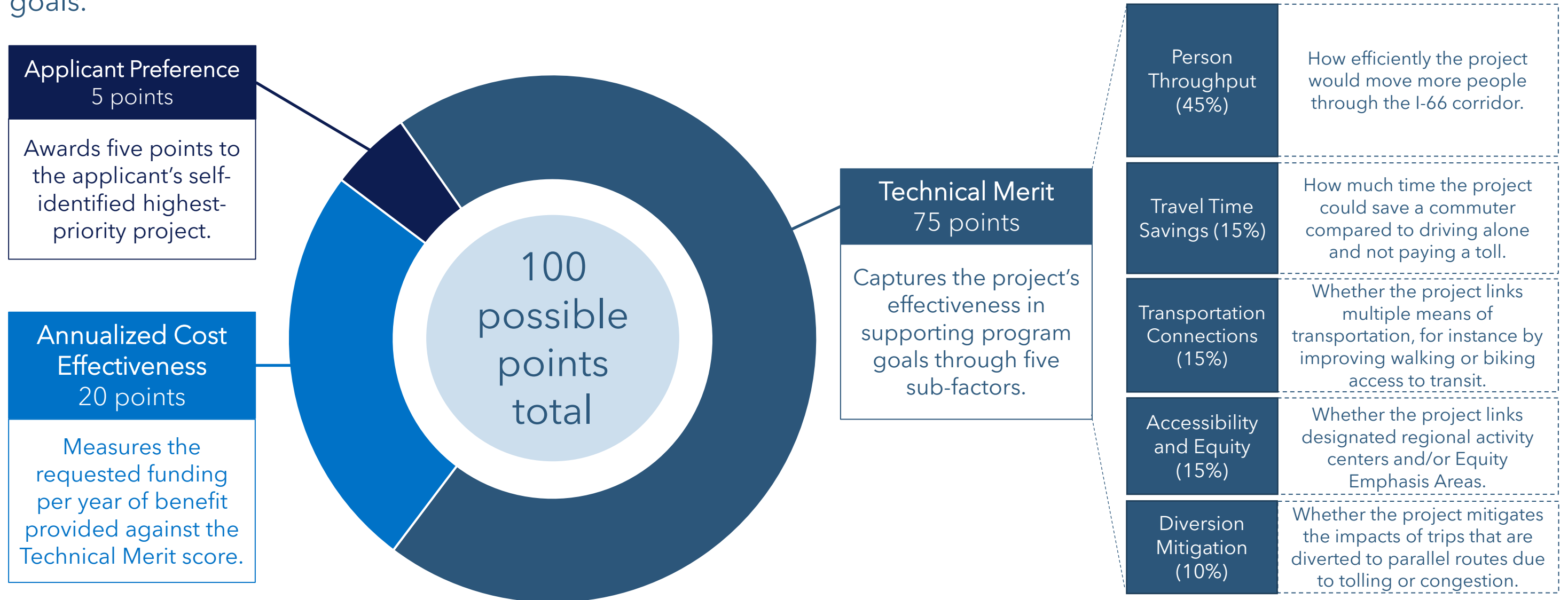
-  OmniRide
-  Virginia Railway Express
-  Washington Metropolitan Area Transit Authority (Metrobus/Metrorail)





TECHNICAL EVALUATION MEASURES

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





I-66 COMMUTER CHOICE FY 2025-2026 APPLICATIONS: PROJECT SCORES AND FUNDING REQUESTS (1 OF 2)

Applicant	Application Title	Score (Max. 100 points)	Funding Request
Arlington County	ART 75 Service Enhancement: Shirlington to Virginia Square	56	\$397,160
Fairfax County	Fairfax Connector Route 610: Centreville to George Mason University	45	\$1,826,943
Fairfax County	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)	69	\$2,130,488
Fairfax County	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	78	\$1,506,053
Fairfax County	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	60	\$2,592,444
Fairfax County	Fairfax Centre Bikeshare Expansion	64	\$510,000
Loudoun County	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	84	\$553,000
Loudoun County	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	93	\$281,000



I-66 COMMUTER CHOICE FY 2025-2026 APPLICATIONS: PROJECT SCORES AND FUNDING REQUESTS (2 OF 2)

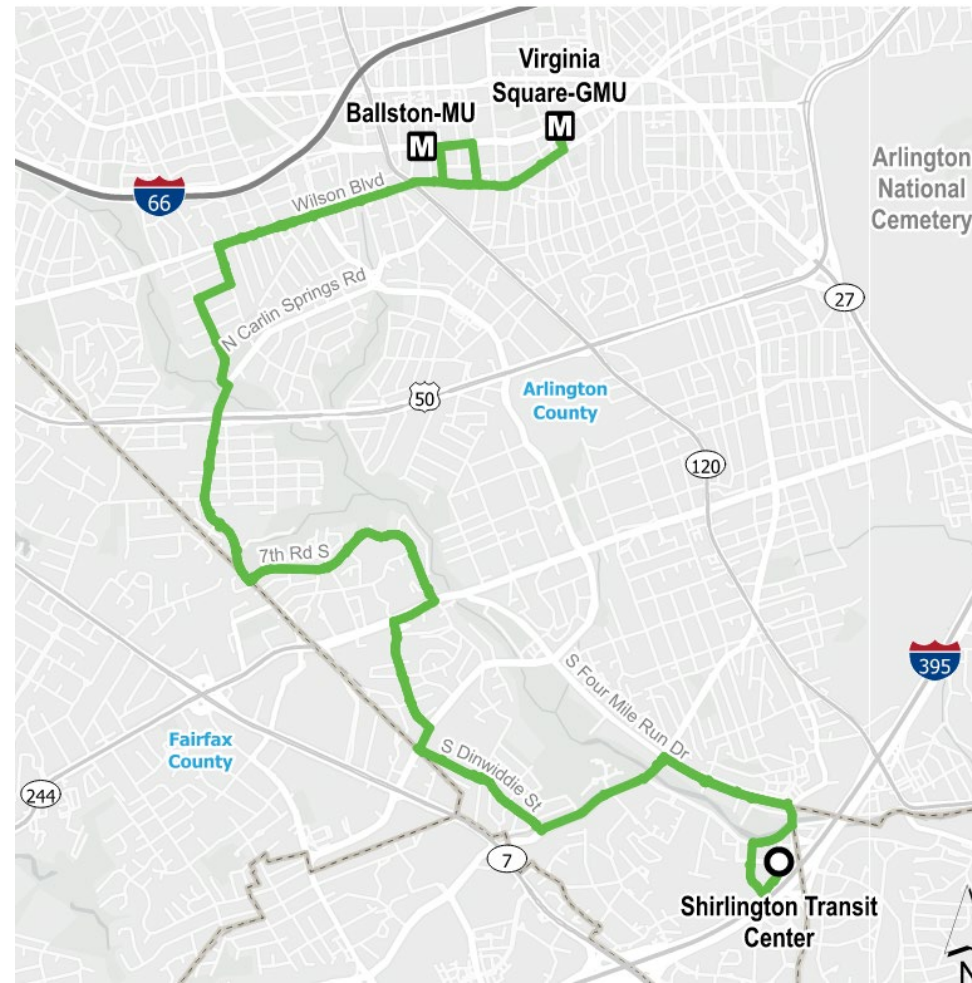
Applicant	Application Title	Score (Max. 100 points)	Funding Request
OmniRide	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	89	\$2,393,125
OmniRide	OmniRide Route 622: Haymarket to Rosslyn (Continuation)	62	\$1,621,275
OmniRide	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza	63	\$3,805,125
OmniRide	OmniRide Route 671: Front Royal, Linden and Gainesville to Downtown Washington, D.C.	67	\$3,228,625
Prince William County	TDM Strategy: I-66 OmniRide Fare Buy-Down	55	\$1,000,000
Virginia Railway Express (VRE)	Crystal City Station Expansion	73	\$8,000,000
Virginia Railway Express (VRE)	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	94	\$537,420
Total Funding Request			\$30,382,658

ARLINGTON COUNTY

ART 75 SERVICE ENHANCEMENT: SHIRLINGTON TO VIRGINIA SQUARE

Commuter Choice funding would expand 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 would foster 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.

Funding Request: \$397,160



Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	38
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	5
Total Application Score	56

[Back to Full List of Projects](#)

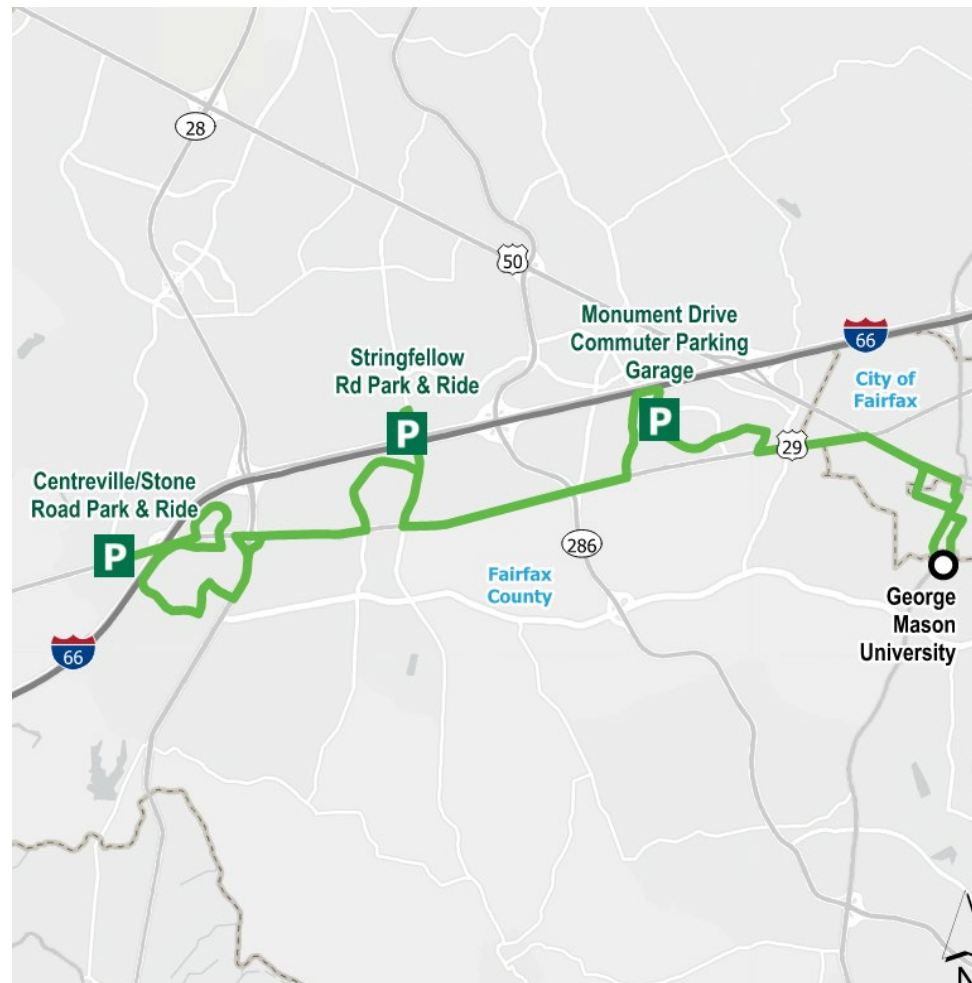
The information contained in the summary is subject to change pending further review. Published April 2024.

FAIRFAX COUNTY

FAIRFAX CONNECTOR ROUTE 610: CENTREVILLE TO GEORGE MASON UNIVERSITY

Commuter Choice funding would establish peak-period local bus service paralleling I-66 Outside the Beltway between Centreville in Fairfax County and the main George Mason University campus in the City of Fairfax. The new route would serve the Centreville, Stringfellow Road and new Monument Drive Park-and-Ride facilities, providing an additional means for residents of the Fair Lakes, Centreville and Chantilly neighborhoods to access express bus routes traveling along I-66 Inside the Beltway to the Pentagon and downtown Washington.

Funding Request: \$1,826,943



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

[Back to Full List of Projects](#)



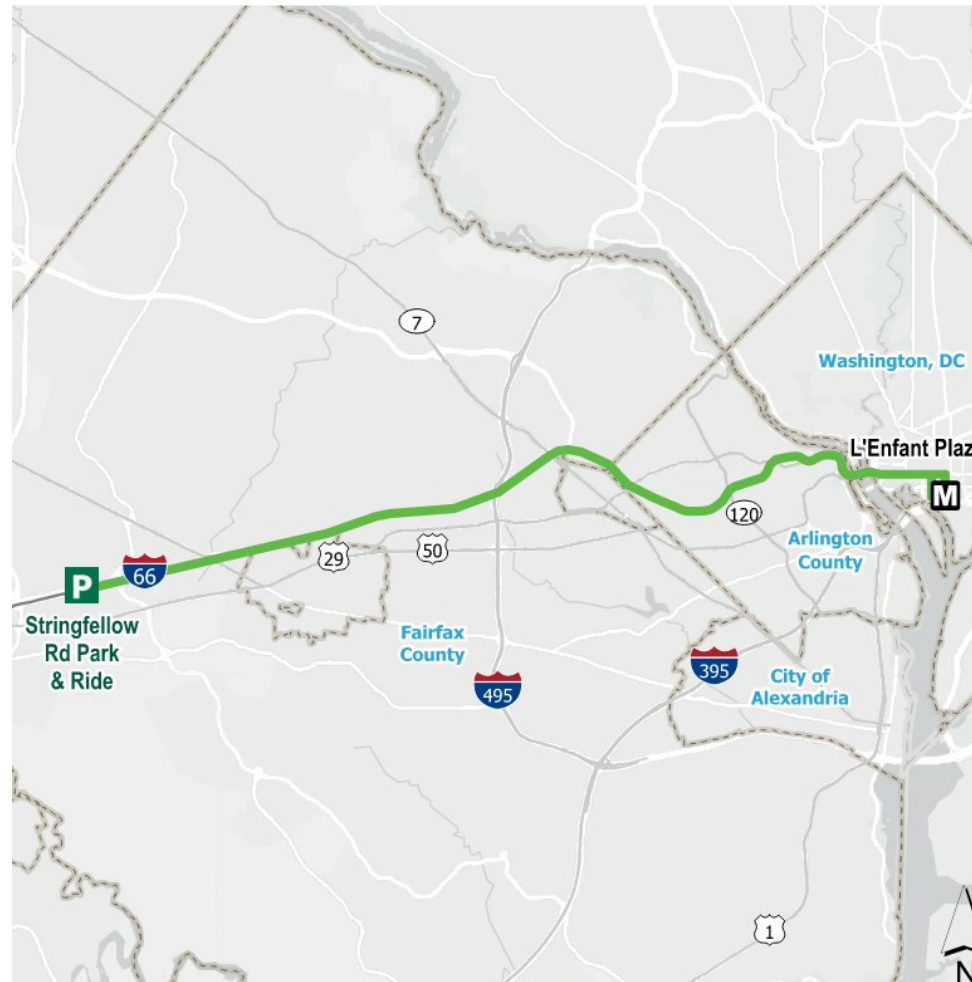
The information contained in the summary is subject to change pending further review. Published April 2024.

FAIRFAX COUNTY

FAIRFAX CONNECTOR ROUTE 697: STRINGFELLOW ROAD PARK-AND-RIDE TO L'ENFANT PLAZA (CONTINUATION)

Commuter Choice funding would support 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.

Funding Request: \$2,130,488



Application Score

Measure	Score
Technical Merit (up to 75 points)	56
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	69

[Back to Full List of Projects](#)

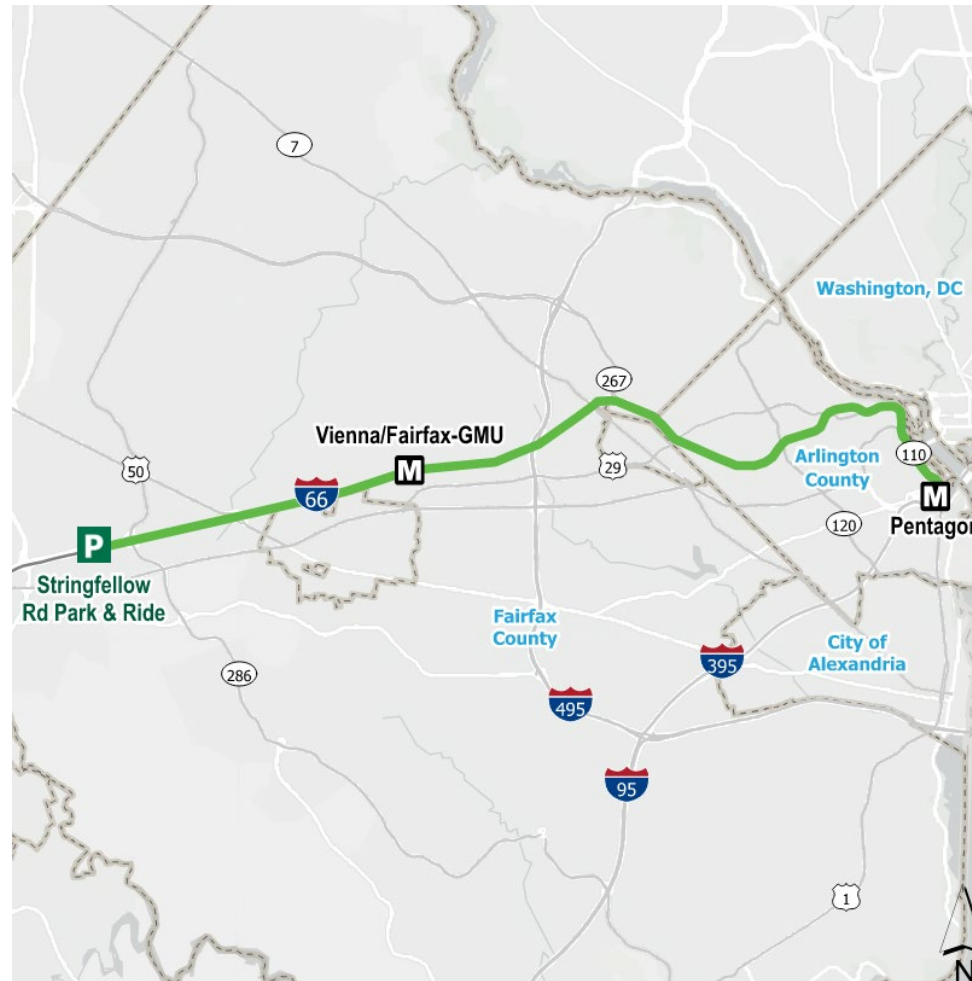
The information contained in the summary is subject to change pending further review. Published April 2024.

FAIRFAX COUNTY

FAIRFAX CONNECTOR ROUTE 698: STRINGFELLOW ROAD PARK-AND-RIDE TO THE PENTAGON (CONTINUATION)

Commuter Choice funding would support the continued operation of Fairfax Connector Route 698, which began operation with Commuter Choice funding support in January 2019 with service between Vienna/Fairfax-GMU Station and the Pentagon. The route would 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.

Funding Request: \$1,506,053



Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	60
Annualized Cost Effectiveness <i>(up to 20 points)</i>	13
Applicant Preference <i>(up to 5 points)</i>	5
Total Application Score	78

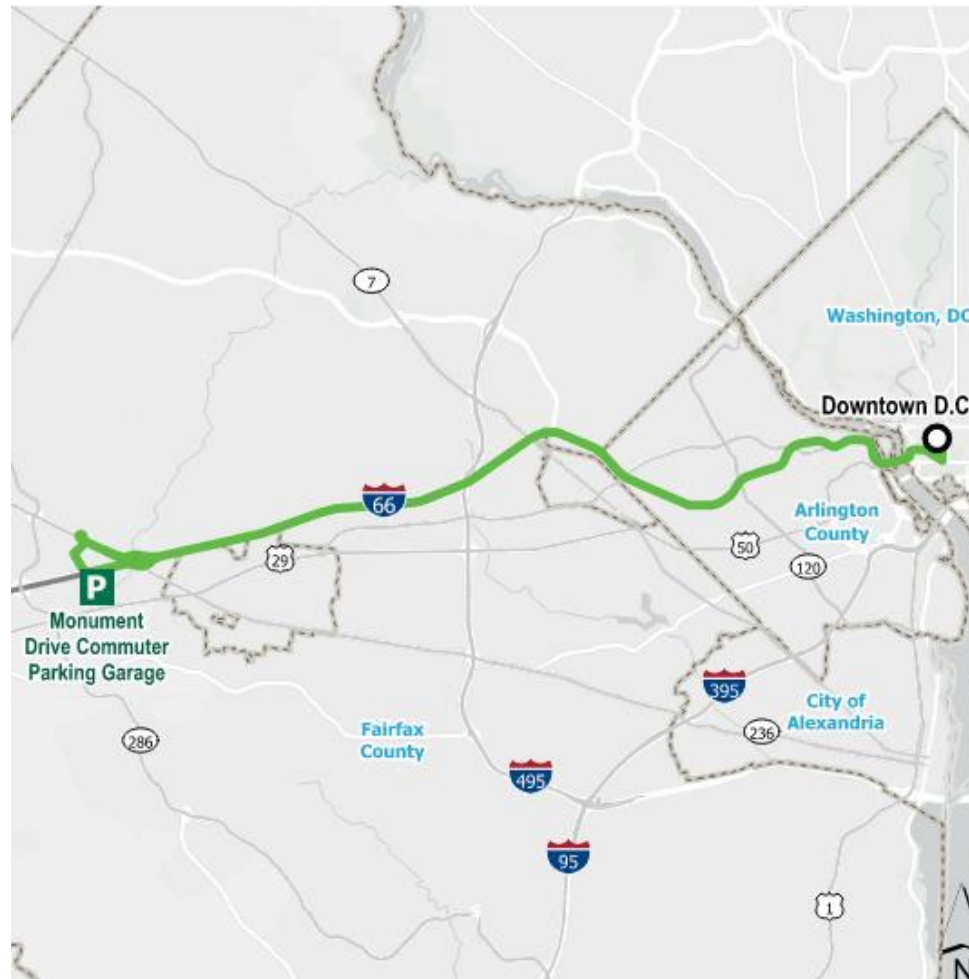
[Back to Full List of Projects](#)

FAIRFAX COUNTY

FAIRFAX CONNECTOR ROUTE 699: MONUMENT DRIVE PARK-AND-RIDE TO DOWNTOWN WASHINGTON, D.C. (CONTINUATION)

Commuter Choice funding would support 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 proposes to change the route's origin to the Monument Drive Park-and-Ride garage, where it would connect with several local bus routes. Ridership is rebounding on the route, which entered service in December 2017 with Commuter Choice funding support.

Funding Request: \$2,592,444



Application Score

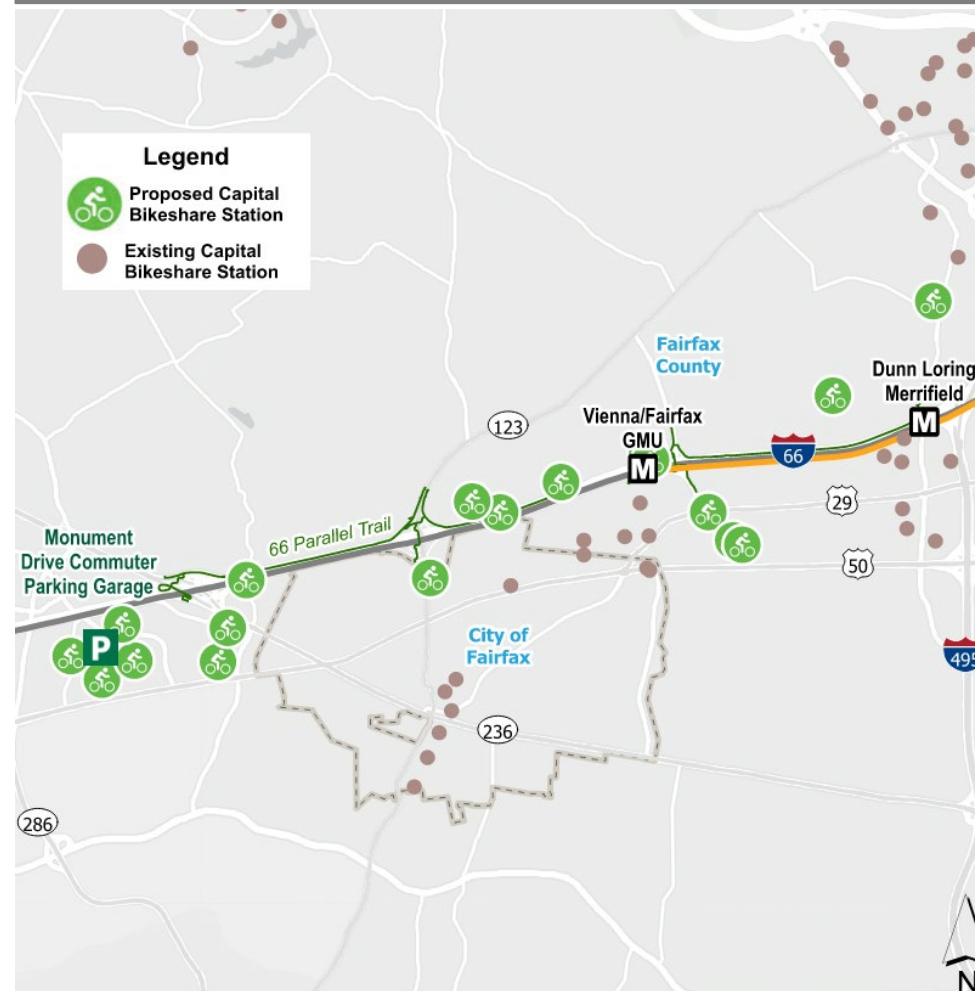
Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	60

[Back to Full List of Projects](#)

FAIRFAX COUNTY FAIRFAX CENTRE BIKESHARE EXPANSION

Commuter Choice funding would support 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 would 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 would also leverage recent Commuter Choice-funded bikeshare expansions nearby and increase use of the new I-66 Trail.

Funding Request: \$510,000



Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	44
Annualized Cost Effectiveness <i>(up to 20 points)</i>	20
Applicant Preference <i>(up to 5 points)</i>	0
Total Application Score	64

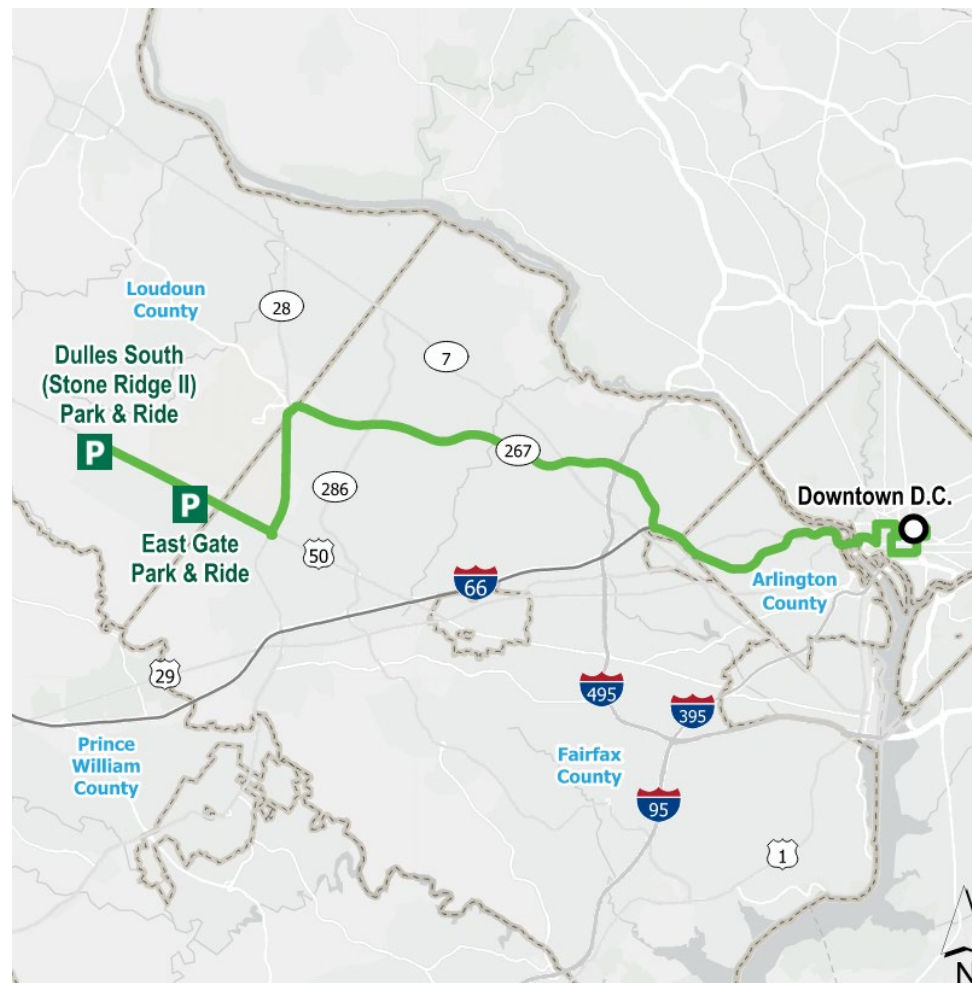
[Back to Full List of Projects](#)

LOUDOUN COUNTY

LOUDOUN COUNTY TRANSIT ROUTE 281/681 SERVICE ENHANCEMENT: STONE RIDGE PARK-AND-RIDE TO DOWNTOWN WASHINGTON, D.C. (CONTINUATION)

Commuter Choice funding would support 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.

Funding Request: \$553,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	84

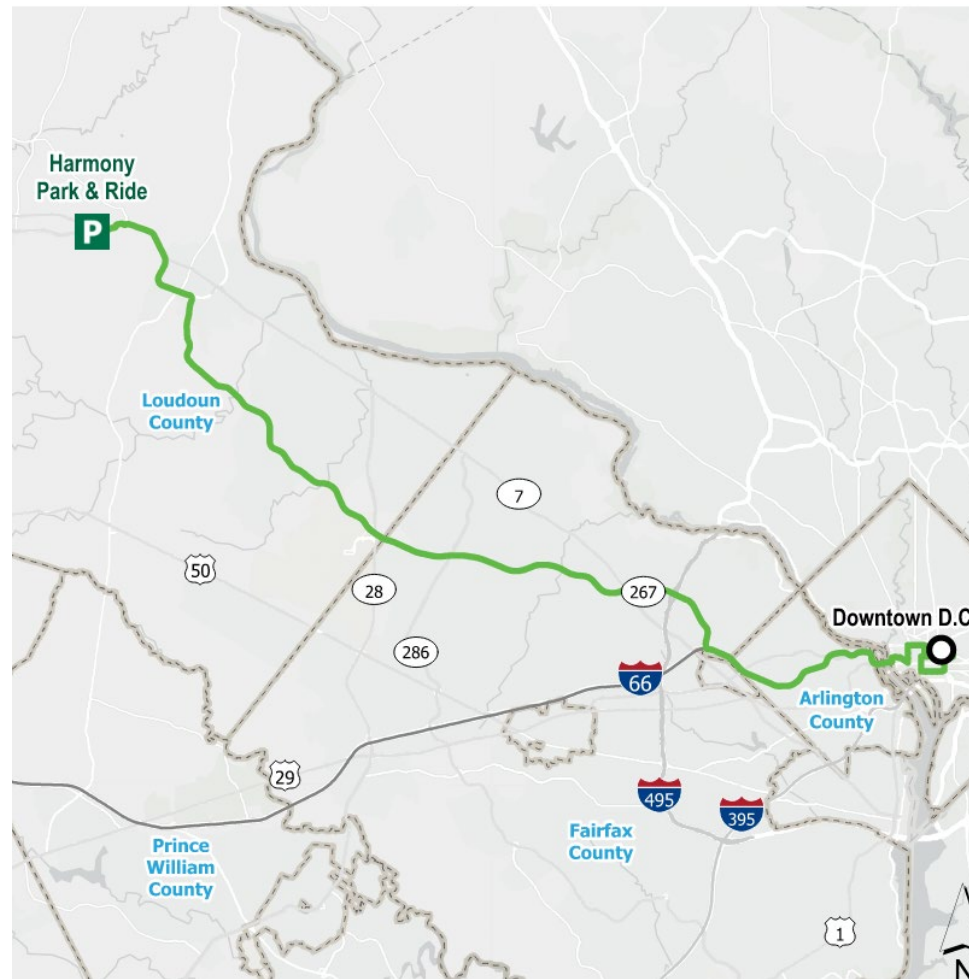
[Back to Full List of Projects](#)

LOUDOUN COUNTY

LOUDOUN COUNTY TRANSIT ROUTE 483/883: HARMONY PARK-AND-RIDE TO DOWNTOWN WASHINGTON, D.C. (CONTINUATION)

Commuter Choice funding would support 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.

Funding Request: \$281,000



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)	5
Total Application Score	93

[Back to Full List of Projects](#)

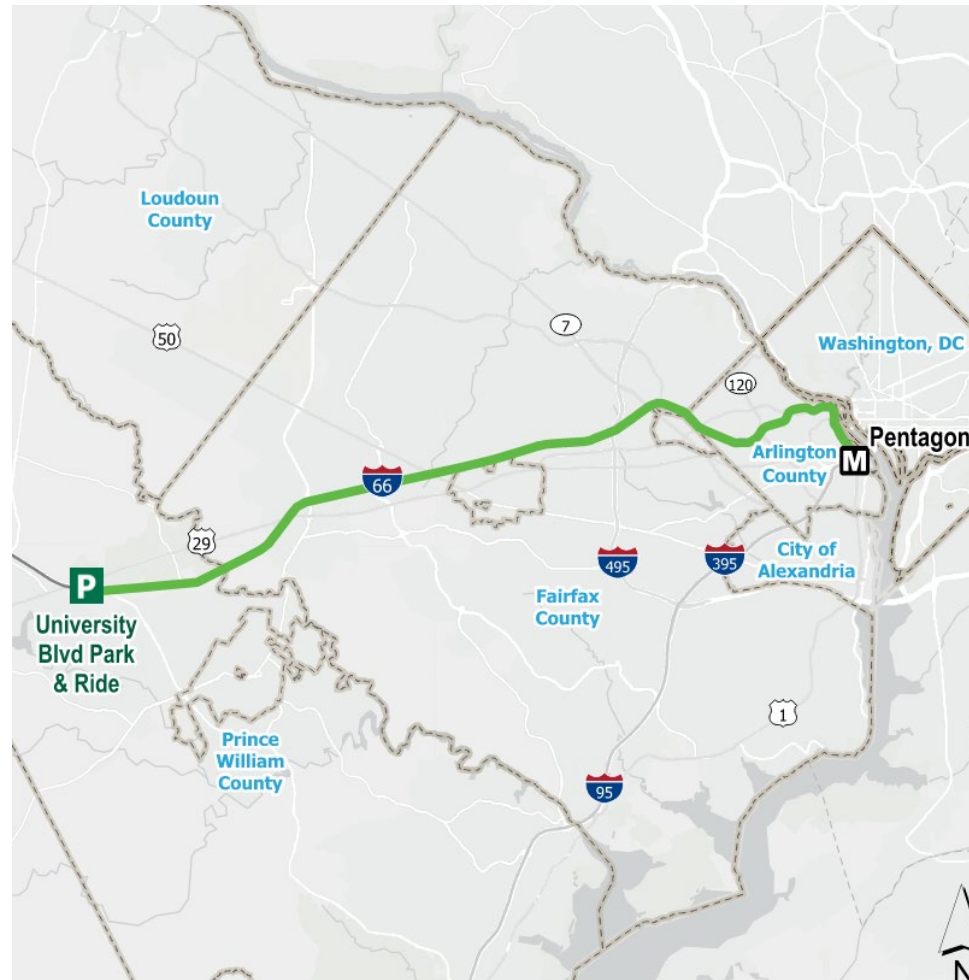
The information contained in the summary is subject to change pending further review. Published April 2024.

OMNIRIDE

OMNIRIDE ROUTE 612: GAINESVILLE TO THE PENTAGON (CONTINUATION)

Commuter Choice funding would support the continued operation of OmniRide's Route 612. The route would 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.

Funding Request: \$2,393,125



Application Score

Measure	Score
Technical Merit (up to 75 points)	71
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	5
Total Application Score	89

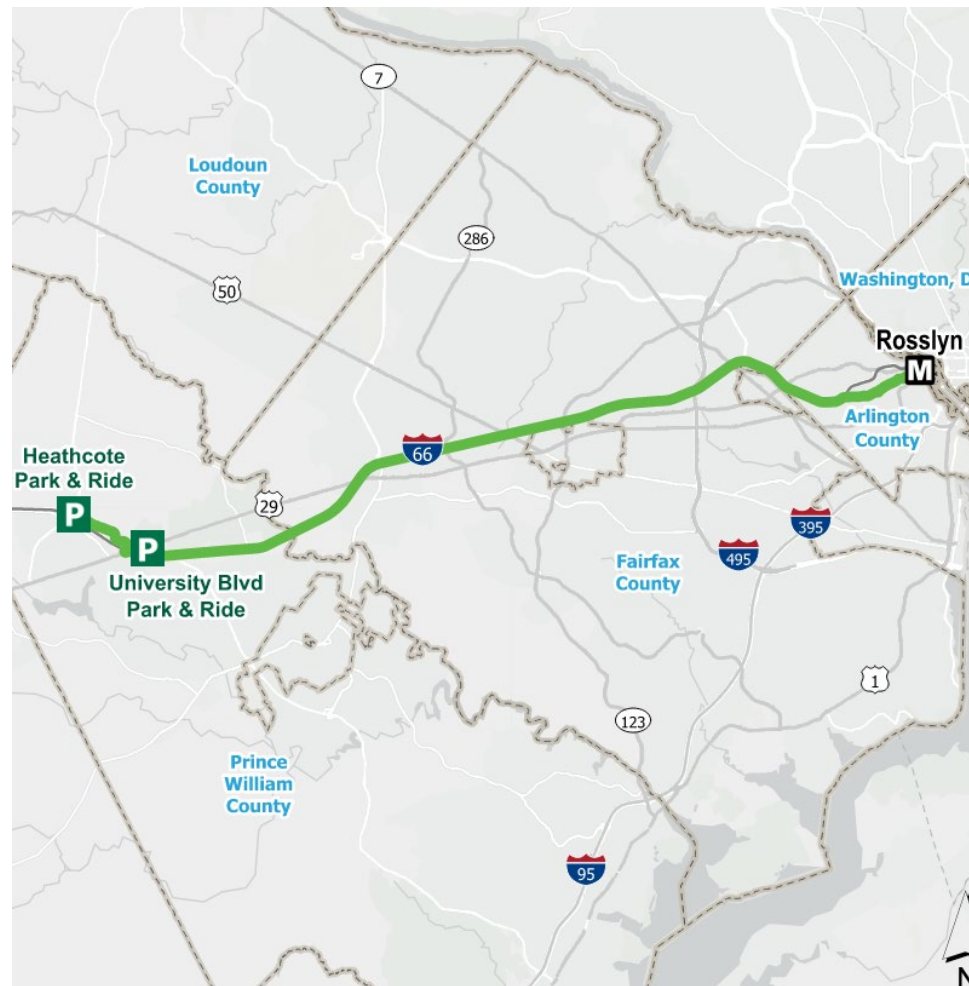
[Back to Full List of Projects](#)

OMNIRIDE

OMNIRIDE ROUTE 622: HAYMARKET TO ROSSLYN (CONTINUATION)

Commuter Choice funding would support 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 would 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.

Funding Request: \$1,621,275



Application Score

Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	62

[Back to Full List of Projects](#)

The information contained in the summary is subject to change pending further review. Published April 2024.

OMNIRIDE

OMNIRIDE ROUTE 653: WARRENTON AND GAINESVILLE TO L'ENFANT PLAZA

Commuter Choice funding would establish new commuter bus service between the Warrenton Park-and-Ride lot in Fauquier County and the L'Enfant Plaza and Navy Yard areas in Washington, via the University Blvd. Park-and-Ride lot in Gainesville. OmniRide would provide eight trips in each direction. The new route would provide a convenient, fast and reliable travel option to growing areas beyond Prince William County that currently do not have commuter transit service.

Funding Request: \$3,805,125



Application Score

Measure	Score
Technical Merit (up to 75 points)	56
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	63

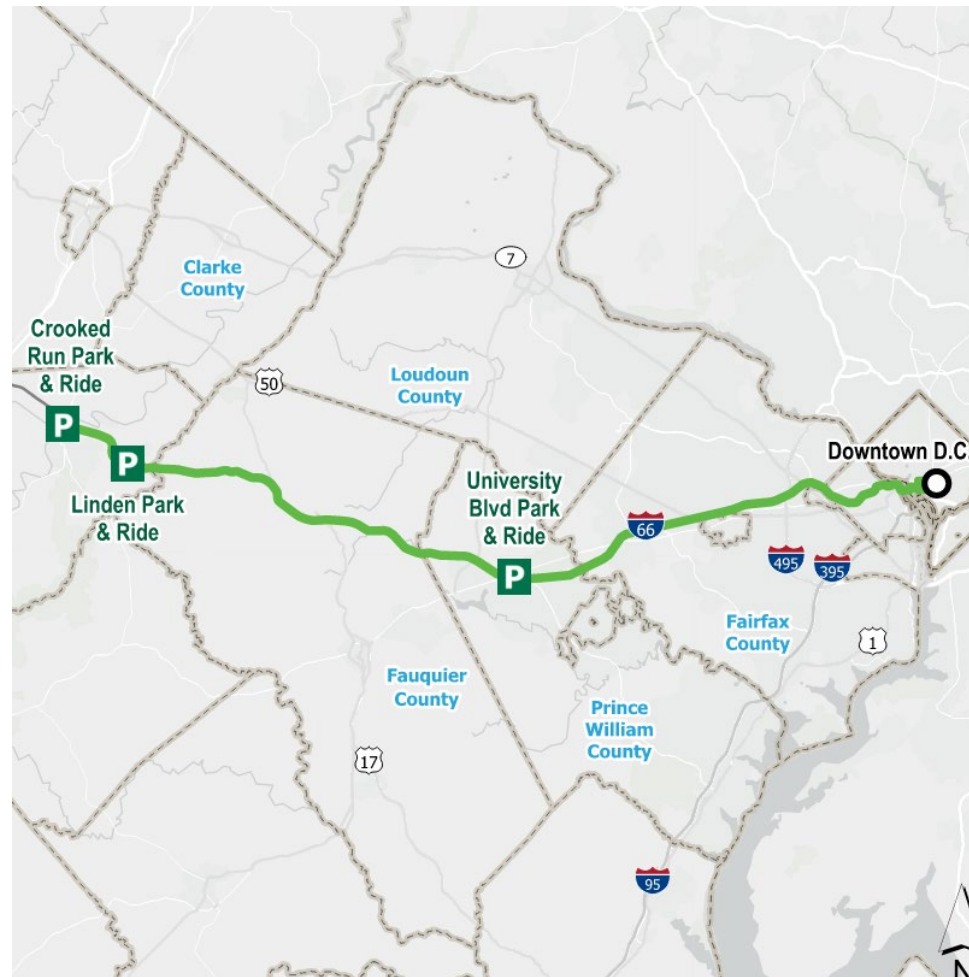
[Back to Full List of Projects](#)

OMNIRIDE

OMNIRIDE ROUTE 671: FRONT ROYAL, LINDEN AND GAINESVILLE TO DOWNTOWN WASHINGTON, D.C.

Commuter Choice funding would establish new commuter bus service between the Front Royal and Linden areas near the western end of I-66 and portions of downtown Washington between Foggy Bottom-GWU and Federal Triangle Stations. The new route, which also would stop at the University Blvd. Park-and-Ride lot in Gainesville, would provide four trips in each direction. The route would provide a convenient travel option for long-distance I-66 commuters, a market that was last served prior to the pandemic with a more limited schedule.

Funding Request: \$3,228,625



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)	0
Total Application Score	67

[Back to Full List of Projects](#)

PRINCE WILLIAM COUNTY

TDM STRATEGY: I-66 OMNIRIDE FARE BUY-DOWN

Commuter Choice funding would support 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, 602, 612 and 622 would remain at \$4.50 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.

Funding Request: \$1,000,000



Application Score

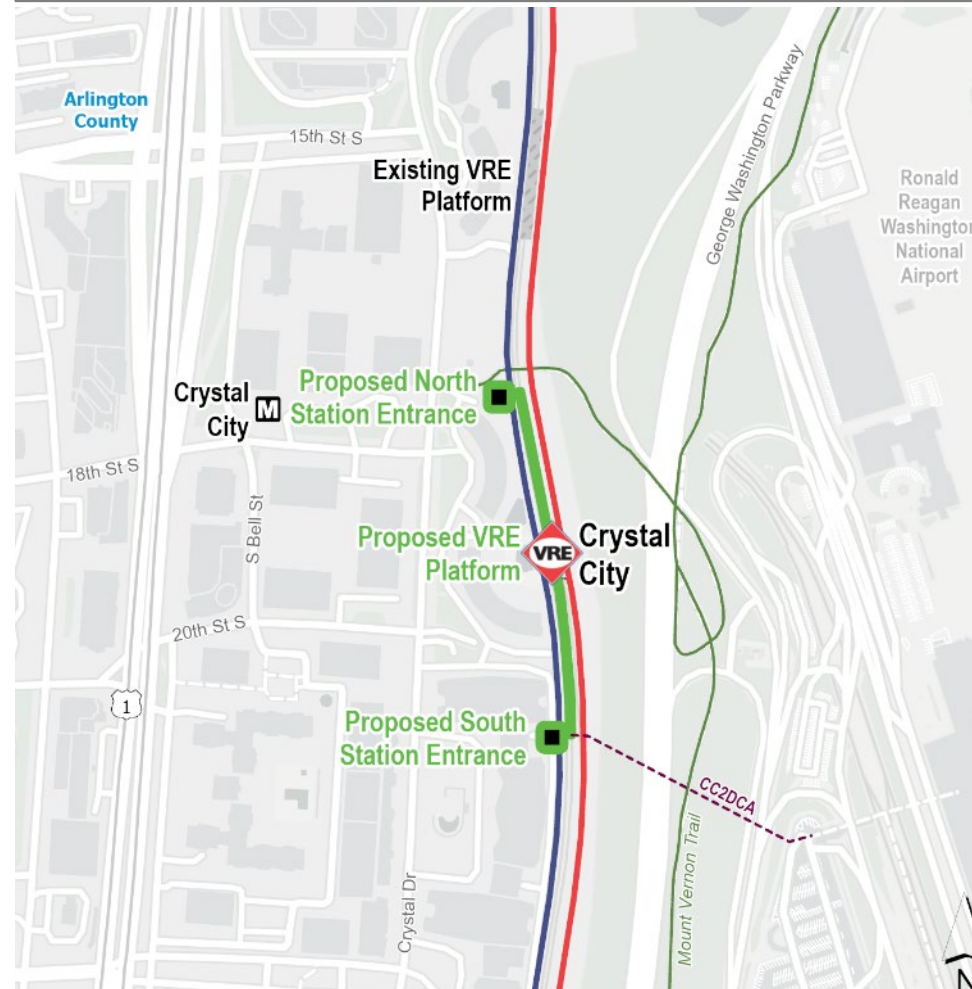
Measure	Score
Technical Merit (up to 75 points)	43
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	55

[Back to Full List of Projects](#)

VIRGINIA RAILWAY EXPRESS CRYSTAL CITY STATION EXPANSION

This project 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 supports Commonwealth plans for expanded rail service. The project received a portion of its total funding request from I-395/95 Commuter Choice in 2023 and the remainder is proposed to be fulfilled under I-66 Commuter Choice, given that the project also benefits travel along VRE's Manassas Line, a portion of which parallels I-66.

Funding Request: \$8,000,000



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

[Back to Full List of Projects](#)

VIRGINIA RAILWAY EXPRESS

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

This project would reestablish 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 would complement a recent I-395/95 Commuter Choice award to reestablish the program on the VRE Fredericksburg Line and would allow riders to acquire and use step-up tickets through VRE's mobile app at nominal charge. The project would subsidize VRE's payments to Amtrak for each step-up boarding for 24 months.

Funding Request: \$537,420



Application Score

Measure	Score
Technical Merit (up to 75 points)	69
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
Total Application Score	94

[Back to Full List of Projects](#)



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/66comment

We're accepting comments on the projects detailed in this document until May 13, 2024.





THANK YOU!

Thank you for reviewing the projects under consideration for I-66 Commuter Choice FY 2025-2026 funding. To learn more about Commuter Choice, visit novatransit.org.

