

**NVTC PROGRAM ADVISORY COMMITTEE /
NVTC-PRTC JOINT COMMISSION WORKING GROUP
THURSDAY, APRIL 24, 2025
All Virtual Meeting
[Public Streaming Via YouTube](#)
4:30 p.m.**

AGENDA

4:00 p.m. – Virtual Public Hearing on the I-395/95 Commuter Choice Program ([Register to Attend the Public Hearing](#))

4:30 p.m. – Virtual Joint PAC/JCWG Meeting ([Public Streaming Via YouTube](#))

These meetings are ALL-VIRTUAL public meetings as permitted under the Virginia Freedom of Information Act and NVTC's Electronic Participation Policy. If the meeting method is changed, NVTC will provide a new meeting notice in accordance with the provisions of the Freedom of Information Act, at least 72 hours in advance of the meeting. For those watching the committee meeting on YouTube, if the livestream transmission fails, please contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.

1. Welcome and Opening Remarks
2. NVTC-PRTC Joint Commission Working Group
 - A. Summary of the Joint NVTC Program Advisory Committee/NVTC-PRTC Joint Commission Working Group September 19, 2024 Meeting
 - B. Draft I-395/95 Commuter Choice Staff-Recommended Program of Projects (FY 2026-2027)
3. NVTC Program Advisory Committee
 - A. Summary of the NVTC Program Advisory Committee February 20, 2025, 2024 Meeting
 - B. I-66 Needs Assessment
 - C. Next PAC Meeting: Wednesday, June 18, 2025, 4:30 p.m., NVTC Suite #230
4. Other Business

PAC Members:
Dalia Palchik, Chair
Sarah Bagley
Juli Briskman
Maureen Coffey
David Snyder

JCWG Members:
Dalia Palchik, Chair (NVTC)
Tinesha Allen (PRTC)
Sarah Bagley (NVTC)
Kenny Boddye (PRTC)
Maureen Coffey (NVTC)
Jannan Holmes (PRTC)

**MEETING SUMMARY
JOINT NVTC PROGRAM ADVISORY COMMITTEE/
NVTC-PRTC JOINT COMMISSION WORKING GROUP
Via Electronic Participation
Public Streaming via YouTube
September 19, 2024**

NVTC Program Advisory Committee

Members Present:

Dalia Palchik, Chair
Sarah Bagley
Juli Briskman
Libby Garvey
Dave Snyder

Other NVTC Commissioners Present:

Walter Alcorn

Staff and Others Present:

Allan Fye
Ben Owen
Daniel Knickelbein
Melissa Walker
Bob Schneider (PRTC)

**NVTC-PRTC Joint Commission Working
Group Members Present:**

Dalia Palchik, Chair (NVTC)
Tinesha Allen (PRTC)
Kenny Boddye (PRTC)
Sarah Bagley (NVTC)
Libby Garvey (NVTC)
Jannan Holmes (PRTC)

PAC/JCWG Chair Palchik called the meeting to order at 4:33 p.m. She stated that the meeting is an all-virtual public meeting as permitted under the Virginia Freedom of Information Act and NVTC's Electronic Participation Policy and committee members are participating via Zoom. The meeting is also being streamed live via NVTC's YouTube channel. She noted that staff followed procedures and guidelines to give notice to PAC and JCWG members, both Commissions, staff and the public about today's meeting.

Mr. Fye called the roll and determined a quorum was present. He reviewed the meeting agenda and noted that the Joint Commission Working Group (JCWG) items will be presented first, followed by the Program Advisory Committee (PAC) items.

Joint Commission Working Group

JCWG committee members had no changes to the meeting summary from the April 20, 2023 JCWG meeting.

Ms. Bagley joined the meeting at 4:35 p.m.

I-395/95 Commuter Choice Program

Mr. Owen introduced Mr. Knickelbein, who provided an overview of the Commuter Choice program. He outlined key roles and responsibilities, noting that Commuter Choice was created by the Commonwealth. NVTC and PRTC are delegated to manage the I-395/95 program and all NVTC and PRTC jurisdictions are designated as eligible applicants. He provided a summary of the I-395/95 Commuter Choice program to-date, which includes three rounds of funding leading to \$90.1 million awarded. Examples of prior funded projects include the construction of a relocated and expanded Crystal City VRE station and two OmniRide routes running from Stafford County to the Pentagon and Downtown D.C.

Mr. Knickelbein concluded by providing a brief update on the 2024 Commuter Choice Annual Report, completed each year in accordance with Commonwealth requirements. He noted that this year, Commuter Choice funded projects hit their highest daily ridership total of 7,500 trips. He explained that both NVTC and PRTC will be asked to take action to submit the 2024 Commuter Choice Annual Report to the Commonwealth Transportation Board (CTB) at their respective October meetings.

Mr. Owen then covered specifics of the upcoming I-395/95 Commuter Choice FY 2026-2027 program. He noted that \$25-30 million is expected to be available for new projects, after fulfilling a \$10 million off-the-top award to Fairfax County's Richmond Highway BRT project that was approved in the prior I-395/95 Program of Projects. Mr. Owen stated that there will likely be high demand for limited funding and the Commissions will likely need to make challenging trade-offs when programming the FY 2026-2027 program. Mr. Owen next covered the technical evaluation process, noting that it is unchanged from the prior I-395/95 funding round. He highlighted several policy refinements to the program, including providing greater definition of the eligibility of access to transit projects. He concluded by providing the timeline for development of the next Program of Projects, with the application period closing in mid-December, development of a draft Program of Projects occurring in the spring, and the final CTB approval of a Program of Projects occurring in June 2025.

Chair Palchik asked if any Commissioners had questions and there were none. She noted that the next Joint Commission Working Group will be scheduled in April 2025. The meeting then shifted over to the Program Advisory Committee items on the agenda. She welcomed PRTC Commissioners to continue to participate in the meeting.

Program Advisory Committee

PAC committee members had no changes to the April 11, 2024 PAC Meeting Summary.

Transit Technology: Northern Virginia Regional ZEB Update

Mr. Fye began his presentation by highlighting USDOT's Decarbonization Blueprint, noting that electrification of transit fleets is a tool available to reduce greenhouse gas emissions. He provided a summary of DRPT's Modernizing Transit Fleets Guidebook, which was released in summer 2024 and includes a detailed playbook for how transit agencies can transition to low and zero-emission buses. Both NVTC staff and local jurisdictional staff were involved in the development of the Guidebook.

Mr. Fye then provided a high-level overview of the technology of zero-emission buses (ZEBs). He noted that while technology for battery electric buses (BEBs) has improved significantly, they currently provide a shorter driving range than both fuel cell electric vehicles and diesel vehicles. He stated that significant infrastructure investments will be needed to implement zero-emission buses at a large scale in the future.

Mr. Fye reviewed NVTC's ZEB strategies, which include:

- Serving as a regional ZEB forum
- Advocating for consistent and supportive ZEB standards and policies
- Providing regional ZEB funding coordination
- Supporting development of shared battery electric bus charging infrastructure
- Evaluating opportunities for private partnerships related to ZEBs
- Supporting ZEB workforce training and education

Dr. Schneider provided an overview of the manufacturing backlog for bus procurement nationally, explaining how these challenges also affect the implementation of zero-emission buses. He stated that the customization of buses by different agencies also affects procurement, causing manufacturing costs to rise and the schedule to increase. Ms. Garvey asked about compressed natural gas (CNG) buses and if they are part of NVTC's ZEB research. Mr. Fye responded that NVTC staff would follow up with Ms. Garvey with additional information.

Mr. Fye next highlighted NVTC's work with the National Renewable Energy Laboratory and the consultant team, Stantec, on a shared on-route charging feasibility study. He noted that NVTC recently held a workshop with four participating agencies (WMATA, ART, Fairfax Connector and DASH) to evaluate potential shared charging locations. While NVTC is still refining the prioritization criteria for a future shared charging location, the Pentagon Transit Center was cited as a top potential candidate based on the initial criteria that had been developed. He concluded his presentation by providing a timeline for next steps, noting that NVTC's on-route charging feasibility study is scheduled to conclude in late 2024 or early 2025.

Chair Palchik opened it up for questions but there were none.

Other Business

Chair Palchik announced that an exact date for the next PAC meeting has not been identified but will be scheduled for Spring 2025.

Chair Palchik adjourned the meeting at 5:24 p.m.

TO: NVTC-PRTC Joint Commission Working Group
FROM: Kate Mattice, Andrew D’huyvetter and Daniel Knickelbein
DATE: April 17, 2025
SUBJECT: I-395/95 Commuter Choice FY 2026-2027 Update and Draft Staff-Recommended Program of Projects

A. I-395/95 Commuter Choice Update and Draft Staff-Recommended Program of Projects (FY 2026-2027)

The Joint Commission Working Group (JCWG) is asked to review the draft I-395/95 Commuter Choice FY 2026-2027 staff-recommended Program of Projects, which appears in **Table 1** below. The draft staff-recommended program includes all eligible proposed projects, as the funding requested for all eligible projects is below the \$30 million available for new projects. The draft staff-recommended Program of Projects also includes a second funding installment of \$10 million for Fairfax County’s Richmond Highway BRT project that was awarded a total funding award of \$20 million in the prior I-395/95 Commuter Choice funding round to be split across two funding cycles.

After the JCWG reviews the draft staff-recommend program at its April 24 meeting, NVTC staff will brief both the NVTC and PRTC Commissions at their May 1 meetings on the JCWG reviewed draft Program of Projects. Both Commissions will be asked to approve a final Program of Projects at their June 5, 2025 meetings for transmission to the CTB for inclusion in the FY 2026-2031 Six-Year Improvement Program (SYIP).

**Table 1: Staff-Recommended and PAC-Endorsed Program of Projects:
I-395 Commuter Choice FY 2026-2027 Funding**

Applicant	Application Title and Description	Score (100 Points)	Proposed FY 2026-2027 Award
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station Second funding installment of previously awarded \$20 million dollar award to help fund the construction of a seven-mile, nine station bus rapid transit line operating in new median lanes along U.S. Route 1.	N/A	\$10,000,000
OmniRide	Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation) This project supports the continued operation of two morning and two evening trips operating from Dale City in Prince William County to the Rosslyn-Ballston corridor in Arlington County via the I-95/395 express lanes and the Pentagon.	78	\$555,400

Applicant	Application Title and Description	Score (100 Points)	Proposed FY 2026-2027 Award
WMATA	<p>New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29) This project adds a new peak-only service (Route A29) between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers, and Shirlington to Metro Center Station in Downtown Washington. It would offer a new weekday peak option for commuters in west Alexandria and south Arlington to access Washington without a transfer at the Pentagon at a 24-minute frequency during the morning and evening peak-period on weekdays.</p>	78	\$2,357,200
OmniRide	<p>Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation) This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and the Pentagon via the I-95/395 express lanes.</p>	77	\$1,972,700
DASH	<p>Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation) This project supports the continuation of frequent, all-day service on DASH Line 35, which operates between Alexandria's West End and the Pentagon via the I-395 Express Lanes. With this funding, Line 35 would continue to run every 10 minutes all day on weekdays and every 15 minutes all day on weekends.</p>	76	\$7,414,500
DASH	<p>Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation) This project supports the continuation of frequent, all-day service for DASH Line 36A/B, which operates between the Mark Center, Shirlington, and Potomac Yard. With this funding, Line 36A/B would continue to run every 15 minutes all day, seven days per week.</p>	71	\$4,388,500
OmniRide	<p>Route 1 Local Enhanced Bus Service (Continuation) This project supports continued a.m. and p.m. enhanced service for OmniRide's Route 52 local, operating primarily on Route 1 in Prince William County between Dumfries and the Woodbridge VRE Station.</p>	69	\$677,700
OmniRide	<p>Prince William Metro Express Enhanced Bus Service (Continuation) This project supports continued a.m. and p.m. enhanced service for OmniRide's Prince William Metro Express, which operates between Dale City in Prince William County, the Woodbridge VRE Station, and the Franconia-Springfield Metro Station.</p>	69	\$607,000
OmniRide	<p>Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation) This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and Downtown Washington via the I-95/395 express lanes.</p>	66	\$1,937,200

Applicant	Application Title and Description	Score (100 Points)	Proposed FY 2026-2027 Award
Arlington County	<p>Route 87 (Shirlington to the Pentagon) Enhanced Bus Service This project will fund enhanced service on ART Route 87, which operates between the Shirlington Bus Station in Arlington and the Pentagon Metro Station on weekdays. Funding would support the consolidation of several route variants and increase headways in the morning and evening peak.</p>	63	\$475,000
WMATA	<p>Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25) This project supports enhanced service on Metro’s Route A25, a proposed peak-period, peak direction route running from the Landmark Transit Center in Alexandria to the Pentagon in Metro’s 2025 Better Bus Network. Currently, Metro plans on providing service at a 30-minute frequency; this funding would allow Metro to provide additional service at a 15-minute frequency.</p>	62	\$741,040
Fairfax County	<p>Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation) This project supports the continued operation of Route 396, a peak-period, peak-direction commuter route which operates between the Backlick North Park and Ride Lot in Fairfax County and the Pentagon via the I-95/395 Express Lanes.</p>	59	\$1,958,651
Virginia Railway Express	<p>Leeland Road Station Improvement Project This project lengthens the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train. Currently only five cars can service the platform at the Leeland Road Station.</p>	53	\$2,150,566
Fairfax County	<p>Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service This project funds enhanced service on Fairfax Connector Route 321/322, “Greater Springfield Circulator,” improving headways from 30 minutes to 20 minutes. Route 321/322 runs in a loop, providing connections to the Franconia-Springfield Metro and VRE Stations, the Van Dorn Street Metro Station, and the Springfield Community Business Center Multimodal facility.</p>	45	\$2,128,807
Fairfax County	<p>Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation) This project supports continued funding for enhanced service on Route 371, which runs between the Lorton Park and Ride Lot in Fairfax County, the Lorton VRE Station, and the Franconia-Springfield Metro Station. The route operates every 15 minutes during rush hour.</p>	45	\$2,142,197
Total Project Funding			\$39,506,461

Applicant	Application Title and Description	Score (100 Points)	Proposed FY 2026-2027 Award
Program Administration			
NVTC	Program Administration and Oversight for FY 2026-2027 Supports NVTC’s oversight and administration of the \$90 million in I-395/95 Commuter Choice awards to date (not including this draft Program of Projects), program performance reporting, carrying out the next call for projects and related activities.		\$325,000

The draft staff-recommended Program of Projects includes all 14 eligible applications that, taken together, would support an estimated 3,800 additional weekday transit trips in the I-395/95 corridor upon their full implementation. They are estimated to result in over 53,000 hours of travel time savings annually and an annual reduction of nearly 22 million vehicles miles traveled (VMT). The proposed program includes:

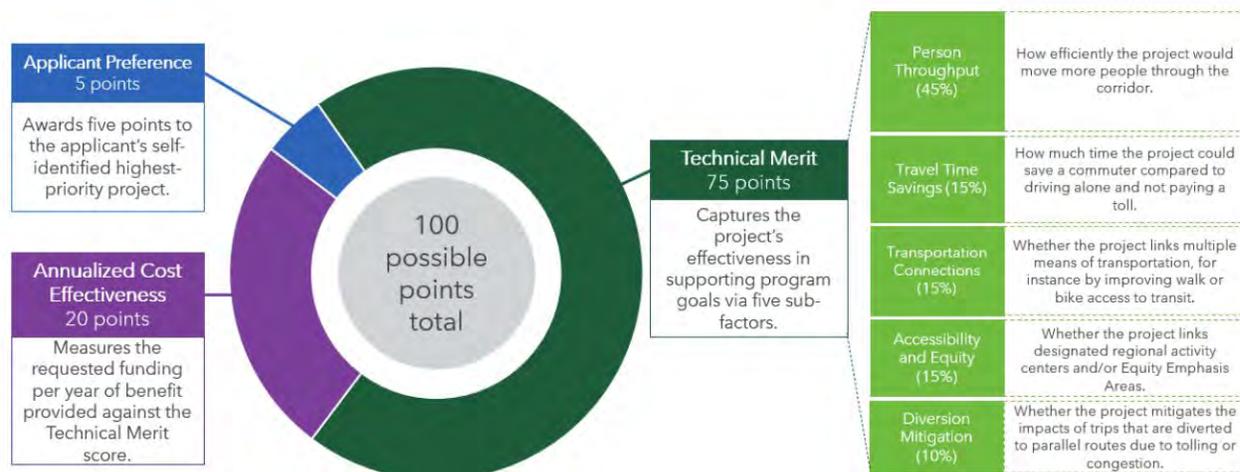
- The completion of a previously committed funding award to Fairfax County’s Richmond Highway BRT project that will eventually connect Fort Belvoir and the Huntington Metro Station with fast and frequent rapid transit.
- Continued funding for five OmniRide routes (three express, two local) that support transit connectivity both within Prince William County and that provide important commuter connections to the Pentagon and Washington, D.C.
- Funding for WMATA to implement a new route (A29) running between the Van Dorn Street Metro Station and Downtown D.C., as well to enhance service on Route A25 planned as part of the Better Bus Network redesign that will begin implementation in late June.
- Continued funding for two DASH routes (Line 35 and 36) that connect Alexandria’s West End with the Pentagon and Potomac Yard Metro Stations.
- An award for Arlington County to provide enhanced service on ART 87, facilitating important connections between Shirlington and the Pentagon.
- Funding for Fairfax County to enhance service on three routes (two continuations) in the Franconia-Springfield area.
- An award to VRE to support the completion of engineering/design activities to lengthen the platform to support future eight-car trains at the Leeland Road Station

Background

The I-395/95 Commuter Choice FY 2026-2027 Call for Projects closed in December 2024 and NVTC received 15 applications requesting approximately \$37,506,461 in Commuter Choice funding. After conducting an eligibility review in coordination with staff from DRPT, NVTC determined that one application (Arlington County’s Cross Potomac Trail: Northern Virginia Approach) was ineligible for Commuter Choice funding and the project was removed from further funding consideration. During March, NVTC staff finalized the technical evaluation scores (**Table 2**) for the 14 eligible I-395/95 FY 2026-2027 Commuter Choice applications and initiated the public comment period, which ran from March 12 – April 11. Applications were scored in accordance with the approved evaluation criteria

detailed in Section 4 of the [Commuter Choice Handbook](#), which can be found in **Figure 1** below.

Figure 1: Commuter Choice Evaluation Criteria



Source: [Commuter Choice Handbook, Chapter 4](#)

Table 2: I-395/95 Commuter Choice FY 2026-2027 Application Scores

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
OmniRide	Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation)	Enhanced Bus Service	53	20	5	78	\$555,400
WMATA	New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)	New Bus Service	60	13	5	78	\$2,357,200
OmniRide	Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation)	Enhanced Bus Service	64	13	0	77	\$1,972,700
DASH	Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation)	Enhanced Bus Service	64	7	5	76	\$7,414,500
DASH	Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)	Enhanced Bus Service	64	7	0	71	\$4,388,500
OmniRide	Route 1 Local Enhanced Bus Service (Continuation)	Enhanced Bus Service	49	20	0	69	\$677,700

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
OmniRide	Prince William Metro Express Enhanced Bus Service (Continuation)	Enhanced Bus Service	49	20	0	69	\$607,000
OmniRide	Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation)	Enhanced Bus Service	53	13	0	66	\$1,937,200
Arlington County	Route 87 (Shirlington to the Pentagon) Enhanced Bus Service	Enhanced Bus Service	38	20	5	63	\$475,000
WMATA	Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)	Enhanced Bus Service	49	13	0	62	\$741,040
Fairfax County	Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation)	Enhanced Bus Service	41	13	5	59	\$1,958,651
Virginia Railway Express	Leeland Road Station Improvement Project	Rail Capital	41	7	5	53	\$2,150,566
Fairfax County	Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service	Enhanced Bus Service	38	7	0	45	\$2,128,807
Fairfax County	Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)	Enhanced Bus Service	38	7	0	45	\$2,142,197

During the public comment period on the FY 2026-2027 projects under consideration for Commuter Choice funding, NVTC received a total of 457 submissions, 454 of which were responses to an online survey and three of which were email comments. Of the 454 survey responses, 446 were in English and eight were in Spanish. Most comments received were in support of the proposed projects under I-395/95 Commuter Choice FY 2026-2027 funding consideration. The full set of comments received during the public comment period can be found at this [link and are provided in Attachment A](#). Additional engagement with the public included:

- Program Advisory Committee (PAC) Chair Dalia Palchik's [English](#) and [Spanish](#) video greetings to introduce the comment period were shared on YouTube, Facebook and Instagram, with targeted advertisements on Facebook and Instagram.
- 18,691 engagements with Facebook and Instagram ads and 1,048 link clicks on those ads.
- NVTC's public comment web pages, which provided information about the projects and ways to comment, garnered nearly 2,700 page views.
- An online public hearing on April 24, 2025 to provide members of the public with an additional opportunity to provide feedback.

Next Steps

After the JCWG reviews the draft staff-recommend program at its April 24 meeting, NVTC staff will brief both the NVTC and PRTC Commissions at their May 1 meetings on the JCWG reviewed draft Program of Projects. Both Commissions will be asked to approve a final Program of Projects at their June 5, 2025 meetings for transmission to the CTB for inclusion in the FY 2026-2031 Six-Year Improvement Program (SYIP).

The next I-395/95 Commuter Choice Call for Projects will take place in the fall of 2026. This cycle, the staff-recommended Program of Projects included all eligible applications, given that the requested Commuter Choice funding fell within the range of funding available for new projects. In future cycles, staff anticipate a competitive call for projects with possible funding constraints, especially for service enhancement continuation projects. Staff continue to monitor the total funding allocated to operations projects, ensuring that it does not exceed the 50% cap included in the Memorandum of Agreement (MOA) with the Commonwealth.



The 457 submissions included a total of 340 comments on both individual projects and the Commuter Choice Program in general. Additional engagement with the public included:

- Program Advisory Committee (PAC) Chair Dalia Palchik’s [English](#) and [Spanish](#) video greetings to introduce the comment period were shared on YouTube, Facebook, and Instagram, with targeted advertisements on Facebook and Instagram.
- 18,691 engagements with Facebook and Instagram ads and 1,048 link clicks on those ads.
- NVTC’s public comment web pages, which provided information about the projects and ways to comment, garnered nearly 2,700 page views.
- An online public hearing held on April 24, 2025 to provide members of the public with an additional opportunity to provide feedback.

NVTC staff will continue to refine the outreach approach in future funding rounds to foster awareness among and encourage input from more communities in each corridor.

This document lists the comments, exactly as submitted to NVTC. NVTC’s survey form offered commenters the opportunity to provide feedback on one, some, or all projects, as well as the Commuter Choice program in general. The order of this document follows that of the survey form. Some of the submitted comments on Commuter Choice are instead specific to one or more individual projects; all appear here as submitted.

Comments about Proposed Projects for I-395 Commuter Choice FY 2026 - FY 20274

 OmniRide - Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation).....4

 WMATA - New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29) ...8

 OmniRide - Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service
 (Continuation)..... 11

 DASH Line 35 (Van Dorn Street Metro to the Pentagon) Enhanced Bus Service
 (Continuation)..... 13

 DASH Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)..... 20

 OmniRide - Route 1 Local Enhanced Bus Service (Continuation)..... 25

 OmniRide - Prince William Metro Express Enhanced Bus Service (Continuation)..... 27

 OmniRide - Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service
 (Continuation)..... 27

 Arlington County - Route 87 (Shirlington to the Pentagon) Enhanced Bus Service 32



Fairfax County - Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service	32
Virginia Railway Express - Leeland Road Station Improvement Program.....	34
Fairfax County - Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service	37
Fairfax County - Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)	39
General comments on the overall Commuter Choice program	39
Comments submitted via email	51



Comments about Proposed Projects for I-395 Commuter Choice FY 2026 – FY 2027

OmniRide - Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation)

- It's necessary. When I lived in Woodbridge (years ago) commuting to VA/DC border and the few choices, I found very difficult.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Yes
- Does nothing for me
- This enhanced Bus Service should be extended to cover the Montclair, Dumfries corridor and listed as either #1 or 2 on the priority list because more people who live in this area and work in DC or at the Pentagon will benefit the most because unlike the 12 or 13 other projects there are no other options for mass transit
- More drivers and more trips are necessary. The buses have people standing in the aisles.
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Please continue.
- I do not use this line Dale City to (DC 971). We can use a line from the new parking garage to DC. I will not have to drive just go to garage. By Wegmans. Woodbridge area
- It's needed
- None
- Wonderful
- excellent service continue.
- This is an important route for commuters at the Horner Road and Telegraph commuter lots and getting to the pentagon metro station.
- N/A



- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- I think it is a great idea. I see customers using the bus in Clarendon.
- Use metro
- Good idea.
- This is a helpful program and I fully support its continuation.
- Imporrantroutr
- Does not affect me but generally support enhancement of transit options.
- Approve
- Writing in support of buses that replace cars on 95
- This will have no impact on me.
- I've recently gone from remote work at home to returning to work at the office 5 days a week (per a January Executive Order), and I've been utilizing the Dale City to Rosslyn-Ballston Enhanced Bus Service to commute to the office. This bus route has literally felt like a lifesaver as I've been able to avoid sitting in bumper-to-bumper traffic and paying cost-prohibitive Express Lane tolls from Prince William County to Rosslyn. With the requirement to return to working at the office full-time, the time that my child and I spend away from home on a daily basis has extended from about 9 hours to about 11 hours. If it wasn't for the option to commute to work via the Dale City to Rosslyn-Ballston Enhanced Bus Service, that time away from home and my family would increase significantly. In addition to a longer commute, without this commuter option, I'd have to resort to other options that would likely be frustrating and/or more costly—all of which would lead to a degradation in quality of life. Not only is continuation of this service important to me (and so many others who live my area and must travel to Arlington for work), but its EXPANSION is also paramount. As more and more workers transition from working from home to working from the office again, traffic and demand for this bus route are only going to get worse. I've already seen demand increase noticeably in just the last month—oftentimes, resulting in people having to stand on the bus in the afternoons. It seems unacceptable to be a paying customer and potentially have to stand on the bus to get home at a decent time, which feels both unsafe and uncomfortable (for the standers and those sitting by them). Local/state government must prioritize funding for the Dale City to Rosslyn-Ballston Enhanced Bus Service to ensure that more buses can service it as there's already proof that the demand is there (and a strong indication that it will continue to increase). I've also found that afternoon interstate traffic is adversely affecting the timeliness and reliability of afternoon pick-ups along this route (and others)—especially, on Fridays. This further supports that



increased funding for enhanced service is critical to performance and customer satisfaction.

- I do not support this project
- This is an extremely cost effective proposal and I can understand why the committee would choose to support it.
- It needs to continue and enhanced into regular service to reduce car traffic from Woodbridge/dale city to DC
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Unnecessary
- I have seen the traffic on I-395 going from Arlington to the south towards Springfield and it is a parking lot.
- Please give all funding for this program
- Wish there were bus shelters for the stops in Arlington
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Yes, please. This works both ways so I can have family and friends meet me at Dale City. Please include weekend service which also reduces congestion on I95 and local streets
- I think enhanced service is good, but don't understand the changes, not enough details.
- Given recent medium density housing construction project completions near Woodbridge and Dale City in PWC, expanding service from to and from Dale City VA will keep more single rider commuters off a congested part of 95/395. I support any continuations or expansion of existing service and oppose any reduction. Timing of any routes that connect to VRE stations Woodbridge and Rippon should align with peak local traffic to further reduce local vehicle miles travelled: buses should arrive before trains depart in the AM and after they arrive in PM to the max extent possible. The project profiles lack sufficient detail to provide most substantive comment and should be expanded to include more information in the next public comment period, or if this is the only one, now and comment period extended to allow for sufficient review.
- 971 is too full there needs to be more in the morning and afternoon - 220 should start at state department and not to stop at Pentagon



- This OmniRide route is crucial for commuters heading to the Pentagon and Arlington. Without the route, hundreds of commuters will have to drive (increasing traffic) or find alternate sub-optimal methods. I urge the continued funding of this route and all OmniRide routes heading to the Pentagon and Arlington. Furthermore, the continued funding may allow for additional busses to be added as some busses are overcrowded and may breakdown more frequently.
- Yes continue and add buses for Route 17 Commuter Lot. Need to have a 3:15PM bus to Route 17 Commuter Lot.
- While this is useful, hiring more staff is more important so that the routes may be maintained
- How does a bus benefit those who paid the tolls on 395 as required?
- More times need to be added to this route. Not only further continuation but expand. Slug lines to Rosslyn from Woodbridge are desperately trying to start back up but too many riders see that slug line times don't work with their schedule. This route needs to grow.
- yes much needed
- Anything public transit to reduce 95 traffic is excellent.
- Looks great. Keep doing it. More public transit is better.
- N/A
- Washington
- No equity
- This is a route I take and it's provides most efficient way to get to Ballston directly. The buses have been full each way. There is a demand for this bus route. If there can be additional buses added that would help elevate the over crowding on this route.
- Continue Service
- Fund it
- Muy necesario. También sería excelente ampliar horarios o hacer las rutas más frecuentes en la mañana y la noche.
 - Translation: Very necessary. It would also be excellent to extend the hours or make the routes more frequent in the morning and in the evening.



WMATA - New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)

- Oh, this would be a blessing!! It's frustrating that Van Dorn St Metro is near the end of the Blue line and no "super quick" way to access D.C. despite being so close. Plus, eliminating that timed transfer would save many money as metro's recent fare increase - makes it hard for one to want to go into DC from Van Dorn. Despite Van Dorn St Metro's ample/available parking space - would be a big help to those visiting the DMV as well as commuters.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Yes
- Does nothing for me
- Strongly support, this provides a way into DC that does not stop at the Pentagon. WMATA is also a great service operator.
- Should not be a priority
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- Backup if Metro is out of service near Van Dorn station.
- does not improve my commute
- yes, if the demand is there - a new service is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- It's needed
- None
- Greate
- excellent service continue.
- It would be an amazing add to the public transportation service. I hope that this new route could have financial support. The route seems to complete and would let our areas have a direct transportation to Washington DC.
- Particularly with the federal government's return to office, this bus route would provide an important option for commuters to save time compared to having to switch to metro rail at the Pentagon. It is likely to encourage more people to ride the bus rather than drive. I would use this bus, as I used to use the old 7Y, if I still worked downtown. After the 7Y was canceled, I started driving into the



city – the bus-to-rail commute was way too slow, my time is far too valuable to spend 90 minutes going 6 miles. There are lots of other people just like me who would use this bus route.

- I am in favor of this project.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- VITAL .. please keep this line frequent
- This is a necessary option, as it provides an alternative route downtown and relief for the extremely busy DASH Line 35
- Finally! Thanks for giving us choices!
- This is a great idea. I would use this bus line if I needed to go downtown during commuting hours.
- Use metro
- Thank you for this service!
- Important!
- Support additional bus service between Virginia and DC.
- Approve
- This would be a huge benefit to commuters.
- A convenient option for getting to downtown D.C.
- In favor
- It will be a great new addition for commuters, including me.
- This will be an excellent choice for rush travel to work. This will make my commute faster and more economical. Thank you for establishing this new line.
- Desperately needed. A lot of poor folks need better bus service.
- Yes please!
- This would be super useful as there are very limited options to go directly from Alexandria to DC (only metro options).
- This bus would be an incredible asset to commuters like me who are legally blind and can't drive. An accessible way to get into DC.
- I'm not able to evaluate if this service will be useful for me without more information, like termination point in DC.
- This new service would enhance my options to get to/from work in downtown DC. Especially in conjunction with Dash Line 36 to Shirlington



- Fund this one! We need more buses to cross the river! The 395 express lanes should be full of buses. The only solution to the rosslyn bottleneck!
- I do not support this project
- This service is a great option that would address a gap in service provided to residents of West Alexandria at the moment.
- It's a good line but shouldn't be a priority since every station is already served by alternatives
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Very much needed 24/7
- Please fully fund all programs!
- Unnecessary to have a bus route parallel to a Metro route
- Instead of buses, why don't we focus on a railway that would do away with cars, like in Japan.
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Yes it will definitely cur down on traffic.
- N/A
- 971 4:55 am & 5:15 am is not enough space there should be another state department dale city commuter lot two is not enough too full
- Support
- This would be amazing! Very useful to West End residents.
- es a bus benefit those who paid the tolls on 395 as required?
- Key service that will support the future West End Transitway Route. Data on ridership will help continue to plan for the BRT options along this corridor.
- I am very much in favor of this as someone who lives in Shirlington! This would be a big time saver not to have to go to the Pentagon or Pentagon City Metro station and then into DC!
- Excellent!!! Would love this service
- Ok proposal
- Excellent, Alexandria West End connections to DC are a fantastic idea. Supplement the 35 during peak times looks great.



- I can see why someone would want to use this. I used to do this commute and it was awful. I would have considered using it then.
- I use this connection but don't have much to comment.
- no equity
- Continue Service
- Fund it
- Not worth it, as it will be stuck in traffic like everyone else. Better to fund more Metro cars on the Blue line
- I usually take a ride by bus and metro, but it seems a good option.

OmniRide - Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation)

- Much helpful.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- The route should continue as it is popular along with slugging from that lot to the Pentagon.
- Like the Prince William County Dale City bus service enhancement this bus service enhancement will serve the most commuters who do not have an alternate means of mass transit. who
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- More busses / times drastically needed
- It's needed
- None
- excellent service continue.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability



- Why were other lots not included in more service? The Commonwealth buses are full to maximum most of the time as well.
- Do not use
- please continue and add additional routes possibly to include the 630 lot on Courthouse Road
- Need this, few other options
- Good idea.
- affect me but generally support enhancement of transit options
- Approve
- Writing in support of buses that replace cars on 95
- This will have no impact on me.
- I do not support this project
- The service needs to be enhanced and expanded especially on weekends
- Establish a route to an from Dept of State to Falmouth Rt 17 lot
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- This is my normal route to work. It is full with return to work efforts and could use some updating to the time tables, particularly in the morning. Afternoon times work, at least for me. But the morning options could be improved. Would suggest a bus between the 5:20 and 6 time frames to ease rider counts and provide better offerings
- Buses could then be used to connect different points to the railway.
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Stafford needs the buses it has plus additional - many buses are full now
- As more people move to this area, will help with congestion and maybe also on weekends
- N/A
- This OmniRide route is crucial for commuters heading to the Pentagon and Arlington. Without the route, hundreds of commuters will have to drive (increasing traffic) or find alternate sub-optimal methods. I urge the continued funding of this route and all OmniRide routes heading to the Pentagon and



Arlington. Furthermore, the continued funding may allow for additional busses to be added as some busses are overcrowded and may breakdown more frequently.

- An increase in buses available for this lot will dramatically improve the route to and from work at the Pentagon. Currently the line are long and wait times could be better depending on time of day. Giving more flexibility for people to get a bus in different time slots will make the commute a lot easier and stress free.
- es a bus benefit those who paid the tolls on 395 as required?
- yes much needed
- Please continue to provide this service. These busses are almost always full, sometimes leaving people behind due to no seats left. Also, it would be great if there could be a stop on the way to the Pentagon and on way to stafford-dropoff/pickup Mark Center riders
- Anything public transit to reduce 95 traffic is excellent.
- Looks great. Keep doing it. More public transit is better.
- If this bus service ran on the weekends or eariler than 12:50pm to Stafford, it would benefit me a lot, I am not a regular commuter for work, I use this route to visit my friend in Stafford only, so if there could be funding for this route to run reverse commute and on weekends, it would benefit me a lot.
- no equity
- Yes. Current limited buses are almost 100%full with some trips having commuters stand, which is unsafe
- This is extremely important. The buses are filled to capacity and are needed!
- Continue Service
- Fund it

DASH Line 35 (Van Dorn Street Metro to the Pentagon) Enhanced Bus Service (Continuation)

- This bus and Line 36, I'd vote are at the heart of DASH bus lines. It's a huge service that provides a huge help to affected population. It's continuation would make an extreme difference as we've all become reliant on this wonderful service. Plus, it's constantly packed - from all hours of the day it seems. If that doesn't show how much we appreciate this exemplar service, what will.
- I depend on this service to commute to work , particularly in inclement weather. This route is key to my access to public transit.



- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Yes
- Does nothing for me
- Strongly support, frequent all bus routes are great
- Not a priority
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- Please continue this service. It provides much needed transportation even for those traveling within Alexandria city. I almost never drive anymore since dash bus service has more frequency
- Critical
- Like this
- Important shuttle service to Van Dorn Station and backup if Blue Line is out of service near Van Dorn station.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Use several times per week
- Would not use.
- Very critical route for commuters. Provides an opportunity to leave their cars home.
- VERY CRITICAL TO MAINTAIN
- more frequent times especially after 4pm.
- None
- Love this service
- I, and many others in my neighborhood, rely on this bus to get to and from work as well as to any social activities in Washington, DC on the weekends. Any reduction in service would have a hugely negative impact on our neighborhood, especially since many of us are federal workers who are now required to go to the office full time.
- excellent service continue.



- Continue funding this project, but consider increasing the investment amount so the bus can run more frequently. Waiting 15-25 minutes for this bus is not ideal.
- I would like to express my strong support for continued funding of the DASH Line 35 in Alexandria. This route is one of the most efficient in the system, offers outstanding service, and is essential for those of us who rely on public transportation for our daily activities. Line 35 not only saves time but is also extremely convenient for those who need to travel to Washington, DC. The connection at the Pentagon is a major benefit, as it allows us to access the Metro system at a more affordable fare. For those of us who live farther away and do not have the financial resources to afford other means of transportation, this savings is very important and makes a real difference in our daily lives. For all these reasons, I believe it is critical to continue funding this route so it can keep providing vital service to our community.
- Yes
- I use this route as my primary means for accessing metro rail to get downtown.
- Please retain this essential bus line.
- Excellent service that connects Alexandria West to DC
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- I am really supportive. It gives me connectivity to travel from west end to both blue/yellow line seamlessly.
- VITAL .. please keep this line frequent
- Line 35 is the busiest route in the DASH system and maintaining 10/15 min frequencies is crucial to continued good operations for this bus. Regression would cause immediate overcrowding, bunching and other delays
- Fellow residents use this bus line all day.
- So necessary!! Please continue this service and provide enhanced service
- I love this service and highly encourage you to keep it going. I have used this bus line at all times of the day and will continue to use it over driving as long as I can count on it.
- Use metro
- Good idea.
- I love this route and the high frequency service. Please continue to include it in the Commuter Choice program
- Thank you for continuing this service.



- The DASH 35 route goes through my neighborhood and can take to several grocery/restaurants, my church and my eye doctor. I don't use it frequently, but have used it access all of these.
- Important route
- Support additional frequencies of 15 minutes or less
- I use this most on return from work.
- This bus line is very important to us here in the West End of Alexandria. This is what we use to commute to work and also to drop off our child at school.
- Approve
- Writing in support of DASH west connectors to Pentagon
- Continuation of frequent trips on DASH Line 35 is essential for commuting. WMATA has reduced metrobus service in Alexandria's West End.
- I find this route to be very valuable to my everyday life.
- This route helps me get to DC and also to the doctors within Alexandria. I would severely impact me if this route was reduced.
- As a citizen of Alexandria city, I frequently use DASH bus line 35. I would very much support the continuation of the same service, same route. Thank you.
- Very useful route
- Use this line frequently.
- In favor
- Please continue the enhanced bus service which I use daily.
- As a resident of West Alexandria, I depend heavily on the 35 bus daily for my commute to my office at the U.S. Department of Agriculture in Washington, DC. The 35 bus is a critical linkage to the metro, enabling me to commute to work in less than 40 minutes on average. This vital bus link allows me a reduced commute, allowing me to metro from the Pentagon via the yellow line, arriving in DC just one stop later. More regular weekly rush hour service is much appreciated. The line for the 35 bus from the Pentagon to Van Dorn on weekday afternoons is often crowded, highlighting the critical service this bus provides to residents of Alexandria. More frequent rush hour service would help to reduce overcrowding on the bus during peak hours, including from 7:30 - 9:00 am and 4:00 - 6:00 pm. Please also consider increasing service frequency for weekend hours.
- Bravo to continuing the superb service and frequency of this bus line! Superb in all ways. Dash is the BEST.
- This line that normally use. Im gratefull for it and look forwardd other improvements they will make on it.



- Desperately needed. We only have 1 bus going down Taney.
- Highly support
- This is the line I use to commute into DC. It has been very beneficial to have the expanded service that is more regular, includes daytime and weekend, not just commuting hours as the old 28B line had.
- I ride this bus every day and would definitely use it to go to additional locations
- this is the best bus service in the entire country and making it free was the best use of taxpayer money this country has ever seen in its 250 year history
- This line is important. It's the only way to get to the Mark Center and Pentagon easily to transfer to the Metro.
- It is probably time for Alexandria City to return to 'paid bus service'. I'm not sure current enhanced bus service is needed outside rush hour periods, especially since the free bus service is often underutilized during non-rush hours and weekends.
- I use this bus frequently not just to get to the Pentagon to catch a shuttle to my job, but to get into DC quickly and easily. I'm legally blind and find the DASH buses especially helpful. They are well-maintained and the numbers and routes are easy to see and hear.
- YES PLEASE!
- I ride this bus line frequently.
- I rely on this service for my commuting 4-5 days a week. This is my lifeline.
- I rely on this bus every day to get to work
- I ride the 35 to and from work Monday to Friday 5 days a week. I rely on it.
- I depend on this line to get to and from work each week, as well as to get to and from various necessary places like the grocery store. I support its continuation.
- Most definitely keep this route as it is heavily used, and not just by me personally. If anything, may even want to add an additional bus to route.
- I'm a huge fan of the line 35 bus that I use for my normal daily commute and greatly support the continuation of service.
- I do not support this project
- As a West Alexandria resident, I rely heavily on the frequency of this service. I take the 35 bus frequently throughout the city of Alexandria and I have witnessed first hand the diverse range of passengers who use this service. Particularly for the route to Van Dorn, I find it rare to have an empty bus no matter what time of day or evening I ride. It's clear students, mothers, workers, and others rely on the frequency of this service. At present it is the only direct



route that serves so much of Alexandria. Personally, it has been a key resource enabling me to connect with and explore parts of the community I otherwise may have never visited.

- currently this bus does NOT run on time. Your best improvement would be to ensure it DOES actually run on schedule
- Not a priority since many alternatives exist
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Need to find the bus of overcrowding of school kids
- Please fully fund all programs!
- DASH Line 35 is an essential service that meets the daily mobility needs of thousands of Alexandria residents. Eliminating or reducing this line would disproportionately affect working-class communities, seniors, students, and individuals without access to a private vehicle—many of whom rely on Line 35 as their primary connection to employment centers, schools, healthcare facilities, grocery stores, and Metro stations. 1. Equity & Accessibility Line 35 serves diverse, densely populated neighborhoods—including affordable housing and multi-family communities—where many residents depend on reliable public transportation. Cutting this route would create transportation deserts and exacerbate social inequities, undermining Alexandria’s goals of being an inclusive and accessible city. 2. Critical Connections The route links two major Metro stations: Van Dorn and the Pentagon. It provides a crucial east-west corridor through Alexandria, facilitating connections across the city and into the greater Washington, D.C. region. Without it, commuters would face longer, more complicated, and less frequent travel options. 3. Economic Lifeline Line 35 supports the local economy by providing consistent transit access to commercial areas and job centers—including Landmark Mall’s redevelopment zone and the Mark Center. Removing the line could result in workforce disruptions and reduced foot traffic for small businesses. 4. Environmental Impact Eliminating Line 35 would likely increase car dependency, adding congestion and emissions to Alexandria’s roadways. Public transportation like Line 35 plays a key role in achieving climate goals and reducing the city’s carbon footprint. 5. Community Demand Residents have repeatedly voiced support for maintaining this route. DASH has a responsibility to listen to community feedback and prioritize routes that are not just efficient but essential for the well-being of the city’s most transit-dependent populations.
- I use this line everyday for commuting and it’s a life saver! I choose DASH over any other bus line even if it means waiting a little longer for it to come



- Definitely keep - especially during morning and evening rush, the 35 busses are packed to standing room only leaving the Pentagon, and frequently in the morning on the way to the Pentagon also. In fact, both time periods would be a great fit for a pre-planned double length bus daily.
- This would be great!! This current line even during peak times from the pentagon to home around 5:30 PM is often unreliable and definitely not every 10 minutes. It seems like the buses are constantly on an off duty status when they show up to the pentagon at peak times which is frustrating. I also often have to wait a long time for a bus on the weekends coming home from the pentagon if I transferred from a metro line.
- Unnecessary to have a bus route parallel to a Metro route
- Gym to home
- The 35 is a vital resource for my family and me. As a 1-car household with a newborn, regular service allows me to get to and from work, allowing my wife to have the car with the car seat for emergencies.
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- This line is an important form of transportation for the community. It should be continued
- Yes
- N/A
- Needed as provides critical service to a community where public transport is a necessity.
- Strongly support
- Important commuter route from my neighborhood
- es a bus benefit those who paid the tolls on 395 as required?
- Please continue this needed service that supports rides where people need it them most.
- The reliability of the 35 is great for getting me to the pentagon.
- All is needed but limited paid parking at this location
- Absolutly fund this. This route is very important so so many people and the current frequency is needed.
- Looks great. Keep doing it. More public transit is better.
- N/A
- no equity



- Continue Service
- Fund it
- This line is extremely important because it provides good, frequent access to a part of Alexandria with many lower-income residents, and there is no metro there, so they need this to get kids to schools, and to jobs.
- This duplicates the blue line, and unless using the 395 HOT lanes will get stuck in traffic.
- Hasta ahora he estado conforme con esta línea.
 - Translation: So far I have been happy with this line.

DASH Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)

- This bus line and Line 35 as said above, are at the Heart of DASH bus services. I ride this fare-free bus frequently, daily. I need it immensely. It allows me to visit family, go to work, go to the Post Office/Library, go shopping at my preferred grocery store, etc. I don't dream of a world where it's frequent lines are ceased. I'd also like to propose for future review - an increase in late-night bus times. So it lines up closer to when metro's trains close or at least late-night buses on the weekend after 11pm.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Yes
- Service not needed---mostly EMPTY busses
- Does nothing for me
- Strongly support, frequent all day bus routes are great
- Not a priority
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- Please continue this service. The frequency of options means I can leave the car at home and save money and the environment
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Use occasionally for shopping



- Would not use.
- Another very critical route for commuters
- It's needed
- Regularly use Dash 36A/36B to travel from Old Dominion to Potomac Yard for work and pleasure travel into Washington DC, or Old Town via Metro.
- This is the one option that would benefit me personally. I use this line a couple of times a week, more often in the winter and when it rains. It has allowed me to avoid buying another car for my family.
- None
- Appreciate ur service
- This bus line has been an amazing resource for our community. It supplies a much needed artery of transportation through this area and as a connection to metro. It makes so much possible with no alternative to what it offers.
- excellent service continue.
- I strongly support continued funding for DASH Line 36. This route is very efficient and connects to a key area, Potomac Yard, which is vital for many of us. It also offers an affordable option for reaching Washington, DC. Please keep supporting this important service.
- Yes
- I use this bus to go to school
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- I routinely use this service for shopping and other errands and hope you will continue to fund it. I am retired and have low vision and this service is very important to me.
- I like that it serves a lot of population from the Mark center area that can access metro easily and shop/dine/play in different parts of the city.
- Please keep line 36
- Line 36 is one of the only crosstown connections in Alexandria and is an important service. Regression would mean overcrowding and longer trips as riders look for more frequent, but circuitous alternatives
- Peoples use this bus line to travel all day.
- Use metro
- Good idea.



- Line 36 is an important east-west route in Alexandria with increasing ridership. Please continue to include it in the Commuter Choice program
- Important route
- Support additional frequencies of 15 min or less
- My wife and I use the 36B service weekly.
- Approve
- I use this almost every day
- Writing in support of DASH connectors to Potomac Yard
- I find this route to be very valuable to my everyday life.
- Very useful route
- Use this line frequently.
- In favor
- Please continue the enhanced bus service which I use multiple times a week.
- Desperately needed. Alexandria's west end is underserved.
- Very needed
- I ride this bus frequently and would use it to go to additional locations often
- This line is essential for those receiving City services at Mark Center and Neighborhood Health Centers (2). Also essential for low income workers in Alexandria.
- It is probably time for Alexandria City to return to 'paid bus service'. I'm not sure current enhanced bus service is needed outside rush hour periods, especially since the free bus service is often underutilized during non-rush hours and weekends.
- I'm riding route 36A/B to Potomac Yard almost everyday. It's so convenient and safe to ride this route.
- This bus is used by myself to get around the city and for my teenagers to get back and forth to Alexandria HS. It's fast and efficient.
- This will have no impact on me.
- Take to CVS & other stores since parking is limited. Also to Shirlington for movie & doctor.
- Use to get to and from work. My son also take to get to school. Wish buses could run more often
- I frequent this bus to get to Shirlington and areas close to/in Potomac Yard
- I also make use frequently of the line 36 bus to get gather groceries during the week and also support the continuation of this service program as well.



- I do not support this project
- Currently this bus does NOT run on time. I ride this in the AM and transfer at Mark Center to ride the 7 M into the Pentagon. 36A should arrive at 0638, I can catch the 0740 7M bus but the 36A rarely runs on time therefore I am late to work. I have started driving to work most days to avoid being late. DASH buses rarely run per their published schedule
- Provides access to riders along the route and connects north east and west Alexandria. Should continue
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Better connectio to the 31 line, also need to control school kids situation
- Please fully fund all programs!
- DASH Line 36 is a critical transit route that serves some of Alexandria’s most diverse and transit-reliant communities. From residential neighborhoods in the West End to key destinations near the Old Town and the King Street Metro, Line 36 ensures that residents can access employment, services, education, and recreation without the burden of car ownership. Discontinuing this route would create serious accessibility gaps and undermine Alexandria’s equity and sustainability goals.
 1. Equitable Service to Underserved Areas Line 36 connects communities that include a large number of low-income households, immigrants, seniors, and individuals with disabilities—many of whom rely on public transit as their sole mode of transportation. Eliminating this route would isolate those who are already vulnerable and worsen existing disparities in mobility.
 2. Vital East-West Connector Line 36 provides a crucial east-west link across Alexandria, including access to the Van Dorn Metro Station, NVCC, major residential zones, and shopping centers. It reduces the need for multiple transfers, making daily travel more efficient, especially for those heading to jobs and schools.
 3. Economic Stability Reliable transit access is directly tied to economic opportunity. By connecting workers to commercial corridors, job centers, and business hubs, Line 36 helps ensure economic mobility and stability for Alexandria’s workforce. Removing it could increase absenteeism, reduce employment opportunities, and hurt small businesses along the route.
 4. Supports Alexandria’s Climate & Sustainability Goals With Alexandria’s push toward a greener, more sustainable future, Line 36 offers a clean, accessible alternative to car travel. Cutting this route would only push more people into cars, increasing congestion and pollution, especially along high-traffic corridors like Duke Street and Van Dorn.
 5. Community Need & Input Residents have long relied on Line 36 and have voiced strong support for keeping it. DASH has made community input a cornerstone of its transit



planning—now is the time to honor that commitment by maintaining a route that so many depend on.

- Very useful line! Easy to get access to the neighborhood
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- This line of transport is critically needed. Please continue to fund this bus line.
- Yes
- N/A
- Service provide critical transport for the surrounding community, supports local economy by providing access to shopping and employment opportunities.
- Strongly support
- es a bus benefit those who paid the tolls on 395 as required?
- Please continue this needed service!
- This is needed. This line also needs improvements in timeliness and reliability.
- It would be great, because I use the 36 to get to work on the weekends
- 36 carries a lot of people, I don't ride it but the bus is popular.
- All is needed but limited paid parking at this location
- 15 minute frequency on this route is great. I would love to see 12 or 10 minute frequency.
- Looks great. Keep doing it. More public transit is better.
- N/A
- no equity
- Continue Service
- This bus route is widely used, and including myself, it's a great way to travel from Arlington to the metro station. It's convenient and serves as an alternative for commuters who use the bus to travel to work or school along the route. The free bus service offers a fantastic alternative to driving, with well-connected stops at key locations.
- Fund it
- This like is also important because it connects people in Arlandria to the new metro station, and to all the jobs at the Mark Center.



OmniRide - Route 1 Local Enhanced Bus Service (Continuation)

- Yes, continuation needed.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- Not a priority
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- It's needed
- None
- excellent service continue.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Do not use
- affect me but generally support enhancement of transit options
- Approve
- Writing in support of buses that replace cars on Rt1
- This will have no impact on me.
- I do not support this project
- Should run more frequently and receive more funding for it since there are no alternatives
- the schedules with other Omni Ride buses should be more sycheonized to cut down on wait times for transferring
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!



- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Yes
- N/A
- Given recent medium density housing construction project completions near Woodbridge and Dale City in PWC, expanding service from to and from Dale City VA will keep more single rider commuters off a congested part of 95/395. I support any continuations or expansion of existing service and oppose any reduction. Timing of any routes that connect to VRE stations Woodbridge and Rippon should align with peak local traffic to further reduce local vehicle miles travelled: buses should arrive before trains depart in the AM and after they arrive in PM to the max extent possible. The project profiles lack sufficient detail to provide most substantive comment and should be expanded to include more information in the next public comment period, or if this is the only one, now and comment period extended to allow for sufficient review.
- es a bus benefit those who paid the tolls on 395 as required?
- All is needed but limited paid parking at this location
- Anything public transit to reduce 95 traffic is excellent.
- Looks great. Keep doing it. More public transit is better.
- Need timed connections to the 95 bus and more frequency on weekends.
- no equity
- Continue Service
- Fund it
- Sería excelente aumentar frecuencia de los viajes (que sean cada 15 o 20 minutos en ves de cada 45/40 minutos)
 - Translation: It would be excellent to increase the frequency of the trips (every 15 or 20 minutes instead of every 45 or 40 minutes)



OmniRide - Prince William Metro Express Enhanced Bus Service (Continuation)

- I appreciate and approve this.
- Needs more buses
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- yes, if the demand is there - continuation is best
- It would be great if both side of the county were considered.
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- There are people with certain behaviors who always because of my head covering say Asalamu alaikum in an uncomfortable and mocking way/manner. The bus smells like marijuana and one time I saw a group of people at the bus stations drinking alcohol and they always smoke and use marijuana on the bus stations. I am severely allergic to these smells and the bus station always smells like this on Franc Spring. I go from Horner rd to franc spring. Please do something about this.
- Needed
- We need more frequently bus at 4:45 pm very crowded m.
- It's needed
- None
- excellent service continue.
- It would be ideal to increase the frequency of these buses
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Yes
- As one of the only off-peak links between PWC and the rest of NoVA/DMV, this is an important service and frequency cannot be allowed to regress



- Do not use
- Use metro
- affect me but generally support enhancement of transit options
- Approve
- This will have no impact on me.
- I do not support this project
- Should be expanded and enhanced especially during VRE non peak hours
- the schedules with other Omni Ride buses should be more sycheonized to cut down on wait times for transferring
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Yes. Helps with congestion and also on weekends?
- Enhanced service is good, would like more details.
- Given recent medium density housing construction project completions near Woodbridge and Dale City in PWC, expanding service from to and from Dale City VA will keep more single rider commuters off a congested part of 95/395. I support any continuations or expansion of existing service and oppose any reduction. Timing of any routes that connect to VRE stations Woodbridge and Rippon should align with peak local traffic to further reduce local vehicle miles travelled: buses should arrive before trains depart in the AM and after they arrive in PM to the max extent possible. The project profiles lack sufficient detail to provide most substantive comment and should be expanded to include more information in the next public comment period, or if this is the only one, now and comment period extended to allow for sufficient review.
- Yes, please continue as I use this bus to get to and from work every day.
- Definitely needs to be enhanced given how many people must now go back to the office due to the removal of telework for federal government employees
- es a bus benefit those who paid the tolls on 395 as required?
- Anything public transit to reduce 95 traffic is excellent.



- Looks great. Keep doing it. More public transit is better.
- Need more weekend service and later trip like 10pm or 11pm to Springfield on weekends.
- no equity
- I just started using this 2 years ago. Great service, and seeing increase in ridership over the past 4-6 months most b buses are packed
- Fund it
- Continue Service
- Sería excelente aumentar frecuencia de los viajes (que sean cada 15 o 20 minutos)
 - Translation: It would be excellent to increase the frequency of trips (every 15 or 20 minutes).

OmniRide - Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation)

- Sounds helpful!
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This route should happen if slugging from that lot is only for the Pentagon.
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- We desperately need more buses from the 610 commuter lot and back. Route 943 is overfilled every week and it seems to be getting worse as more people are coming into and out of DC.
- Would not use.
- More busses / times drastically needed
- Critical to keep
- None
- excellent service continue.



- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Why were other lots not included in more service? The Commonwealth buses are full to maximum most of the time as well.
- Do not use
- Need this, few other options
- Good idea.
- affect me but generally support enhancement of transit options
- Approve
- This will have no impact on me.
- I do not support this project
- Should start from Fredricksburg with a stop at stafford tgen terminate in Woodbridge to connect with the PWC express bus. Should all run frequently
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- We need to keep the buses we have plus add additional bus that go directly into DC. 7am direct to DC and a 8amish direct to DC is needed
- This is a valuable service and with exit of Martz and Quiks, omniride is the only game in town. While I enjoy the reasonable rates, I would pay more to retain this route.
- N/A
- This is needed with the return to work. Also consider bringing bus service further south to DC. From SPOTSYLVANIA to Downtown DC
- This OmniRide route is crucial for commuters heading to the Pentagon and Arlington. Without the route, hundreds of commuters will have to drive (increasing traffic) or find alternate sub-optimal methods. I urge the continued funding of this route and all OmniRide routes heading to the Pentagon and Arlington. Furthermore, the continued funding may allow for additional busses to be added as some busses are overcrowded and may breakdown more frequently.



- Again, need more drivers and more buses to make the routes sustainable
- es a bus benefit those who paid the tolls on 395 as required?
- Anything public transit to reduce 95 traffic is excellent.
- Looks great. Keep doing it. More public transit is better.
- If this route ran earlier and reverse commute I would benefit from this.
- no equity
- Yes. Current limited buses are almost completely full. Some trips have commuters standing
- I am in favor of this project. I use this bus to commute to DC and it is getting harder to find seats in the afternoon.
- More than 1 bus
- Since there is an RTO, it would be nice to have more buses from Staffordboro commuter Lot (610) to Downtown DC and Downtown DC to Staffordboro commuter Lot (610). The buses are packed, some buses need upgrades, sometimes there is standing room only and I don't think that is safe to ride 45-50 min standing up. I commend the drivers for getting us safely to work and home.
- This is the typical route I take. The bus is full and needs to continue, esp with everyone returning to office in DC.
- It needs to be another bus for the Regan stop to 630 lot like around 2:30pm in the afternoon.
- Continue Service
- Fund it



Arlington County - Route 87 (Shirlington to the Pentagon) Enhanced Bus Service

- I support this!
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Yes
- Service not needed---mostly EMPTY busses
- Does nothing for me
- Strongly support, this would allow ART to consolidate its route names and provide a more effective and streamlined service
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - enhancement is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- It's needed
- None
- excellent service continue.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Currently, Route 87 has several confusing patterns, consolidation would be a great benefit to riders
- Do not use
- Good idea.
- Several friends and I directly benefit from this route and appreciate its enhancement.
- Important route
- Support additional frequencies for bus routes



- This is good.
- I would be in favor of this and would use it.
- Approve
- In favor
- Yes!
- This will have no impact on me.
- I support this (and increased service for WMATA 25a, which is on the project profile document but not this survey?)
- Important investment in keeping shirlington accessible
- This should be a top priority, I fully support this project
- Important to connect shirlington to the Pentagon metro
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Unnecessary
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- make it direct service both ways
- N/A
- Strongly support
- es a bus benefit those who paid the tolls on 395 as required?
- I use this route corridor whenever I go to the city. More service here would benefit my local area if it gets cars off the road. Shirlington car traffic is tough on King Street and Walter Reed in the evenings.
- N/A
- no equity
- Continue Service
- strongly support this enhancement, it is needed because the 87 gets into a lot of traffic and a lot of people use this to get from my neighborhood to Shirlington and Pentagon City.



- Fund it
- Due to this route going thru the Glebe Rd/395 junction it will be always delayed. If this is done make it an express on the 395 HOT lanes.

Fairfax County - Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service

- Very helpful.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- It's needed
- None
- excellent service continue.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Do not use
- Good idea.
- affect me but generally support enhancement of transit options
- This is good.
- Approve
- Please provide weekend service
- This will have no impact on me.
- I do not support this project
- Should be an express bus to Franconia Springfield



- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Unnecessary
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- N/A
- es a bus benefit those who paid the tolls on 395 as required?
- Good to have more suburban transit
- I take 395 to and from work every day as my workplace is not convenient to the public transit system. If this route helps get people off of 395 that would be awesome. 395 is rough pretty much all the time.
- Need reverse commute service.
- no equity
- Continue Service
- Fund it

Virginia Railway Express - Leeland Road Station Improvement Program

- That would be very helpful!
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - improvement is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- None
- excellent service continue.



- Buses are a key element to a good transit network, I understand, but improvements to facilities are longer-lasting, and therefore I think this project should be higher on the list. I wish there were more permanent facilities improvements available here.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- I am in favor of this project since it would decrease dwell times for trains and would also be a one time infusion of capital funds
- Do not use
- VRE is so important and I love any funding that it is given.
- Approve
- Please provide weekend service
- In favor
- This will have no impact on me.
- I do not support this project
- Should be implemented to increase boarding and off boarding efficiency
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Unnecessary
- Please give all funding for this program
- Wish the train had less delays.
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- Yes
- N/A
- Support
- es a bus benefit those who paid the tolls on 395 as required?
- This is very important. Continuing to grow the VRE stations provides us with the infrastructure we need for expanded service when the new long bridge opens. I want to see VRE prepared for expanded service as soon as possible to hit the ground running when the bridge opens.



- This project sounds good. I would think that a short platform is dumb if I used this service.
- N/A
- You should always prioritize rail over bus projects.
- no equity
- It's not that bad. This can wait a few years
- Continue Service
- VRE and metro are our primary routes
- This investment will enhance the long-term use of the train system, benefiting the entire region. From my perspective, it will prove valuable over time. Virginia is making progress toward improving its rail infrastructure, and this step, though small, is an important part of achieving that goal.
- Fund it
- This can help with getting people not to drive in city. That and building the new Potomac Rail Bridge.

Fairfax County - Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service

- This would be such a big help. That little bit of difference helps in rough weather, commuting quicker to the mall and various appointments in Springfield. I very much approve. Especially with this route there never seems to be "enough buses"
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - enhancement is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- Not sure
- None
- excellent service continue.



- I use this bus to go to my part time job
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Do not use
- The 321/322 route goes through my neighborhood. I have used it to get to/from Van Dorn/Springfield Metro stations although I don't use it frequently.
- affect me but generally support enhancement of transit options
- Approve
- This will have no impact on me.
- I do not support this project
- Important Franconia routes which need to expand and run more frequently
- can this run more frequently on Sundays
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- It will help getting from placèto place
- es a bus benefit those who paid the tolls on 395 as required?
- This would have great potential
- This is a great use of funds for Fairfax county.
- This is the bus route closest to my work. I would consider it if the headways were improved as suggested here. I can drive to work in 20-35 minutes but to take buses would take me over an hour.
- I use this route and frequency could be improvedm
- no equity
- Continue Service
- Fund it
- Combined with some sidewalk improvements in Springfield it could work.
- Sería excelente aumentar frecuencia de los viajes
 - Translation: It would be excellent to increase the frequency of trips



Fairfax County - Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)

- I'd like for this to continue.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- Does nothing for me
- This project should continue with enhancements due to increased ridership. Consideration should be given to enhancing the fleet/schedule to help alleviate current traffic.
- does not improve my commute
- yes, if the demand is there - continuation is best
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Would not use.
- It's needed
- None
- excellent service continue.
- N/A
- It will not make a difference regarding our travel from Dumfries DC and back from a viewpoint of timing and predictability
- Do not use
- affect me but generally support enhancement of transit options
- Approve
- This will have no impact on me.
- I do not support this project
- Very important to run when VRE is not running
- Not applicable to the the timely and efficient schedule of reaching the destination (Washington, DC) from Dumfries, VA and relieving traffic congestion along the to/from route
- Please fully fund all programs!
- Please give all funding for this program
- Does not affect me, Except if the shifting of resources will reduce services to Warrenton on the I-66 Corridor.
- N/A



- es a bus benefit those who paid the tolls on 395 as required?
- All is needed but limited paid parking at this location
- Anything public transit to reduce 95 traffic is excellent.
- Looks great. Keep doing it. More public transit is better.
- Good service.
- no equity
- Continue Service
- Fund it - my old stomping ground!

General comments on the overall Commuter Choice program

- I appreciate and advocate we follow along Alexandria's DASH's bus service line being free-fare for any/all passengers. I'd like to see that blossom and in motion for other public transit lines (ART, WMATA bus/train, OmniRide, FX) in the future and make taking the bus, frequent and accessible for all passengers.
- It's a great program.
- I think this will be a great service and will help make daily commutes better for everyone in the region.
- None
- Waste of money
- Scrap them all. Save the money.
- These should pair with slugging, especially from Woodbridge, Dumfries, Stafford, and Fredericksburg.
- Arlington County proposed "concepts" for HOV or bus only or bike only lanes on Langston Blvd are a waste of time, no planning has been put forth, and should receive no CC funding. All proposals for funding need an environmental assessment and feasibility study, where projects costs are considered along with revenue potential
- Other routes for bus service should have been considered
- Additional resources should be considered for the 971 routes (Dale City to State Department) considering the increased ridership and demand.
- Love all the options. My husband and I have moved to one car and we rarely use it in the dc metro area. Keep up the great service in and around alexandria and dc!
- Better integration of DASH and ART



- Please reserve all Dash routes. Very important for residents to have reliable and affordable transportation in these trying times.
- Project looks ridiculous without considering that 971 has been seeing people standing on am and pm routes. The Omniride Express Prince William does not look like it covers that bus route. Reconsider where you're putting funds.
- OmniRide route 612 needs to add another bus. It is full in the most of the time in each direction. Especially in the afternoons leaving the Pentagon. Adding another bus every hour that originate at the Pentagon would help alleviate the over capacity issue. I have to leave work 20 minutes early if I want any chance a getting on the bus. If buses left ever 10 minutes if would not be that inconvenient. Also, why does OmniRide go into Washington when there the Metro lines can get passengers to their destination. Buses coming out of the city are typically late and half full. The last several weeks I had to stand almost every night on my way to Gainesville. I do not see the other routes turning away riders like I do see the 612 buses.
- I've used it for years and I the demand continues to grow.
- Seeing numerous OmniRide messages indicating delays/missing schedules due to heavy, bumper-to-bumper traffic, accidents and/or mechanical malfunctions on a daily basis, it is unclear whether any of the 14 projects listed will address this subject to the full extent. I think that only when 3 mass transportation services along the I-95 corridor (Metro - with potential extension from the Franconia/Springfield South [at least down to Dumfries], VRE and OmniRide) - that have the same hours of operation as close as possible - will truly complement each other by distributing passenger traffic flows between these services to alleviate the heavy traffic along the corridor. Overall, heavy traffic in the Greater DC area is an indication of missing potential opportunities for finding and funding better mass transportation options as per the above.
- Na
- There needs to be improvements to all modes of transportation going south to get some of these vehicles off the road. OmniRide busses are ridiculously crowded and run late on a regular basis because of traffic. EZ Pass Tolls have gotten completely out of hand and there is traffic on the EZ Pass lanes on almost on a daily basis, my commute has been slowly creeping from just barely 2 hours to almost 3 hours a day.
- What about more bus and trains going to the West.
- Need more lines in pm for 971
- People are rude we need more buses, very over crowded now
- This will provide good benefits for passangers.



- With a rapidly expanding population in the DMV, it's critical to have public mass transportation to offset the traffic congestion, pollution and transportation frustrations that accompany increased vehicular traffic!
- I am immobilized (walker only) and unable to use any form of mass transit f mass
- Thank you for free wonderful service. Please keep providing us free of charge considering the high expense livelihood situation nowadays.
- I didn't realize that this was the resource that enabled the creation of DASH's 36 bus line and was very interested to learn about it.
- All commuter options are better than people driving to commute to/from work and pleasure activities.
- excellent service continue.
- Thank you for funding our public transportation routes. They have made a huge difference in our lives by providing reliable, affordable, and convenient options. Your support truly helps our community every day.
- The frequency of this route is a priority for me.
- Need to have dedicated north and southbound Eypass lanes on 395/95 south. The lanes should extend to 17 south in Spotsylvania.
- Maybe it's not on the list but I'd suggest 95 express lanes to be similiar to 395/495 express lanes. Or at minimum, have a similar schedule on the weekends. North in the mornings, South in the Afternoon
- N/a
- I really like the free buses to get to school and work
- The program in review appears to add value to my commute options.
- Response is very rider specific. I rely as many West Alexandrian's do on the 35 & 31 buses. Keep them frequent and free!
- Though didn't see reference to my comment, am excited about possible VRE weekend service to DC.
- Nothing in here helps the western Prince william side of county which is impacted by university lot being taken over by noncommuting workers (data center construction workers). Also additional buses needed on Ballston line such as the 245pm bus run back.
- I'm sure the Haves (people benefiting from these proposals) are happy to see this plan but those who have over crowded buses, buses which rarely run on time, buses which way too often miss stops due to a multitude of reasons would like to see something done to improve their existing route. Not to mention one of these routes stop at my commuter lot. Not only is the bus not



full but it is free where as buses which we pay a significant fare for (\$11) is often late, occasionally out right cancelled when the free one was not and over crowded. I can't help but think the merit system or whatever you are using that someone is putting their foot on the scale.

- Seeing numerous OmniRide messages indicating delays/missing schedules due to heavy, bumper-to-bumper traffic, accidents and/or mechanical malfunctions on a daily basis, it is unclear whether any of the 14 projects listed will address this subject to the full extent. I think that only when 3 mass transportation services along the I-95 corridor (Metro - with potential extension from the Franconia/Springfield South [at least down to Dumfries], VRE and OmniRide) - that have the same hours of operation as close as possible - will truly complement each other by distributing passenger traffic flows between these services to alleviate the heavy traffic along the corridor. Overall, heavy traffic in the Greater DC area is an indication of missing potential opportunities for finding and funding better mass transportation options as per the above.
- Why were other lots not included in more service for OmniRide? The Commonwealth buses are full to maximum most of the time as well.
- I catch the bus 923 daily to and from the Pentagon. Wish there was a bus from the Pentagon to the State Department.
- We need more busses from Fredericksburg or Spotsylvania to Washington DC
- Thank you for continuing to fund this program. Enhanced bus service helps people with low incomes get to work and keeps cars off the road.
- I want to speak highly of the DASH services and the frequency, it has made my life easier and my commute more enjoyable.
- Please keep as many bus lines as possible. People need to get used to riding buses, for the sake of all of us .. the environment, our health, etc.
- This is a great program and I hope to see it continue!
- I appreciate that you have made choices available to bus riders. Thanks.
- No comments
- Those who live farther south pay more tolls but most programs benefit those much closer to DC despite them already having significant options. VRE needs to be expanded to both directions in both AM and PM
- Continue funding projects that reduce car trips!
- Please increase the amount of funding for the I395/95 Commuter Choice program! Thanks
- I think bus/van service gives flexibility to test and fine tune routes that are not serving many people. we need to adjust these every 2 years.



- More funding for public transit is always encouraging.
- Since I am retired, I would not use any of the "Commuter Choice Program" options.
- Free bus service is great.
- Needs to be easily available, affordable and reliable.
- Please consider additional frequency improvements on wmata bus routes in Falls Church/Arlington
- Expand the vehicular crossings over the Potomac from Virginia to Maryland! It'll help the busses and the cars!
- Thank you for supporting & providing bus services such as Dash 35. That has been a lifeline to those of us who live in the West End of Alexandria.
- I love the OmniRide from the Stafford 610 lot to the Pentagon.
- It is difficult to give effective comments in this process because it is unclear if there is a cap on funding. Because I don't know if there's a limit on funding, the scoring system is not really helpful.
- none
- Please provide discounts for people with disabilities and incentives for using public transit.
- I care about the continuation of DASH line 35
- N/A
- None
- Thank you for making our commutes easier and more efficient.
- Please help Alexandria's west end! We are one of the poorest of the proposed routes and are barely hanging on.
- Thank you for getting input from customers that depend on these lines.
- i think it's a fantastic use of tolls and a great way to incentivise greater use of public transit.
- Low income workers are often overlooked as "commuters"
- It is time for Alexandria City to return to 'paid bus service' for DASH. All Alexandrians should not be the only bill payer for the 'FREE' DASH bus service.
- The DASH buses program is very helpful and convenient for city residents. also this DASH buses are very clean and safe to ride.
- As a legally blind Alexandria resident, I appreciate the bus service that helps me get back and forth to my job and get my children to their schooling and other events.



- I love Metro. I support it. I use mostly Line 34. I so appreciate it being free for my autistic son.
- The Dash line 35 is a vital transportation system in the Landmark area of Alexandria City.
- I'm glad there is a program for providing funding to maintain commuting lines. These services are needed.
- It is nice to be able to go shopping and not worry about parking and traffic.
- Very much needed to expand services
- I greatly appreciate the opportunity to learn about and provide feedback on FY 2026-2027 funding priorities for important commuting projects within the local area. I wouldn't have known about this if it wasn't for OmniRide's advertisement of it via its Ride Express alert program, so I wanted to acknowledge the overall program's efforts to work with its partners to get the word out there so that commuters are aware and can have their voices heard. I've used word of mouth to continue to share the existence of this survey. However, if there's any other ways that program administrators can ensure that widespread and frequent communication of this important work is undertaken, that would be a beneficial and worthwhile endeavor.
- I rely on public transport both for work and to go into the city.
- I appreciate all the options for commuters
- Great program
- I'm curious why DASH isn't charging for any of its routes. I love that it provides such reliable service as a West Alexandria resident who strongly believes WMATA does not provide adequate service to my neighborhood. I would be willing to pay a fare at certain peak times or other times as a way to help offset costs and keep this service running regularly.
- Run regular service not the outdated commuter service especially to areas with no regular bus service
- n/a
- Provide the option to use the Transerve Benefits visa card to purchase tickets
- Seeing numerous OmniRide messages indicating delays/missing schedules due to heavy traffic on daily basis, it is unclear whether any of the projects listed here will address this subject to the full extent. I think that only when 3 transportation services along the I-95 corridor (Metro - extension from Franconia/Springfield South, VRE and Omnidrive) will truly complement each other, then the traffic becomes distributed between these services to alleviate the heavy traffic along the corridor.



- Need to put plain clothes personal on routes during school days in am and pm to control these kids as most bus drivers on Dash don't even pay attention as to what is going on
- Please keep this program going! Public transit is the future of transit.
- The DASH buses 35 and 36 should continue
- It's a great program
- Please fund more buses and more drivers for the dash lines!
- these all seem logical to me
- Need additional afternoon buses from Pentagon to Gainesville
- First thing to look at is a speedy railway. Then you can manage the commuter choice program. It must be frustrating to sit in your car a long time because of traffic congestion.
- Please continue for our neighborhood
- Please get some bus routes from commuter lots on plank road in Fredericksburg to pentagon and Washington, dc
- Thank you for what you do, public transit is safer and more efficient than driving.
- Please fund public transit as much as possible. Thank you!
- More trains less tolls
- I am happy that the Omni Ride Bus program has opened up a stop at Warrenton. We would like to see improvements to the lot, such as lighting and an actual bus stop.
- I'd like to know what specifically the funds proposed will go to. What is continuation of services? Is this a subsidy to what people pay to ride the buses? Buy more buses? TY
- This service helps families with great need for transportation.
- The more options the better especially on weekends and holidays. Getting pax to either train stations or the metro system will help a great deal
- I welcome any improvements.
- 7A is packed in the morning at 8:00 from Shirlington to Pentagon it is almost dangerous to see people trying to get inside by force
- None
- Given the incredibly high cost of living in the DC area outpacing many local salaries, expansion of public transportation in the region is essential to increasing affordability to the DC workforce. Reliable and predictable public transit is essential, especially with the current return to office - minimal telework



policies in place at most agencies and many fed contractors. For what it's worth, I also believe there should be a dedicated bus lane on the express lanes, though I'm not sure if this is the right venue to comment that.

- None
- I have no comments to add.
- Thank you for providing this service.
- OmniRide Buses departing the Pentagon in the afternoon to the Route 17 Commuter lot are insufficient. OmniRide needs to add a 3:15PM bus to accommodate the increase in riders.
- I appreciate that someone is valuing the population that uses your services and asks for our opinions. The bus system is easy to use and is always on time. More scheduled bus times for larger areas of pickup and drop off is key so people aren't worried about not making a stop, because of max capacity because of less stop and pickup times to fit our work schedule.
- In order for commuters to truly have a good experience, whenever possible, a seat should be available to riders. On commuter buses from DC to Prince William County, OmniRide 971 Dale City to State Department and reverse now is consistently at standing room only, especially in the evenings. More buses and drivers allowing for buses to run 10 minutes apart from 3:30-5:30 would be a huge improvement and reduce overcrowding for the most part since right now they run every 15 minutes.
- Increased trips for the 971- Dale City-Washington route are desperately needed. Buses are overcrowded, missing stops, running late due to mechanical issues and/or traffic congestion. This route is widely used by federal workers who need reliable commuter service to DC daily.
- A critical service to meet the needs of a community with diverse needs.
- The more bus routes feeding into the system, the better. But midday and later evening options should be expanded. There are so many times where I need to attend a meeting or event further out from DC, but because the commuter bus timing doesn't work out, I have no choice but to drive.
- None of these projects benefit those of us who have paid the tolls. They are just projects the local jurisdictions don't want to spend the money on so they can use those funds for other projects.
- I think it's probably a good way to allocate funds.
- Needs enhancement such as how to use the program most effectively with traffic going back to precocious conditions. Also maybe better way to coordinate a commute using more than 1 line.



- There is no bus/train service from Lorton/Springfield, Virginia to Chantilly for commuters. Drivers have to use 286 and a bit of I-66. Please add service to that area.
- I'd like to see more cycling infrastructure instead of bus service
- Due to federal workers returning to the office five days a week, peak-hour buses from Stafford to Downtown D.C. are becoming overcrowded. Many passengers are left without seats and must stand during their commute, which is unsafe. Additionally, there is currently no direct bus service from Spotsylvania County to Downtown D.C. As a result, residents in Fredericksburg are forced to travel to Stafford to reach their destination towards the State Department. It would be greatly beneficial to establish a direct bus route from Spotsylvania to Downtown D.C. (State Department), as transferring to another bus or train adds significant time and hassle to the commute.
- After review of I-395/95 Commuter Choice FY 2026-2027 Funding, I did not see anything about Lake Ridge Commuter bus. Currently in FY 2025, the Lake Ridge buses are scarce and constantly late during the PM hours.
- Better communication and consistency is desired for Omnibus, utilizing the 923 to Commonwealth and limited bus service available riders do not have many options if issues arise. Have you looked at increasing service times now that more riders are joining daily?
- More designated parking location and preferably free near those stops
- The Omni ride is a great commuting service
- I am disappointed that there are so many continuation project. While it is very important to continue to provide the public transit we already have, I want to see this funding used to grow transit options year over year.
- I support any effort to get cars off the road. Traffic will not get better until people use the metro/connector system more.
- Please reach out to other jobs and employers for employees to take advantage of this great benefit. Please add service to Stafford on weekends, I don't want to take Greyhound, or Amtrak, or having to walk from Triangle. Maybe Springfield to Stafford service or Woodbridge to Stafford. Up to route 630 lot but 610 can work as well.
- Have DEDICATED north and south lanes instead of single HOV lanes. Timing doesn't always align with traffic and summer is a nightmare. Need both directions like the 495 express lanes.
- Please add more bus times for the Gainesville DC 611 bus. Omniride took away the Manassas bus and the early 4 Am bus schedule. Some of us have to be at work by 5 AM. Also the buses have been so crowded people have been



standing in the morning and kicked off the bus because of the lack of space. Please work on this. Thank you

- The 923 route from Spotsylvania to Navy Yard is getting crowded. Would suggest adding separate bus for those going to DC and those going specifically to the Pentagon.
- It would be great to get a Fredericksburg route that follows the same routes and stops as Staffordboro route to L'Enfant Plaza. I think this would help with the business of the buses.
- n/a
- VRE needs more trains/times. The trains are packed now with RTO. I started seeking alternative routes to work. It would be great if there was an OmniRide express bus option from the Balls Ford Road lot
- I would love to see more buses for Stafford. The buses are consistently full with standing room only!
- Great commuter service, but needs more buses to Stafford 630 lot
- I highly support transit options that promote commuting alternatives
- Add more OmniRide buses to the Route 66 corridor. Buses are already crowded. Add another time slot for pickup in afternoon - 3:00 p.m.
- We need way more and better bus service, and less unnecessary loops and turns on the existing bus rides from P&R places. It is also important to make sure these services run early and late for people who have to work early, or unexpectedly late.
- This is a great program, thank you for providing better bus service in NoVa!
- Can you please fix the 395 (Exit 10), GW interchange. Due to the poor design this causes huge back ups that delay cars, trucks, and some of these proposed bus services.
- No sabía que existía, pero es genial que lo hagan. Podría anunciarse en las paradas del servicio y adentro de las unidades.
 - Translation: I didn't know this existed, but it's cool what is being done. This could be advertised at bus stops and inside the units.
- La ruta que más he estado usando ha sido la del bus 60 Manassas Metro Express. Esto principalmente para llegar al campus de NOVA en Manassas. Sin embargo es moroso entrar a Manassas para volver a salir hacia la escuela en el bus local 65. Mi sugerencia es que el bus 60 tenga una parada en el campus de NOVAa antes de entrar a la ciudad de Manassas. Así estudiantes que no tienen auto como yo, tendrían una opción más viable. Gracias por leer y tomar en cuenta este comentario.



- o Translation: The route I've been using the most has been the Manassas Metro Express bus 60. This is primarily to get to the NOVA campus in Manassas. However, it's time-consuming to enter Manassas and then return to school on the local bus 65. My suggestion is that the 60 bus stop at the NOVA campus before entering the city of Manassas. This would give students like me who don't have a car a more viable option. Thank you for reading and taking this comment into consideration.



Comments submitted via email

From: [Dennis Garritan](#)
To: [Commuter Choice](#)
Subject: DASH | Commuter Choice Public Comment
Date: Wednesday, April 9, 2025 11:48:55 AM

We support DASH!
It is the intelligent choice for residents and commuters wanting to avoid mass traffic congestion and increased pollution!
Dennis & Susan Garritan
Alexandria residents

Sent from my iPhone

From: bob2@comcast.net
To: [Commuter Choice](#)
Cc: [Susan Melnicove](#); sarah.bagley@alexandriava.gov; canek.aguirre@alexandriava.gov; [Daniel Knickelbein](#); boarddirectors-mgmt@parkfairfax.org; [Scott F Mulrooney](#); DASHboard@alexandriava.gov; [Josh Baker](#); [Martin Barna](#); [Andrew D'huyvetter](#); [Kirk McPike](#)
Subject: Parkfairfax and Parc East Support I-395 Commuter Choice Funding for DASH Lines 36A/B
Date: Monday, March 24, 2025 12:23:53 PM
Attachments: [Parkfairfax and Parc East Support DASH Commuter Choice FY26-27 funding.pdf](#)
[Parkfairfax and Parc East Support DASH Commuter Choice FY24-25 funding.pdf](#)

Dear Chair Snyder and Vice-Chair Bagley,

Attached please find the Parkfairfax and Parc East endorsement of the Alexandria Transit Company's request for FY26-27 Commuter Choice funding. Our 2023 letter in support of FY24-25 funding is also attached for your reference.

We thank you for your strong support!

Best regards,

Bob

Bob Gronenberg

Chair

Parkfairfax Transportation and

Land Use Committee (TLUC)

Northern Virginia Transportation Commission
2300 Wilson Boulevard, Suite 230
Arlington, Virginia 22201

26 March 2025

Dear Chair Snyder and Vice-Chair Bagley,

This letter is to voice strong support for the Alexandria Transit Company's FY26/27 reapplication for I-395 Commuter Choice funding to maintain DASH Lines 36A/B. Two years ago, Parkfairfax and Parc East advocated for supporting this vital bus service just prior to the opening of the Potomac Yard Metrorail station. Our letter, with background information on our communities, is attached for your reference.

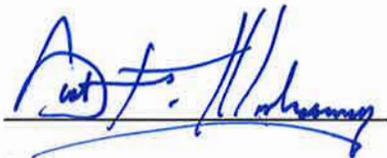
Since the opening of the Potomac Yard station on 19 May 2023, Lines 36A/B have a new eastern terminus and convenient Metrorail connection. In the one year from September 2023 to September 2024, weekday ridership on Lines 36A/B increased an astounding 32%, and continues to grow.

Beginning this summer, the WMATA "Better Bus" initiative will eliminate several overlapping Metrobus routes in the City of Alexandria. Absent routes 22A and 23A/B, travelers between Arlandria, Parc East, Parkfairfax and Shirlington will become increasingly reliant on DASH for their transportation, further increasing ridership on Lines 36A/B.

The return of workers to their offices portends an even further increase in ridership.

Lines 36A/B are the lifeline of the communities served, and continued support will have a positive effect on the economy and environment. Without continued Commuter Choice funding, service frequency on lines 36A/B would likely be halved and service hours shortened, rendering public transit far less attractive, particularly for those visiting restaurants, theaters and medical appointments, where the end-time cannot be controlled. A 60-minute headway on each of lines 36A and 36B, would be a strong disincentive to using public transit.

We thank you for again supporting I-395 Commuter Choice funding for the Alexandria Transit Company.



Scott Mulrooney
President
Parkfairfax Condominium Unit Owner Association
3360 Gunston Road
Alexandria, VA 22302



Susan Melnicove
President
Parc East Condominium
1225 Martha Custis Drive
Alexandria, VA 22302

Northern Virginia Transportation Commission
2300 Wilson Boulevard, Suite 230
Arlington, Virginia 22201

03 May 2023

Dear Ms. Palchik,

This letter is to voice strong support for the Alexandria Transit Company's FY24 reapplication for I-395 Commuter Choice funding to maintain DASH bus lines 36A/B.

Parkfairfax is an historic 132-acre community in Alexandria, founded 80 years ago, which forfeited 70 acres to permit construction of the Henry G. Shirley Memorial Highway, now I-395. A major northbound entry and southbound I-395 Express Lanes exit is at the Shirlington Rotary, just adjacent to our community, rendering 36A/B bus service a most appropriate reinvestment of toll lane revenue.

In 2014 Parkfairfax was honored to host a community forum where DASH officials previewed a new AT-9 (now 36A/B) "crosstown" bus route connecting Mark Center, Southern Towers, Bradlee Shopping Center, Alexandria City High School, Shirlington, Parkfairfax, Arlandria and Potomac Yard with multiple transfer opportunities. Service commenced five months later. More recently, Commuter Choice grant funding, permitted DASH to increase service frequency to seven days a week, attracting even higher ridership.

We are a close-knit diverse condominium community consisting of 1684 residential units with many of the approximately 3000 residents relying on public transit to reach employment centers, health care facilities as well as shopping, dining and entertainment. Realtors have long cited convenient bus transportation as a major selling point in Parkfairfax, with lines 36A/B serving 14 bus stops in each direction!

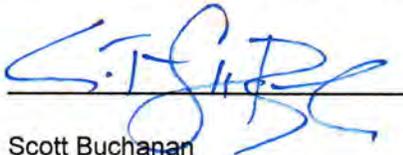
Parc East is an independent high-rise condominium adjacent to Parkfairfax comprised of 283 residential units with DASH lines 36A/B at the doorstep of nearly 500 residents. Additionally, Parc East features seven professional suites, including Neighborhood Health, with direct reliable and affordable access from many underserved areas of the city via DASH lines 36A/B.

Line 36A/B similarly provides residents of our communities and throughout Alexandria, vital one-seat access every 15 minutes to the new Redella S. Del Pepper Community Resource Center at Mark Center, incorporating the Department of Community and Human Services and the Alexandria Health Department.

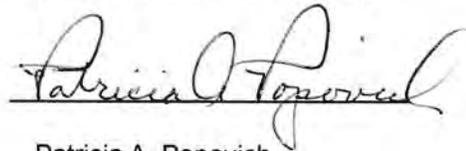
And with the long-awaited opening of the Potomac Yard Metrorail Station, Line 36A/B will have a new eastern terminus with ridership expected to increase substantially. Lines 36A/B are the lifeline of the communities served, and continued support will have a positive effect on the economy and environment.

Without Commuter Choice funding, service frequency on lines 36A/B would likely be halved and service hours shortened, rendering public transit far less attractive, particularly for those traveling to restaurants, theaters and medical appointments, where the end-time cannot be controlled. A 60-minute headway on each of lines 36A and 36B, would be a strong disincentive to using public transit.

We thank you for supporting I-395 Commuter Choice funding for the Alexandria Transit Company.



Scott Buchanan
President
Parkfairfax Condominium Unit Owner Association
3360 Gunston Road
Alexandria, VA 22302



Patricia A. Popovich
President
Parc East Condominium
1225 Martha Custis Drive
Alexandria, VA 22302

From: [LEWONNIE BELCHER](#)
To: [Commuter Choice](#)
Subject: Transportation Projects
Date: Sunday, March 23, 2025 1:35:58 PM

Recommend adding a Neabsco Garage pickup for the OmniRide 972 Route.

Sent from my iPhone

MEETING SUMMARY
PROGRAM ADVISORY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Streaming via YouTube
February 20, 2025

Program Advisory Committee Members Present:

Dalia Palchik, Chair
Sarah Bagley
Juli Briskman
Maureen Coffey
David Snyder

Other NVTC Commissioners Present:

Walter Alcorn

Staff and Others Present:

Kate Mattice, Executive Director
Andrew D’huyvetter
Rhonda Gilchrest
Xavier Harmony
Daniel Knickelbein
Ann McGrane
Tenley O’Hara
Vikram Sinha
Melissa Walker
Kirk Dand (Arlington County)
Brent Riddle (Fairfax County)

PAC Chair Palchik called the meeting to order at 4:33 p.m. She stated that the meeting is being streamed live via NVTC’s YouTube channel. Staff confirmed an in-person quorum.

Chair Palchik noted that the Meeting Summary of the September 19, 2024 Joint Program Advisory Committee/Joint Commission Working Group meeting was provided in the meeting materials and PAC committee members had no changes.

PAC Overview and 2025 Workplan

Chair Palchik introduced Ann McGrane, who provided an overview of the scope and responsibilities of the Commission, the Program Advisory Committee (PAC), and the

coordination with regional staff on selected projects. Ms. McGrane then reviewed the 2025 PAC Workplan, including timelines for Commuter Choice, Route 7 BRT and Zero-Emission Bus as well as the items that will require Commission engagement and action.

Ms. Bagley stated that with possible changes to federal funding structures and partnerships, it would be useful for staff to provide the Commission with an impact update in light of any federal changes. Ms. Mattice explained that legislative updates are typically provided to the Legislative and Policy Committee and are then rolled into Commission updates. Staff are very mindful especially in terms of projects that have been previously funded, about to be funded, or to be funded in the future. Currently, NVTC has one project (Route 7 BRT) waiting for federal grant funding and then oversees some jurisdictional grants, but they are small amounts. She confirmed that the Commuter Choice program is not affected by what's happening on the federal level. Ms. Bagley observed that some Commuter Choice projects may have multiple funding sources, including federal funds. Ms. Mattice stated that staff can do an assessment of current Commuter Choice projects.

Mr. Snyder joined the meeting at 4:42 PM.

I-395/95 Commuter Choice Update

Chair Palchik introduced Daniel Knickelbein, who provided an update on the I-395/95 Commuter Choice program. He noted that \$25-30 million is expected to be available for new projects, after fulfilling a \$10 million off-the-top award to Fairfax County's Richmond Highway BRT project that was approved in the prior I-395/95 Program of Projects. Project applications in this round included 12 bus service enhancements, one new bus route, one commuter rail station improvement project and one multi-use trail project. After an eligibility screening by NVTC and DRPT staff, one project was deemed ineligible for Commuter Choice funding. Arlington County's Cross Potomac Trail: Northern Virginia Approach application was deemed ineligible as it did not benefit toll payers by increasing person throughput in the corridor and did not directly connect to a major transit facility, as is required by the Commuter Choice program regulations.

Mr. Knickelbein provided an overview of the timeline for the FY 2026-2027 Program of Projects, running from February to June:

- March: Staff will develop a recommended Program of Projects and the public comment period will open
- April: The public comment period will close and the Joint Commission Working Group will be briefed on recommended projects
- May/June: NVTC, PRTC and CTB Rail and Transit Subcommittee briefings (May); NVTC, PRTC and CTB final approvals (June)

Committee members had no additional questions or comments.

Zero-Emission Bus (ZEB) Shared On-Route Charging Update

Ms. McGrane presented the results of the *Zero-Emission Bus (ZEB) Shared On-Route Feasibility Report*, including ZEB progress in Northern Virginia. She noted that Arlington County's new ART Operations and Maintenance Facility has opened, which includes charging infrastructure for battery-electric buses (BEBs). Also, with Loudoun County acquiring two BEBs in its fleet, now the City of Alexandria, Fairfax County and Loudoun County all have BEBs in their respective fleets. She then provided an overview of barriers to progress, including delays in acquiring new buses, often lasting 18 to 24 months, and uncertainty in the availability of funding for ZEBs from federal grants.

Ms. McGrane noted that NVTC released the Northern Virginia ZEB Strategic Plan in January 2024 and one of the strategies in the plan supports the development of shared BEB charging infrastructure, particularly on-route charging. She provided an overview of on-route charging, also called opportunity charging, which is a charging method where BEBs get charged along the route, typically at a layover point or another stopping point. Shared on-route charging is a variant of this concept where if multiple transit agencies have overlapping service, they can use that as an opportunity to share the charging infrastructure. She noted that DASH is in the process of setting up an on-route charging location.

Ms. McGrane noted that *the Zero-Emission Bus (ZEB) Shared On-Route Feasibility Study* was conducted by the National Renewable Energy Laboratory at no cost to NVTC. The study assessed the potential for shared charging between WMATA, ART, DASH and Fairfax Connector. She explained the concept of a "block," which is a term used in transit scheduling and referenced in the study. As part of the study, 18 sites were identified for analysis. In August 2024, NVTC held a workshop with participating agencies to identify challenges and opportunities and identify key criteria for each site, including the number of blocks served, the number of failing blocks, the amount of space and high-level costs. In response to a question, Ms. McCrane explained that a "failing block" is a block that can't be reliably served by a BEB due to limitations in range over the course of a service day. On-route charging provides an opportunity to reduce the number of failing blocks. She then showed the list of sites and the scoring criteria in the study, noting that the table is best thought of as "buckets" of feasibility and providing a caveat that the results are still at a high level.

Ms. McGrane stated that the study concludes that shared on-route charging is feasible, but several questions still need to be answered before moving to implementation, and that there are other ways to share resources without sharing chargers. The Commission will be asked to accept the study findings at the March 3 meeting. Additionally, DRPT has provided NVTC with a technical assistance grant to conduct further analysis. NVTC staff are working with jurisdiction staff to refine the scope of this assistance and expect to return to the Commission in the spring to seek action to issue a RFP. Finally, NVTC staff continues to host a ZEB Working Group and provide information on ZEBs.

In response to several questions, Ms. McGrane clarified that the WMATA working group also includes Maryland agencies and serves as a broader resource, while NVTC's working group focuses specifically on issues in Virginia. She also explained the various types of charging and the uncertainties around charging duration, battery technology, and charging

infrastructure. Regarding getting “buy-in” from agencies, Ms. McGrane explained that this work is at the early stages and “buy-in” for specific sites is still a work-in-progress.

Transit Data and Analysis: Integrating Transit, Cycling and Micromobility in Northern Virginia Report

Chair Palchik introduced Xavier Harmony to present the results of the *Integrating Transit, Cycling and Micromobility in Northern Virginia Report*. Dr. Harmony stated that the definition of micromobility is a broad term for smaller, lower-speed vehicles that can be electric or human-powered and shared or privately-owned. Examples include bicycles, bikeshare and scooters. The study evaluated transit and micromobility connections in five ways:

- Bicycle parking at transit stops and stations
- Bike rental (e.g. bikeshare and scooter share) at transit stops
- Bikes on transit vehicles
- Safe routes to transit
- Customer education and communication

These five methods were explored through the lenses of existing plans and policies, spatial and statistical analysis of various data sources and case studies across the United States. On the topic of bicycle parking at transit, Dr. Harmony provided an overview that identified that 63% of stations have bike parking and urbanized areas are more likely to have parking, but not all jurisdictions track bike parking at transit stops. Regarding shared micromobility near transit stops, the study notes that almost all Capital Bikeshare stations are within a ½ mile of a bus stop and 40% of Metrorail stops – with more usage of these types of services near Metrorail. For bikes on transit vehicles themselves, all transit agencies in Northern Virginia allow bikes on transit, but most agencies do not track this data. One exception is VRE, which started allowing bikes on trains in 2022 and currently averages about 1,200 bikes per month or 1% of all riders, with significant increases in utilization from 2022 to 2024.

Dr. Harmony stated that policy reviews were conducted looking specifically at topics like bikes in bus lanes, bikes at bus stops, and floating bus stops – bus stops that integrate a cycling lane between the stop and the sidewalk. He noted the presence of a number of these in Northern Virginia and that a significant amount of work has been conducted by WMATA, Metropolitan Washington Council of Governments (MWCOG) and Montgomery County, Maryland. The study found that 2% of people use micromobility to access Metrorail stations, with exact percentages varying throughout the region.

Dr. Harmony noted that the study reviewed multiple ways communication and education take place including education on the alternative ways to get to transit, demonstrations of how to use transit with bikes and other micromobility tools, real-time information and wayfinding at transit stations.

Dr. Harmony reviewed the key conclusions of the study:

- Transit and bicycling integration is an important regional goal;
- bicycle infrastructure provides large increases in access to transit;
- Metrorail is associated with increases in bikeshare and scooter usage; and
- Northern Virginia does well but there are more options to learn from peers.

Dr. Harmony stated that the key recommendations of the study include continued coordination, increased transit and bicycling integration in suburban areas, packaging of transit and bicycling improvements together into larger funding requests and projects, increased clarity in policies, and increased collection and sharing of data focused on this topic.

Dr. Harmony answered general questions about dockless micromobility and the availability of data and information on these services, and data availability on bicycle parking at transit stops. Mr. Snyder asked about other forms of micromobility and what technology is available and where it might be applicable. Dr. Harmony stated that the report goes into more detail on these topics. He provided clarification between the terms of microtransit and micromobility. Mr. Snyder stated that whatever the terminology, he would like to “expand the universe” of alternatives to get more people to use transit. Ms. McGrane noted that some jurisdictions are requiring micromobility providers to provide alternatives for individuals who can’t use traditional micromobility devices. Dr. Harmony stated that e-bikes have been a game changer in this region.

Other Business

Chair Palchik announced that the next PAC meeting has been scheduled for April 24 and will be a virtual joint meeting with the Joint Commission Working Group.

Chair Palchik adjourned the meeting at 5:41 p.m.