

Program Advisory Committee – Joint Commission Working Group

April 24, 2025



Agenda

1. Welcome
2. NVTC-PRTC Joint Commission Working Group
 - A. I-395/95 Commuter Choice Draft Staff Recommended Program of Projects
3. NVTC Program Advisory Committee
 - A. I-66 Needs Assessment



Joint Commission Working Group

I-395/95 Commuter Choice FY 2026-2027 Draft
Staff Recommended Program of Projects

April 24, 2025





About the Program

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



Maximize person throughput



Support new, diverse travel options



Improve mobility



Enhance safety and reliability

Commuter Choice results

Since 2017, Commuter Choice's \$178 million dollar investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians.

135M
fewer vehicle
miles traveled



71%
greenhouse gas
emission reduction
relative to
single-occupancy
vehicle trips



200
automobile
crashes avoided

1.3M
hours of travel
time savings



7M
Commuter Choice-
supported trips
on the I-66 and
I-395/95 corridors



\$46M
in regional economic
benefit from reduced
travel delay



\$19M
in fuel cost savings
for commuters



45 buses to
operate expanded
services



31 bus service
improvements



14 new express
bus routes



7 commuter
incentive programs



5 bikeshare
expansion projects



4 rail station
enhancements



3 park-and-
ride lots



1 bus rapid
transit line

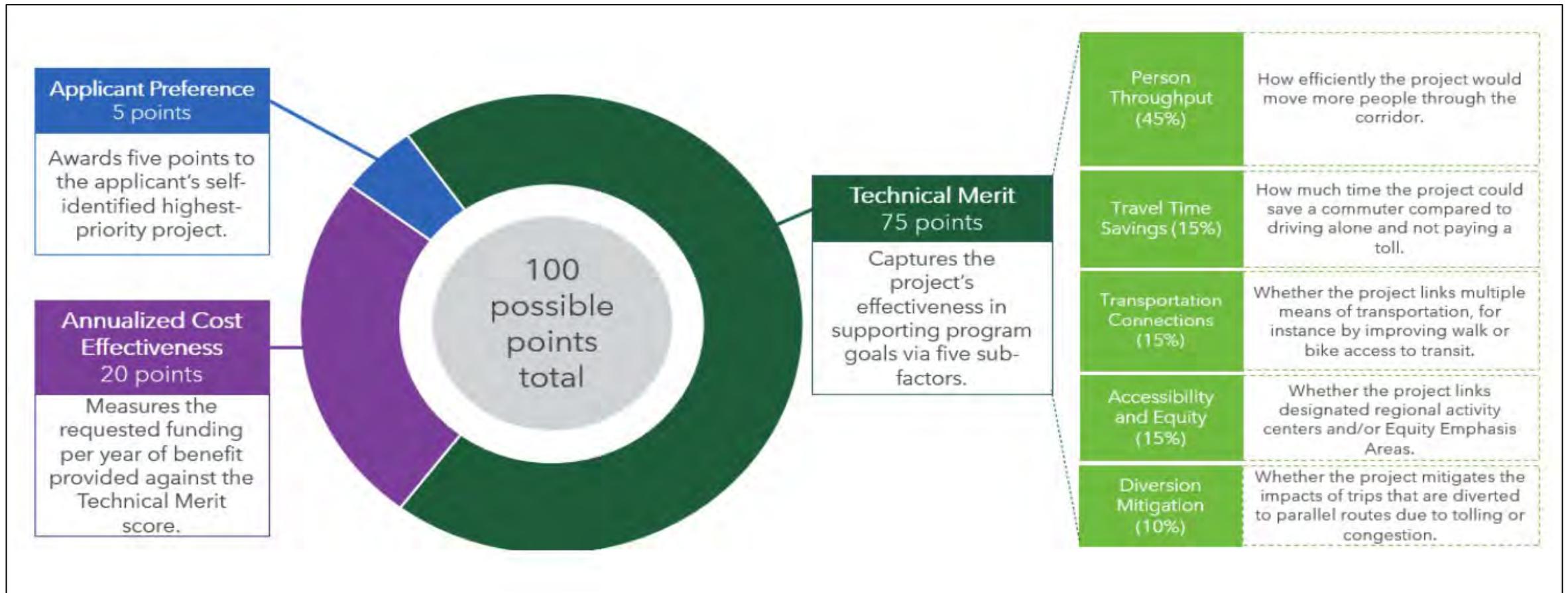
I-395/95 Commuter Choice FY 2026-2027 Call for Projects

- Call for Projects closed in December
- Up to \$30 million available for new projects*
- 15 applications requested \$37.5 million in funding
- One application (Arlington County) deemed ineligible
- After ineligible application removed, the funding requested by all projects within the amount available for new projects

**Not including a second \$10 million dollar "off the top" award to Fairfax County's Richmond Highway BRT Project previously committed as part of the I-395/95 Commuter Choice FY 24-25 funding cycle*



Application Scoring



Source: *Commuter Choice Handbook, Chapter 4*

Staff Recommended Draft Program Of Projects

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	\$10,000,000*	N/A
OmniRide	Dale City to Rosslyn-Ballston Enhanced Bus Service (<i>Continuation</i>)	\$555,400	78
WMATA	New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)	\$2,357,200	78
OmniRide	Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (<i>Continuation</i>)	\$1,972,700	77
DASH	Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (<i>Continuation</i>)	\$7,414,500	76
DASH	Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (<i>Continuation</i>)	\$4,388,500	71
OmniRide	Route 1 Local Enhanced Bus Service (<i>Continuation</i>)	\$677,700	69
OmniRide	Prince William Metro Express Enhanced Bus Service (<i>Continuation</i>)	\$607,000	69
OmniRide	Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (<i>Continuation</i>)	\$1,937,200	66
Arlington County	Route 87 (Shirlington to the Pentagon) Enhanced Bus Service	\$475,000	63

*This is the second \$10,000,000 award for the Richmond Highway BRT project that was originally awarded a \$20,000,000 in the prior I-395/95 funding round to be split across two funding cycles

Staff Recommended Draft Program Of Projects

Applicant	Title	Proposed Award	Score (100 Points)
WMATA	Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)	\$741,040	62
Fairfax County	Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation)	\$1,958,651	59
Virginia Railway Express (VRE)	Leeland Road Station Improvement Project	\$2,150,566	53
Fairfax County	Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service	\$2,128,807	45
Fairfax County	Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)	\$2,142,197	45
Proposed Total Funding		\$39,506,461	

PUBLIC COMMENT

- Online public comment period ran from March 12 – April 11
- 458 submissions received via an online survey (English and Spanish) and email
- Video greetings from PAC Chair Dalia Palchik
- Paid ads on Facebook and Instagram
- Public hearing held immediately prior to JCWG meeting



NVTC's Commuter Choice program would add service to three **Fairfax Connector** routes near Franconia-Springfield.

Tell us what you think at novatransit.org/commuterchoice

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Fairfax Connector



NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

Did you miss the Commuter Choice public comment opportunity?

There's one more chance to share your thoughts.

Join the Public Hearing!

What: I-395/95 Commuter Choice Public Hearing

When: 4 p.m., Thursday, April 24

Where: Online

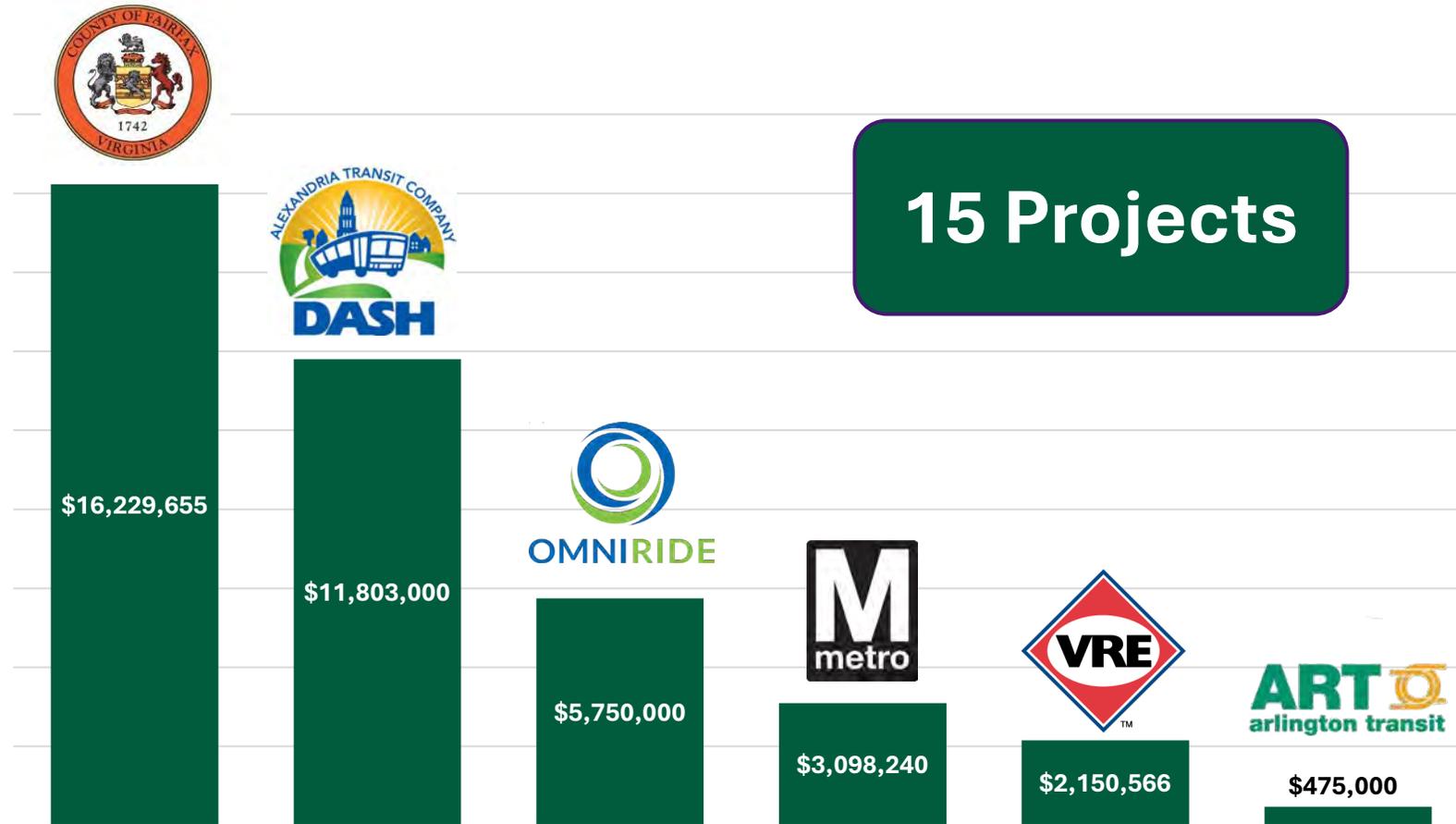


NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

Dalia Palchik
NVTC Program Advisory Committee

Staff Recommended Draft Program of Projects: By the Numbers



15 Projects

3,800
weekday project trips

22 million
fewer annual vehicle miles traveled

\$2.4 million
annual reduced fuel costs

6,200
metric tons of GHG reduced annually

53,000
hours of travel time savings annually

Key Upcoming Dates

- Joint Commission Working Group review (today)
- May 1: Briefing of NVTC and PRTC Commissions on Draft Program of Projects
- May 20: Briefing of CTB Rail and Transit Subcommittee
- June 5: NVTC and PRTC Commissions approval of Program of Projects for transmittal to CTB
- June 18: CTB approval of FY 2026-2031 SYIP including Commuter Choice Projects
- July 1: New Projects can begin



Future I-395/95 Commuter Choice Policy Considerations

- Future I-395/95 Commuter Choice funding rounds are anticipated to be highly competitive with limited funding available
- Service enhancement projects must re-apply for funding every two years and funding is not guaranteed
- Commuter Choice funding for operations projects cannot exceed 50% over a rolling nine-year average, creating the need to fund strategic capital investments

Questions?



POTOMAC & RAPPAHANNOCK
TRANSPORTATION COMMISSION



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Thank you!



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Program Advisory Committee

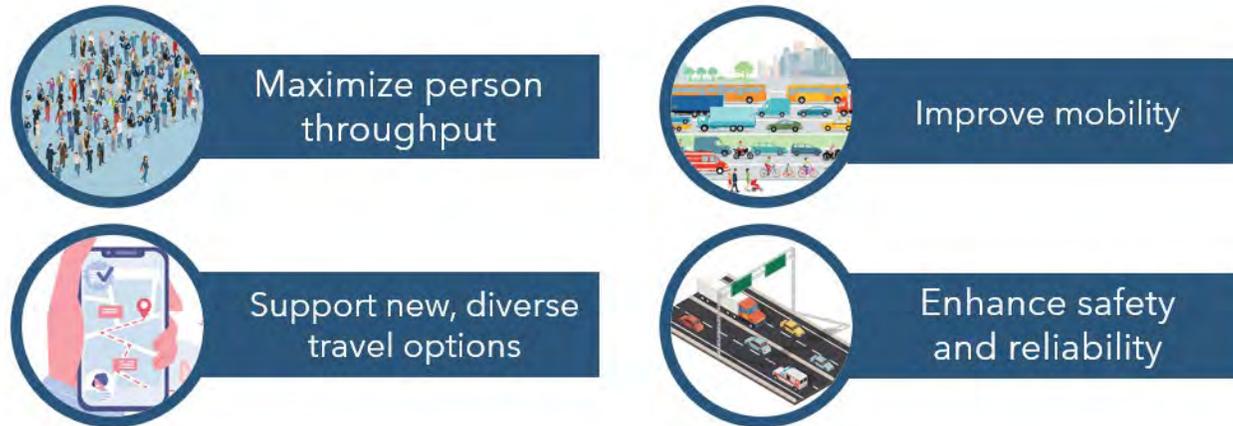
I-66 Needs Assessment Update

April 24, 2025

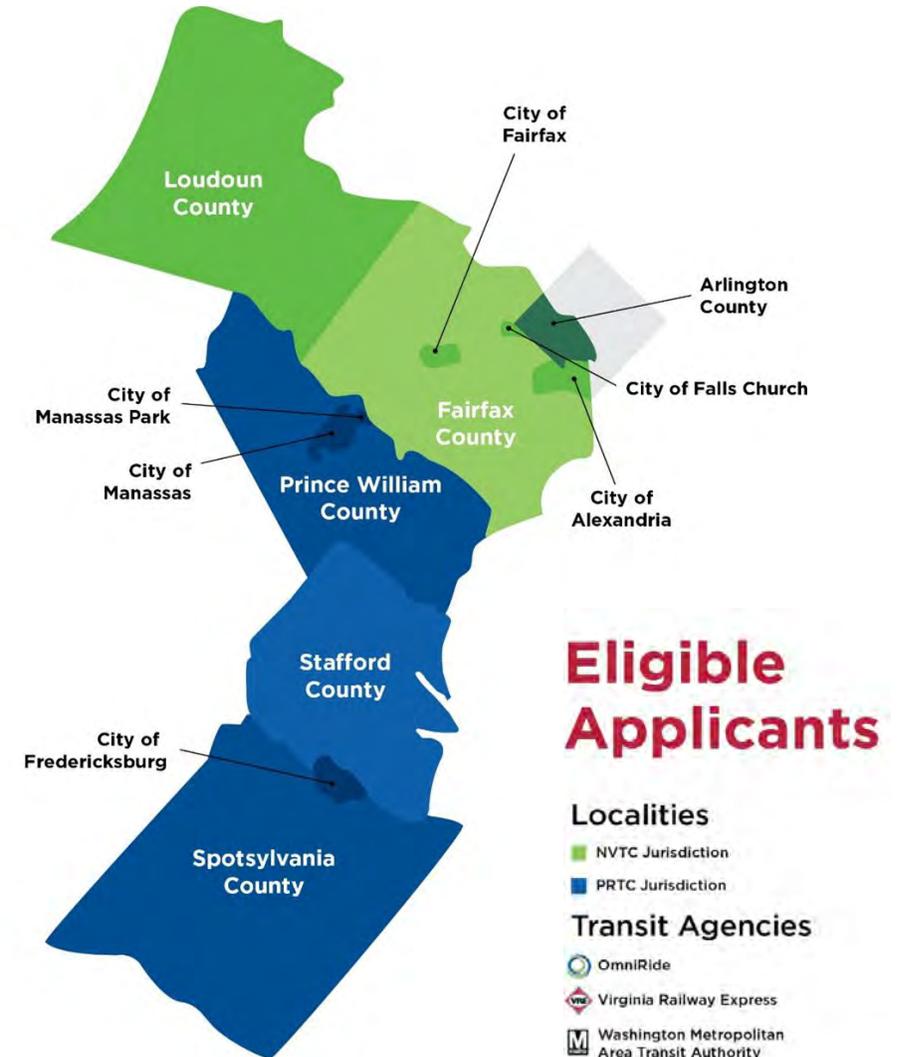


About Commuter Choice

A competitive grant program that invests toll revenues from I-66 Inside the Beltway and I-395/95 into transportation projects that



Each corridor has a multi-decade payout schedule and typically about \$30-35 million in available funds per two-year program.

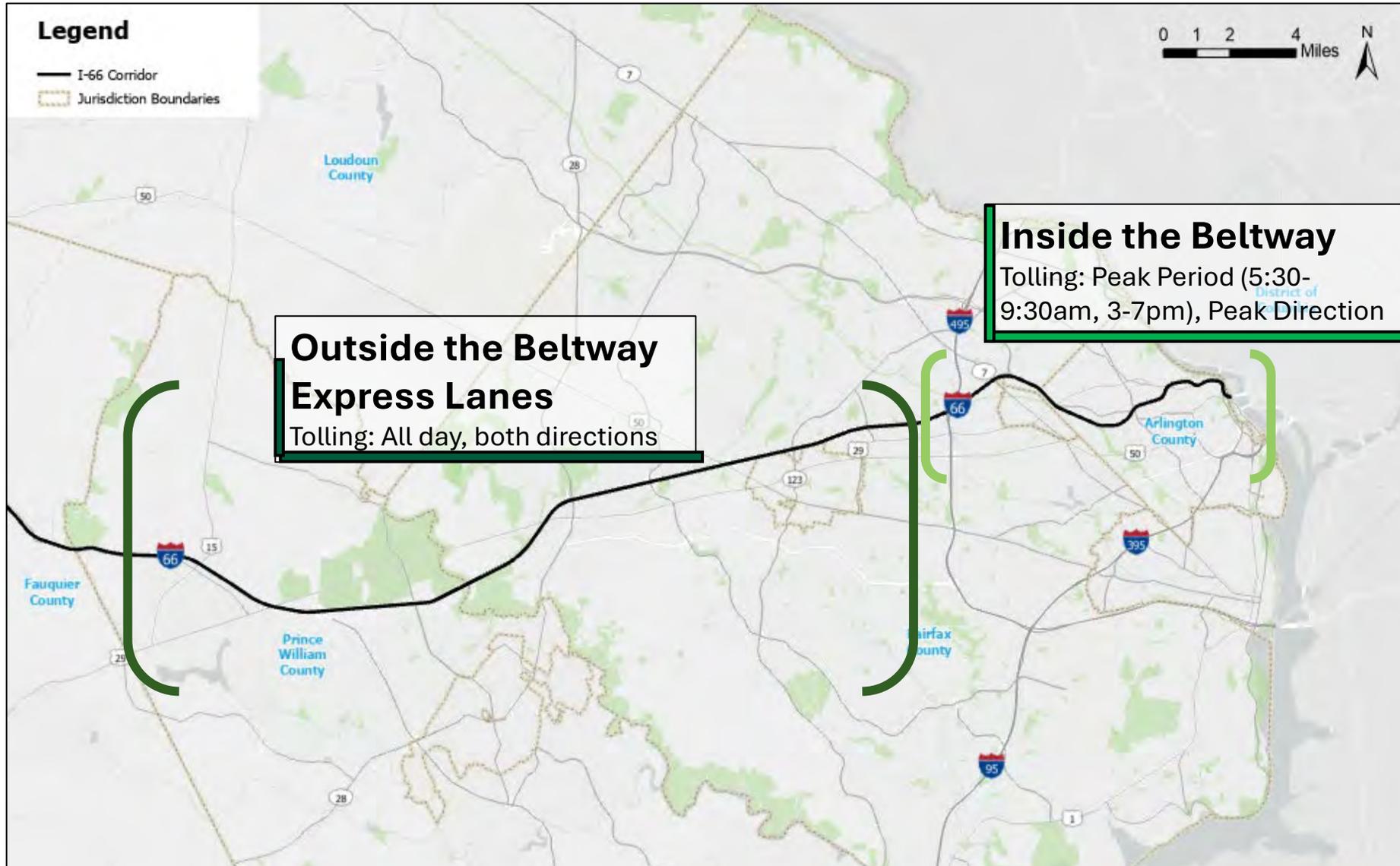


About DRPT I-66 OTB

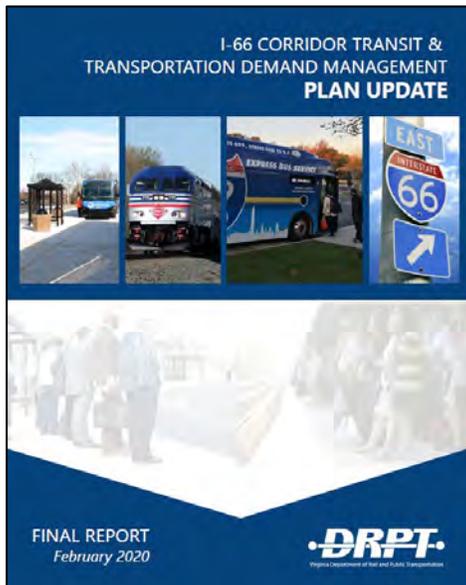
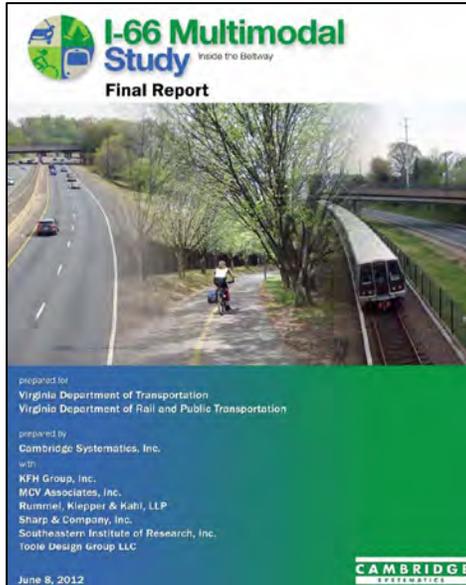
- Administered by the Virginia Department of Rail and Public Transportation (DRPT)
- Supports transit improvements in the 22.5-mile Outside the Beltway of the I-66 corridor between Haymarket and the I-495 junction in Fairfax County
- DRPT anticipates a total of approximately \$1 billion (2018 dollars) available for investment between FY 2025 and FY 2068
- Past grantees: Fairfax Connector and OmniRide



I-66 Corridor Tolling



Prior Studies



- I-66 Inside the Beltway: VDOT/DRPT I-66 Multimodal Study completed in June 2012
- Recommended a series of multimodal packages involving Integrated Corridor Management (ICM), Transportation Demand Management (TDM), enhanced transit service, and bike/pedestrian improvements to enhance mobility
- I-66 Outside the Beltway: DRPT I-66 Corridor Transit & Transportation Demand Management Plan Update completed in February 2020
- Recommended a series of improvements including additional commuter bus service, enhanced commuter rail service (VRE), and TDM strategies to enhance mobility prior to the opening of the I-66 OTB Express Lanes in 2022

Why a Needs Assessment?

- Both I-66 Commuter Choice and DRPT Outside the Beltway Funding have many years of funding remaining
- Assumptions and data from prior studies (ITB – 2012, OTB – 2020) need to be refreshed
- Identify a menu of eligible short-and long-term multimodal investments that each program could support
- Examine potential policy proposals that can strategically leverage toll revenue for longer-term, transformative major capital investments on the corridor

This study **will not** identify discrete routes or detailed projects, or conduct analysis needed for funding applications (e.g., throughput, travel time).

Developing Needs

Establish State of the Corridor

- How is corridor being used today?
- How is usage different than before COVID?

Identify Origins and Destinations

- What are the O-D pairs with the most trips between them?

Compare Travel Patterns

- How, when, and why are people traveling between these pairs?
- How does the volume and behavior of these trips change based on future projections?

Identify Commuter Suitability

- Of the markets identified, which make the most sense for transit/rail?

Summarize Needs

- Of the transit-suitable markets, which ones are already served by existing or proposed projects?
- **Which needs require additional projects to be developed?**

Timeline and Process

MONTHS 1-2

What projects have already been identified in previously completed plans and studies?

MONTHS 2-4

*What are we learning from the data and stakeholders?
What is the available “pool” of potential funding?*

MONTHS 3-6

How do needs overlap with what’s already been planned?

MONTHS 6-12

*What are the final recommendations?
How does what is needed compare to available funding?*

**DOCUMENT
ALREADY
PLANNED
PROJECTS**



IDENTIFY NEEDS

Stakeholder engagement



ASSESS NEEDS

Stakeholder engagement



**DEVELOP
INVESTMENT
PIPELINE**

Toolbox of Potential Solutions

Category	Potential Solution
Enhanced Transit	Increase frequency
	Modify/adjust stops
New Transit	Connections to Metrorail (local bus)
	New route (commuter bus)
High-Capacity Rail	Expand Metrorail and/or VRE rail service
	Improve Metrorail and/or VRE facilities
Capital Projects	Expand existing park and ride lot
	New park and ride lot
	Bus stop enhancements
	Transit priority improvements (e.g., Bus Rapid Transit)
Pedestrian/ Bicycle	Ped/bike access to nearby transit

Next Steps

- Finalize Previously Identified Project List
- Recap Stakeholder Meetings
- **Update Data Based on 2025 Trends**
- Identify Unaddressed Needs and Potential Solutions
- Additional Stakeholder Coordination on Draft Recommendations (Early Summer)
- Finalize Plan (Fall/Winter)



Questions?



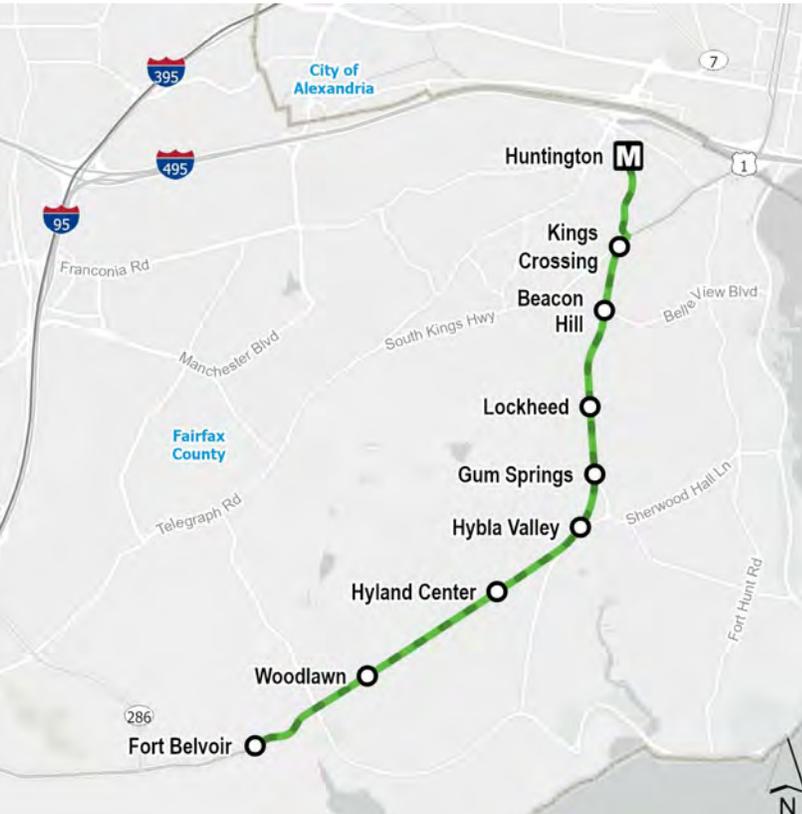
APPENDIX: I-395/95 Commuter Choice FY 2026-2027 Project Profiles



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



Funding Award: \$10,000,000 *



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

*Second installment of a total \$20 million dollar funding award committed as part of the I-395/95 Commuter Choice FY 24-25 Program of Projects

Application Score

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



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.

Funding Request: \$555,400



Application Score

Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
Total Application Score	78

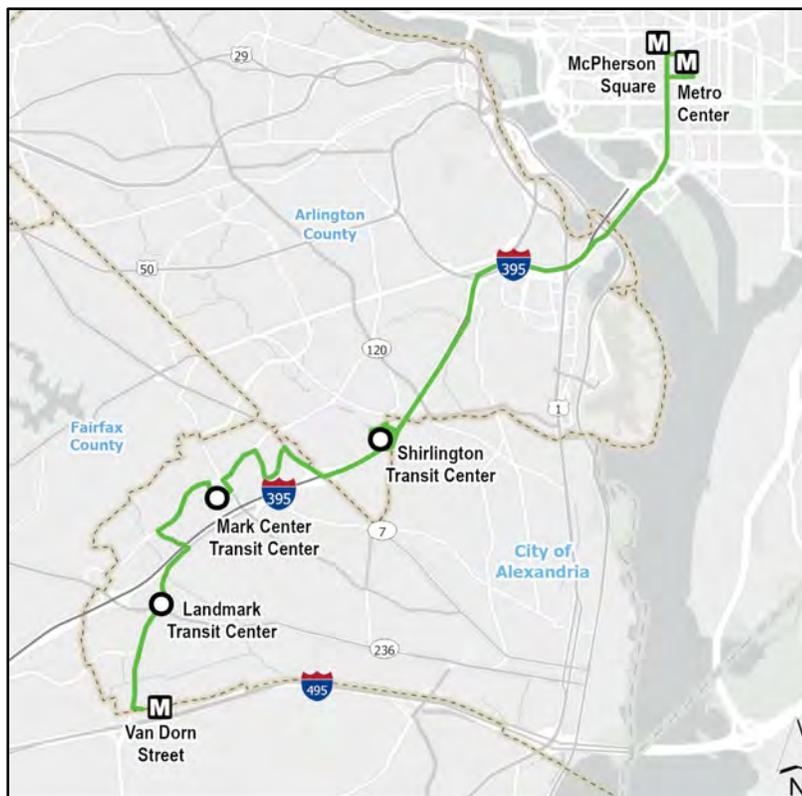
WMATA

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.

Funding Request: \$2,357,200



Application Score

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

OMNIRIDE

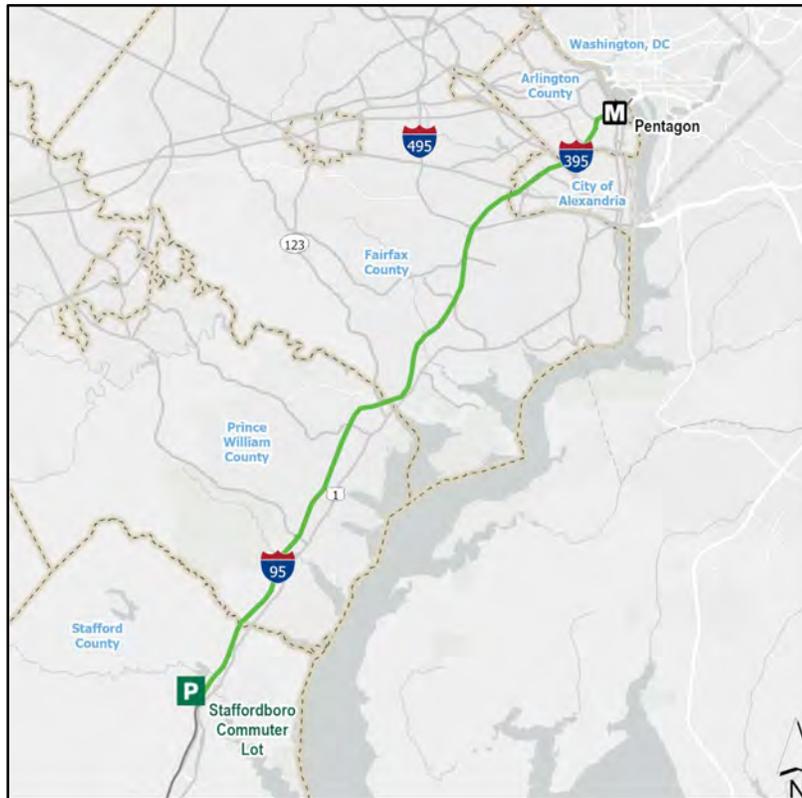
STAFFORDBORO COMMUTER LOT TO THE PENTAGON ENHANCED BUS SERVICE (*CONTINUATION*)



OMNIRIDE

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.

Funding Request: \$1,972,700



Application Score

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

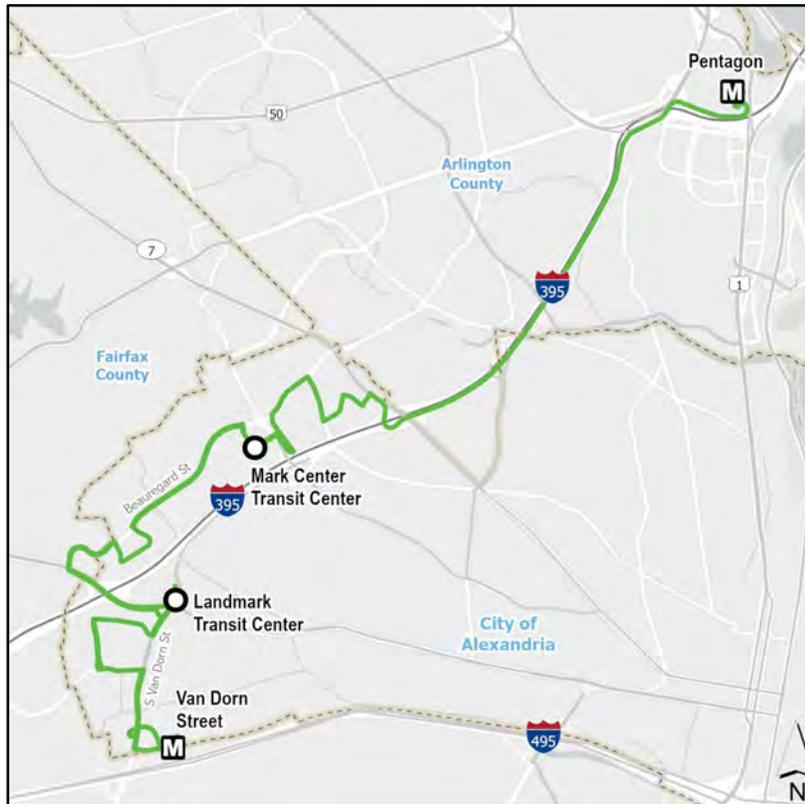
DASH

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.

Funding Request: \$7,414,500



Application Score

Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	76

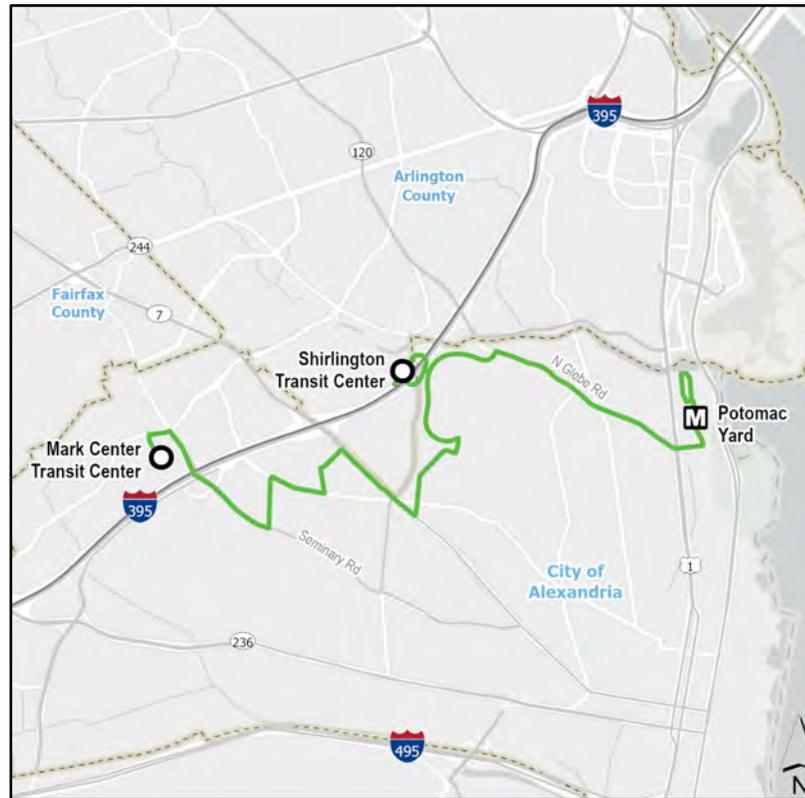
DASH

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.

Funding Request: \$4,388,500



Application Score

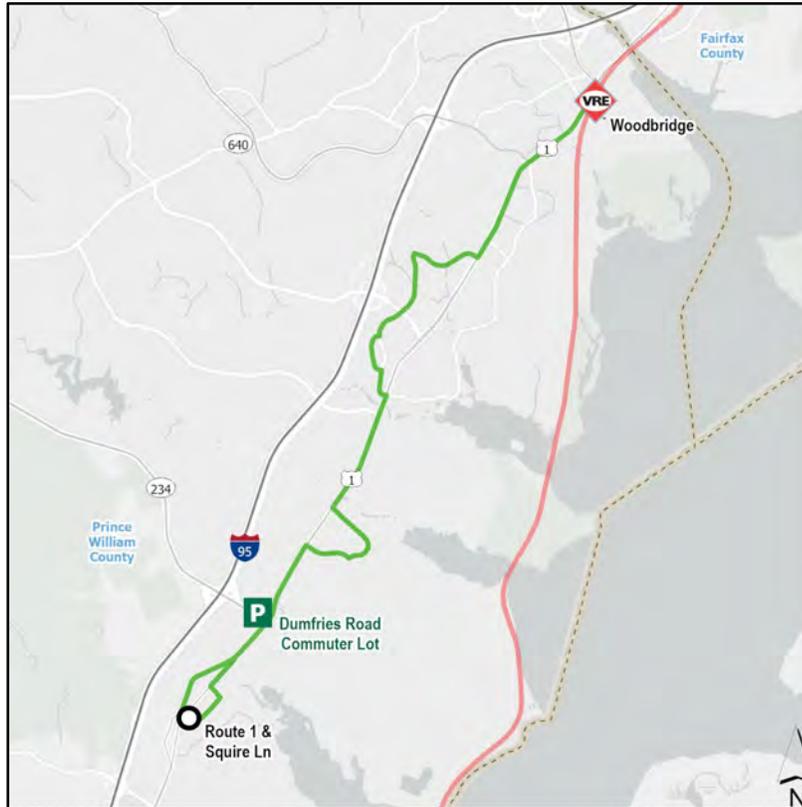
Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	71

OMNIRIDE 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.

Funding Request: \$677,700



Application Score

Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	69

OMNIRIDE

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.

Funding Request: \$607,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	69

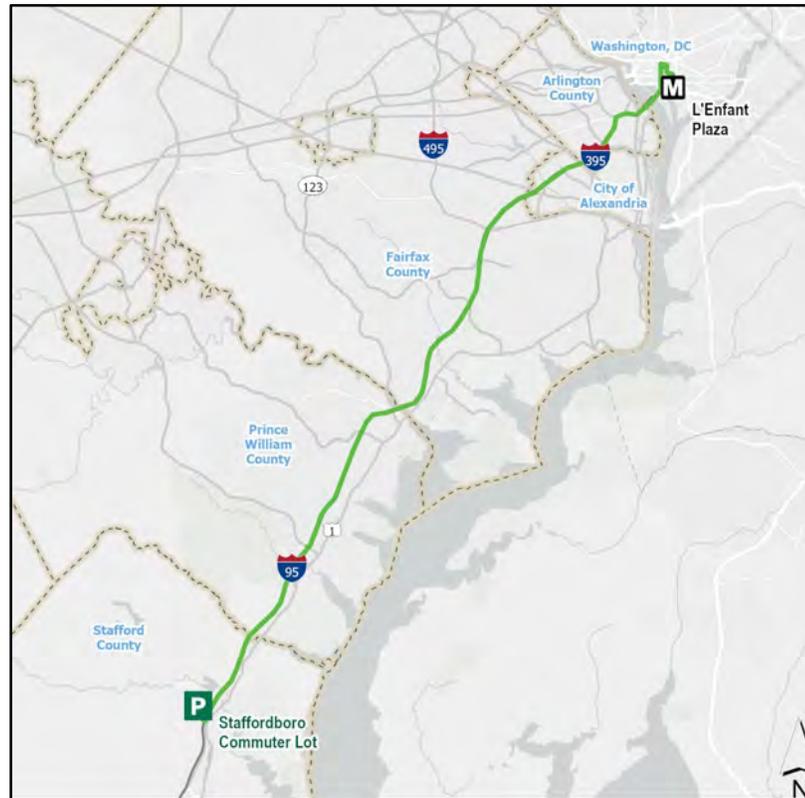
OMNIRIDE

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

Funding Request: \$1,937,200



Application Score

Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	66

ARLINGTON COUNTY

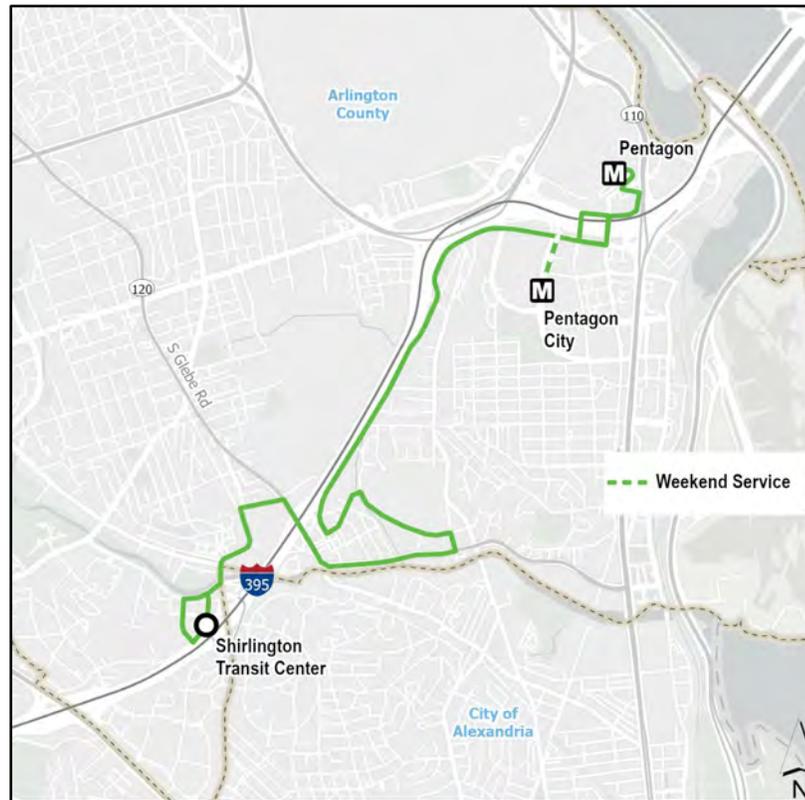
ROUTE 87 (SHIRLINGTON TO THE PENTAGON)

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.

Funding Request: \$475,000



Application Score

Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	5
Total Application Score	63

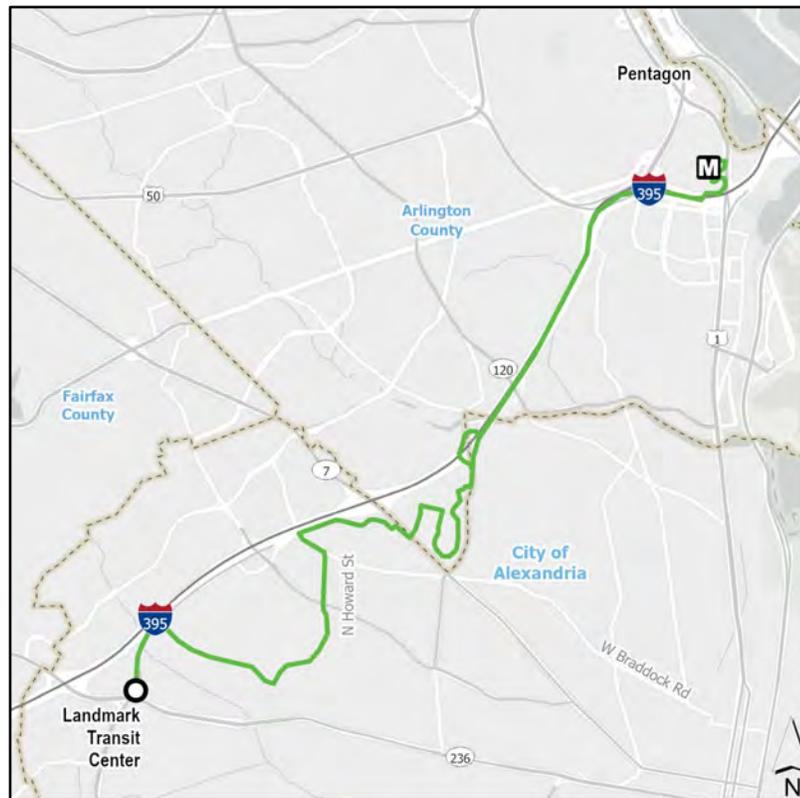
WMATA

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.

Funding Request: \$741,040



Application Score

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

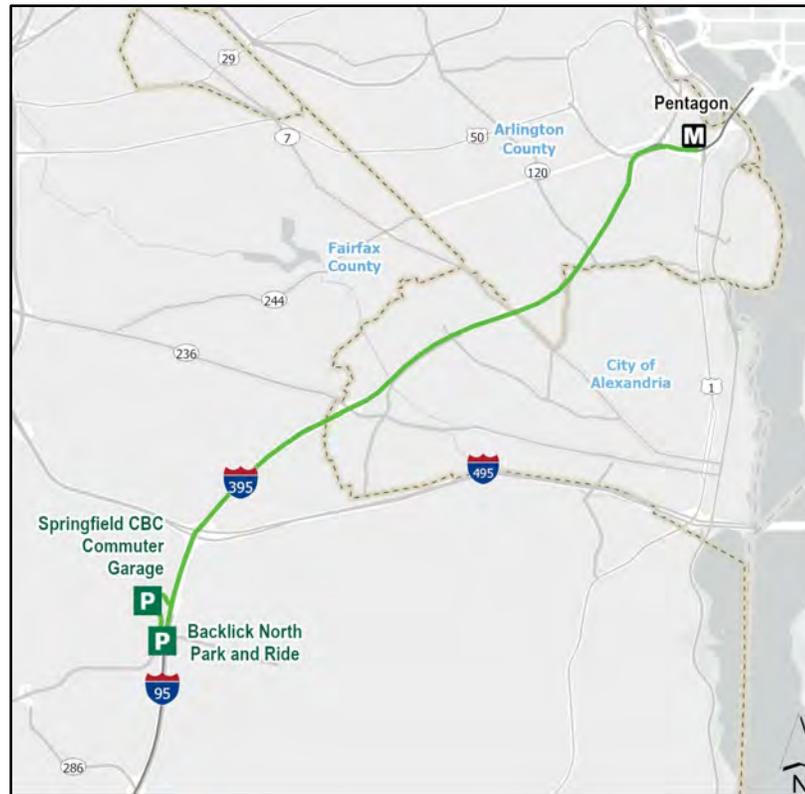
FAIRFAX COUNTY

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.

Funding Request: \$1,958,651



Application Score

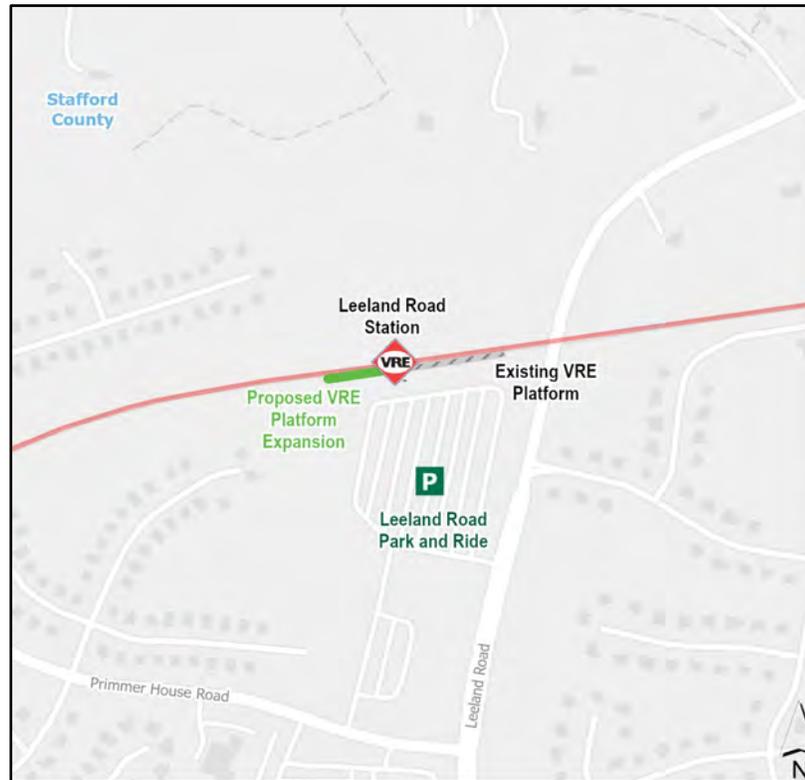
Measure	Score
Technical Merit (up to 75 points)	41
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	5
Total Application Score	59

VIRGINIA RAILWAY EXPRESS 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.

Funding Request: \$2,150,566



Application Score

Measure	Score
Technical Merit <i>(up to 75 points)</i>	41
Annualized Cost Effectiveness <i>(up to 20 points)</i>	7
Applicant Preference <i>(up to 5 points)</i>	5
Total Application Score	53

FAIRFAX COUNTY

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.

Funding Request: \$2,128,807



Application Score

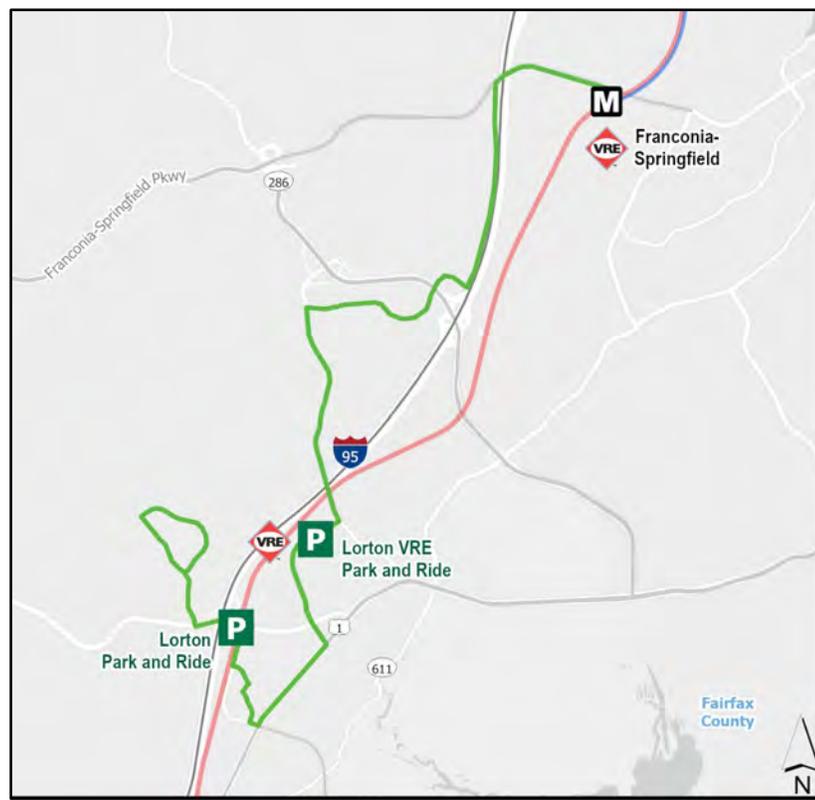
Measure	Score
Technical Merit <i>(up to 75 points)</i>	38
Annualized Cost Effectiveness <i>(up to 20 points)</i>	7
Applicant Preference <i>(up to 5 points)</i>	0
Total Application Score	45

FAIRFAX COUNTY 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.

Funding Request: \$2,142,197



Application Score

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