

NVTC PROGRAM ADVISORY COMMITTEE
THURSDAY, APRIL 16, 2026
NVTC Conference Room, Suite #230
2300 Wilson Blvd., Arlington, Virginia
[Public Streaming Via YouTube](#)
4:30 p.m.

AGENDA

April 16 Committee Meetings:

4:30 p.m. Program Advisory Committee – NVTC Suite #230

5:30 p.m. Boxed Dinners Available for Committee Members

6:00 p.m. Joint WMATA Committee/Legislative and Policy Committee Meeting – NVTC Suite #230 (see separate agenda)

If the meeting method is changed, NVTC will provide a new meeting notice, in accordance of VA Code §2.2-3707.

1. Welcome and Opening Remarks
 - **ACTION: Approve Commissioners Participating Electronically (if needed)**
2. Meeting Summary of the February 19, 2026 Program Advisory Committee Meeting
3. Commuter Choice Program
 - A. I-66 Commuter Choice FY 2027-2028 Staff-Recommended Program of Projects
 - B. I-66 Needs Assessment
4. Zero-Emission Bus Working Group Update
5. Other Items
 - Next Program Advisory Committee Meeting: Thursday, June 18, 2026, 4:30 p.m.

PAC Committee Members:

Dalia Palchik, Chair

Juli Briskman, Vice Chair

Sarah Bagley

Takis Karantonis

Justine Underhill

MEETING SUMMARY
NVTC PROGRAM ADVISORY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Streaming via YouTube
February 19, 2026

Program Advisory Committee

Members Present:

Juli Briskman, Vice-Chair
Sarah Bagley
Takis Karantonis

Program Advisory Committee

Members Absent:

Dalia Palchik, Chair
David Snyder

Other NVTC Commissioners Present:

Justine Underhill

NVTC Staff and Others Present:

Kate Mattice, Executive Director
Jason Adle
Shannon Bacon
Rhonda Gilchrest
Sarah Godfrey
Daniel Knickelbein
Ann McGrane
Tenley O'Hara
Sophie Spiliotopoulos
Owen Williams
Amy Garbarini (DRPT)
Sarah Husain (DRPT)
Kirk Dand (Arlington County)
Lucas Muller (Kimley-Horn)
Sally Kidalov (Fairfax County)

Program Advisory Committee Vice-Chair Juli Briskman called the meeting to order at 4:42 p.m. She stated that the meeting is being streamed live via NVTC's YouTube channel and noted that she was filling in for PAC Chair Palchik. Staff confirmed that a quorum was present. Vice-Chair Briskman welcomed Takis Karantonis as a new member of the PAC

representing Arlington County, replacing Maureen Coffey. Vice-Chair Briskman also introduced Justine Underhill, who will be inducted as the new Falls Church PAC member following Commission action at the March Commission meeting, replacing David Snyder.

Vice-Chair Briskman stated that summaries of the April 24, 2025 Joint Program Advisory Committee/Joint Commission Working Group meeting and the September 18, 2025 Program Advisory Committee meeting were provided in the meeting materials. Committee members had no changes.

Program Advisory Committee Overview and 2026 Work Plan

Vice-Chair Briskman introduced NVTC Director of Programs and Policy Ann McGrane to provide an introduction. Ms. McGrane then introduced NVTC Data Visualization Program Manager Sophie Spiliotopoulos to provide the Program Advisory Committee Overview and 2026 Work Plan.

Ms. Spiliotopoulos stated that the Commission is responsible for taking formal action on NVTC programs and studies, as well as providing approval for the Commuter Choice program (along with the CTB and in conjunction with PRTC for I-395/95). Commissioners discuss topics relevant to the PAC during the PAC chair's report portion of the Commission meeting.

Ms. Spiliotopoulos explained that the Program Advisory Committee provides guidance on NVTC's program areas including Commute Choice, Route 7, fare collection, zero-emission bus, and transit data and analysis. NVTC staff also work regularly with other regional, jurisdictional and agency staff both in formal working groups and in informal coordination activities.

Ms. Spiliotopoulos reviewed the meeting schedule, with four scheduled PAC meetings in 2026. The February meeting includes an overview of the work plan, updates on I-66 Commuter Choice, the I-66 Needs Assessment and Envision Route 7. The April 16 meeting will include request for endorsement of the I-66 Commuter Choice Program of Projects and a final update on the I-66 Needs Assessment. The June 18 meeting will have an update on Zero-Emission Bus and another update on Envision Route 7. Finally, the September 17 meeting will include a request to authorize opening of the next I-395/95 Call for Projects, another Envision Route 7 update, and a ridership report.

Ms. Bagley asked a question regarding the ridership report. Ms. Spiliotopoulos clarified that the ridership report is an initiative that was restarted last year to provide a narrative overview of ridership trends to the PAC. Previously these reports provided more granular reports on ridership, but that has largely been replaced by the NoVa Transit Dashboard. Ridership reporting analysis, as with most of NVTC's policy and data analysis, is done in-house.

Committee members Bagley and Karantonis shared their interest in understanding if there is data available on transit use and access by people with disabilities, including providing a narrative around this data. Executive Director Kate Mattice responded that the PAC provides

an ideal venue to ask about questions like this. Ms. Underhill followed up by asking about the appropriate venue for ideation, to which Ms. Mattice noted that this can be formal or informal but ultimately the PAC is the forum for ideation. Ms. Mattice also wanted to highlight opportunities for partnership with the Department of Rail and Public Transportation (DRPT) and NVTC's research framework for identifying which research questions are best suited for NVTC and which are best suited for other agencies.

I-66 Commuter Choice Call for Projects Update

Vice-Chair Briskman introduced NVTC Commuter Choice and Policy Manager Daniel Knickelbein, who provided an overview of the I-66 Commuter Choice program for FY 2027-2028. He provided a summary of the I-66 Commuter Choice program to date, which includes six prior rounds of funding totaling over \$88 million. Mr. Knickelbein highlighted some of the benefits the program has provided to Northern Virginia since 2016, including reductions in vehicle miles traveled, avoided automobile crashes and reduced fuel costs.

Mr. Knickelbein provided an overview of the most recent Call for Projects, which closed in December 2025. NVTC received 16 applications totaling \$68.9 million dollars in requested funding. After an eligibility review, one project, Fairfax County's Route 400X, was deemed ineligible for Commuter Choice funding for not having a sufficient nexus to the I-66 corridor and was removed from consideration. Another project, VRE's Broad Run Lead Track, was referred to the Department of Rail and Public Transportation (DRPT) I-66 Outside the Beltway (OTB) grant program. This left 14 eligible projects totaling \$60.4 million in requested funding. The projects include bus service enhancements, new bus routes, and a Metrorail station improvement. Staff anticipate bringing the 14 remaining eligible projects forward as part of a staff-recommended Program of Projects. Any unprogrammed funds from this cycle will remain with the program and will be carried forward.

Mr. Knickelbein reviewed the timeline as these projects will go out for public comment on March 4 and closing on April 3. Staff will then form a staff-recommended Program of Projects, which will then be presented to the PAC in April. The Program of Projects will be presented in briefings to the Commission and the Commonwealth Transportation Board (CTB) Rail and Transit Subcommittee in May, followed by final action by the Commission and the CTB.

Vice-Chair Briskman asked a question about the remaining balance of funding. Mr. Knickelbein stated that the program will have \$40 million in unprogrammed funding from this cycle plus \$5 million in previous funding, totaling \$45 million, which will then be supplemented by two years of payments. Mr. Karantonis asked a question about the total amount received from tolling. Mr. Knickelbein stated that the payout schedule for I-66 is available in the Memoranda of Agreement.

I-66 Needs Assessment Update

Vice-Chair Briskman asked Mr. Knickelbein to present an update on the I-66 Needs Assessment study. Mr. Knickelbein provided an overview of the Commuter Choice program, noting that the program covers both the I-395/95 corridor and the I-66 Inside the Beltway corridor and that it provides funding for bus service enhancements, new bus service, rail station enhancements and TDM and commuter incentive projects, among others across the region. Mr. Knickelbein then introduced Amy Garbarini, the NOVA Transit Planning Manager for the Department of Rail and Public Transportation (DRPT), who provided an overview of the I-66 Outside the Beltway (OTB) program, which supports transit improvements in the I-66 corridor between Haymarket and the Beltway. Ms. Garbarini noted that approximately \$1 billion is available in funding between FY 2025 and FY 2028, and past grantees for the I-66 OTB program have included Fairfax Connector and OmniRide, with VRE becoming an applicant in this application cycle.

Ms. Garbarini provided an overview of previous studies conducted along the corridor. The last study conducted on I-66 Inside the Beltway (ITB) was in June 2012 and recommended a series of multimodal projects, including enhanced transit service, bike/pedestrian improvements, and TDM strategies, among other items. The last study conducted on I-66 Outside the Beltway was in February 2020 and recommended a series of improvements that included additional commuter bus service, enhanced VRE service, and TDM strategies prior to the opening of the I-66 OTB Express Lanes. The purpose of the current needs assessment is to identify a menu of eligible short- and long-term multimodal investments that the I-66 programs could support. Ms. Garbarini noted that both Commuter Choice and DRPT programs have many years of funding remaining and that the assumptions from the most recent studies need to be refreshed. The assessment does not aim to identify specific routes or detailed projects, nor does it conduct the analysis needed for applicants to submit future funding applications to either I-66 funding program.

Ms. Garbarini stated that since the last update to the PAC, the project team re-analyzed transit and traffic trends for Spring 2025 to account for significant changes in travel demand due to return-to-office mandates by the federal government. In Spring 2025, compared to pre-pandemic levels, Metrorail ridership was up 34%, commuter bus was up 58%, and commuter rail was up 51%. Traffic volumes on the ITB segment returned to pre-pandemic levels in 2022 but with more single-occupancy vehicle volume compared to pre-pandemic. This shift may have been caused by many reasons, including but not limited to the shift in ITB tolling from HOV-2 to HOV-3 in 2022.

Ms. Garbarini explained that the Needs Assessment identified 90 potential projects totaling \$16.3 billion in investment across four distinct categories: minor capital projects, major capital projects, mega capital projects and transit service. Next steps for the Needs Assessment are as follows:

- A review of the financial scenarios and their tie-in with the investment pipeline and potential policy changes at the April 16 PAC
- A briefing on the draft report at the May 7 Commission meeting

- Request for final report adoption at the June 4 Commission meeting
- Any potential policy changes for Commuter Choice will be considered over summer 2026
- The next DRPT I-66 OTB Call for Projects will open in Fall 2026
- The next I-66 Commuter Choice Call for Projects will open in Fall 2027

Ms. Bagley asked a question about the East Falls Church Metro second entrance project and the context behind how that project was chosen as a representative mega project. Ms. Mattice responded that this project had been one of the first applications when the I-66 Inside the Beltway program was first initiated, but the application did not move forward. The goal of the I-66 Needs Assessment is to connect with cities and agencies directly, which resulted in the re-surfacing of projects that may have been previously referenced in comprehensive plans or other long-term planning documents. Mr. Karantonis commented that he anticipates more second entrance projects like these to crop up as many Metro stations west of Ballston were only fitted with single entrances and jurisdictions seek to promote more transit-oriented development near their Metro stations.

Ms. Underhill asked if there was a local match required for either I-66 ITB or I-66 OTB, and staff clarified that there is no local match requirement for either program.

Envision Route 7 Update

Vice-Chair Briskman introduced Sarah Godfrey, Director of Strategic Communications, who provided an update on the first phase of engagement for phase 4-2 of Envision Route 7. Ms. Godfrey reported that the project's goals for public outreach were:

- To increase awareness and understanding of the project and BRT in general.
- Collect feedback to inform decisions near Southern Towers and Mark Center.
- Empower stakeholders to become advocates and champions for the project.

Ms. Godfrey stated that a variety of tactics were used during the outreach process. To reach people via events and activities, the project team held a series of bus stop chats and pop-up events at grocery stores, transit hubs, houses of worship, and other destinations along the corridor. The team also held an open house at the Culmore Library to share more information about the project. At these events and in other locations along the corridor, the project team distributed flyers and hand cards to invite people to engage with the project. The team also established a digital presence with a story map and a newsletter for the project. To gather feedback and perspectives from riders and non-riders alike, the project team used an online and in-person feedback form (in addition to one-on-one conversations). Links to the feedback form were distributed on flyers and hand cards. The project team provided materials in English, Spanish, Korean, Amharic and Vietnamese and had staff at events that could speak those languages.

Ms. Godfrey stated that in addition to the physical and digital informational materials, the project team also had a variety of giveaway “swag” items (i.e., hand sanitizers, microfiber cloths, and bubble popper toys) at pop-ups and the open house. These items helped promote brand recognition of NVTC and the project.

Ms. Godfrey noted that throughout this engagement phase, the project team heard important information about the community along Route 7 and bus service on Route 7:

- Most respondents (70%) to the feedback form rode the bus on Route 7, with ¾ of respondents riding the bus two times or more a week.
 - The F20 was the most used bus service on the corridor by respondents
 - 40% of respondents transferred to another bus, while 35% transferred to Metro
- Sixty-four percent (64%) of respondents were satisfied or very satisfied with bus service.
- Respondents cited frequency, bus priority, and extended hours of operation as their top priorities in ways to improve bus service.
- The zip code with the most responses was 22311 (West Alexandria).

Ms. Godfrey stated that the engagement phase brought about significant quantitative and qualitative data from riders and non-riders alike for bus service along Route 7, with recurring themes of affordability, accessibility and efficiency. Through the outreach process, the project team gathered several key takeaways about the corridor and about bus service along Route 7:

- Bus service is essential and well used along Route 7.
- The community around Route 7 and bus riders are diverse.
- Bus service as it stands is good, but there is room for improvement.
- Key areas for improvement on bus service on the corridor are frequency, bus priority and hours of operation.

Ms. Bagley inquired about the priorities asked in the feedback form, more specifically asking about if there was a question on safety and if so, how that was ranked in the list of areas of improvement. Ms. Godfrey responded that in the list of areas of improvement, safety was listed as a topic, but it did not rank as high as other priorities. Staff will review the feedback form responses and provide more information specifically on the safety aspect. Mr. Karantonis followed up by noting that in his personal experience and his experience with his constituents, safety concerns along this corridor come more from user experience at stops and traffic safety. He also expressed a desire for decals at stops along Route 7, inviting people to engage with the project and potential future improvements. Ms. Mattice followed up by stating that Route 7 and its bus service is a high priority for WMATA and that WMATA has been a key part of this partnership. NVTC staff have also been working closely with Supervisor Jimenez and other legislators along the corridor to advance local champions for the project.

Vice-Chair Briskman asked if there will be a “big report” specific to the engagement process. Ms. Godfrey clarified that there will not be a dedicated one but that the main project report will have a dedicated engagement section which will cover the results of both engagement phases. She also noted her own challenges with safety at bus stops, particularly at night.

Mr. Karantonis asked staff to provide demographics and other details for Route 7 whenever it is shown at presentations.

Other Business

Vice-Chair Briskman announced that the next PAC meeting has been scheduled for April 16 at 4:30 p.m. in the NVTC Suite #230 conference room.

Vice-Chair Briskman adjourned the meeting at 5:38 p.m.

DRAFT

TO: NVTC Program Advisory Committee (PAC)
FROM: Ann McGrane, Daniel Knickelbein and Jason Adle
DATE: April 9, 2026
SUBJECT: I-66 Commuter Choice FY 2027-2028 Program Development Update and Public Comment Summary

The Program Advisory Committee (PAC) is asked to review the I-66 Commuter Choice FY 2027-2028 staff-recommended Program of Projects, which appears in **Table 1** below and includes all 14 eligible applications for funding. After the PAC reviews the staff-recommended Program of Projects at its April 16 meeting, the Commission will be asked to review and approve a final Program of Projects at its May 7 meeting for transmission to the Commonwealth Transportation Board (CTB) for inclusion in the FY 2027-2032 Six-Year Improvement Program (SYIP).

Table 1: I-66 Commuter Choice FY 2027-2028 Staff Recommended Program of Projects

Applicant	Project Title	Project Description	Application Score	Proposed Funding Award
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of one morning and one afternoon commuter bus trip between the Harmony Park and Ride Lot in western Loudoun County and downtown Washington D.C.	88	\$219,005
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 622, an express bus service running between Haymarket, the University Boulevard Commuter Lot in Gainesville and the Rosslyn-Ballston corridor.	88	\$605,600
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	This project would fund one morning and one afternoon commuter bus trip between the Leesburg Park and Ride Lot and Washington D.C. This new route would provide a direct trip between Leesburg and downtown Washington D.C.	85	\$269,698
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of two morning and two afternoon commuter bus trips between the Dulles South/Stone Ridge II Park and Ride Lot and downtown Washington D.C.	84	\$476,008

Applicant	Project Title	Project Description	Application Score	Proposed Funding Award
Arlington County	Ballston-MU Metrorail West Entrance	This project would help fund the construction of a new entrance at the west end of the Ballston-MU Metrorail Station. The new entrance would be located at the intersection of North Fairfax Drive and North Vermont Street and include two street-level elevators, stairs connecting to an underground passageway, and a new mezzanine with stairs and elevators to the platform.	78	\$20,000,000
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 612, an express bus service running between the University Boulevard Commuter Lot in Gainesville and major employment areas including the Pentagon, L'Enfant Plaza and Navy Yard.	78	\$1,773,700
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	This project would fund the operation of a new commuter bus route from the University Boulevard Commuter Lot in Gainesville to the Union Station/NoMa area in Washington, D.C. Funding would also be used to purchase five coach buses for deployment on the new route.	73	\$9,445,500
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 698, an express bus service operating between Stringfellow Road Park and Ride Lot, Vienna Metro Station and the Pentagon.	69	\$1,684,916
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 699, an express bus service operating between the Monument Drive Transit Center and downtown Washington D.C. This funding would provide for three new morning and afternoon trips, the purchase of a new hybrid bus to support enhanced service and expand the route to serve the Farragut West Metro station.	61	\$4,588,744
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 697, an express bus service operating between the Stringfellow Road Park and Ride Lot and L'Enfant Plaza in Washington D.C. This funding would provide for three new morning and four new afternoon trips as well as the purchase of a new hybrid bus to support enhanced service.	52	\$4,072,453

Applicant	Project Title	Project Description	Application Score	Proposed Funding Award
Arlington County	Route 55: East Falls Church to Rosslyn Enhanced Service	This project would fund enhanced service on ART Route 55, a local bus running between the East Falls Church Metro Station and the Rosslyn Metro Station via Langston Boulevard. This funding would increase frequencies on the route to every 10 minutes during the morning and afternoon peak periods.	51	\$475,000
Washington Metropolitan Area Transit Authority (WMATA)	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Spring Hill Metro Station in Tysons, Mark Center and West Alexandria Transit Center primarily via Route 7. Route F2X would operate every 15 minutes during the morning and evening peak periods.	50	\$11,255,525
WMATA	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Dunn-Loring Metro Station, Pentagon, and Crystal City Metro Station primarily via Arlington Boulevard. Route A6X would operate every 20 minutes during the morning and evening peak periods.	45	\$3,112,587
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 598, an express bus service operating between the Reston South and Reston North Park and Ride Lots, the Pentagon and Crystal City.	45	\$2,514,209
Total Project Funding				\$60,492,945

Program Administration		
NVTC	Program Administration and Oversight for FY 2027-2028 Supports NVTC's oversight and administration of over \$84 million in I-66 Commuter Choice awards to date (not including this Program of Projects), as per the Third Amended Memorandum of Agreement Transform 66: Inside the Beltway Project.	\$750,000

Source: NVTC

NVTC held a public comment period on the 14 projects under consideration for I-66 Commuter Choice funding from March 4 – April 3. Comments were accepted via an interactive online survey, email and telephone. Additionally, a virtual public hearing was held on Thursday, April 2. During the public comment period, staff received a total of 487 comments. 479 comments were received via an interactive online survey (476 in English, 3 in Spanish), seven comments were received via email, and one comment was made at the virtual public hearing.

The majority of comments received were in support of the proposed projects under I-66 Commuter Choice FY 2027-2028 funding consideration. The full set of comments received during the public comment period are provided in the attached [Summary of Public Comments](#). Additional engagement with the public included:

- Facebook and Instagram ads that resulted in a reach of 87,617 people and 2,866 link clicks on those ads.
- NVTC's public comment web pages, which provided information about the projects and ways to submit comments, which garnered over 3,200 page views.
- An online public hearing on April 2, 2026 to provide members of the public with an additional opportunity to provide feedback.

The staff-recommended Program of Projects includes all 14 eligible applications that, taken together, would support approximately 6,500 additional weekday transit trips in the I-66 corridor upon their full implementation. They are estimated to result in over 128,000 hours of travel time savings and nearly \$3 million in reduced fuel costs for commuters annually. The proposed program includes:

- Three awards to Loudoun County Transit for long-haul commuter bus service, including the creation of a new route providing a direct trip between Leesburg and downtown Washington, D.C.
- Three awards to OmniRide for long-haul commuter bus service, including the creation of a new route running between Gainesville and the Union Station/NoMa area in Washington, D.C.
- Funding for Arlington County to help construct a new entrance at the west end of the Ballston-MU Metrorail Station as well as an award to provide enhanced service on ART Route 55, which runs between the East Falls Church and Rosslyn Metro stations via Langston Boulevard.
- Continued funding for four Fairfax Connector commuter bus routes that link Fairfax County with key employment centers in Arlington and Washington, D.C.
- Two awards to WMATA to create new limited-stop bus routes along the Route 7 and Arlington Boulevard/U.S. Route 50 corridors that will complement existing local bus service.

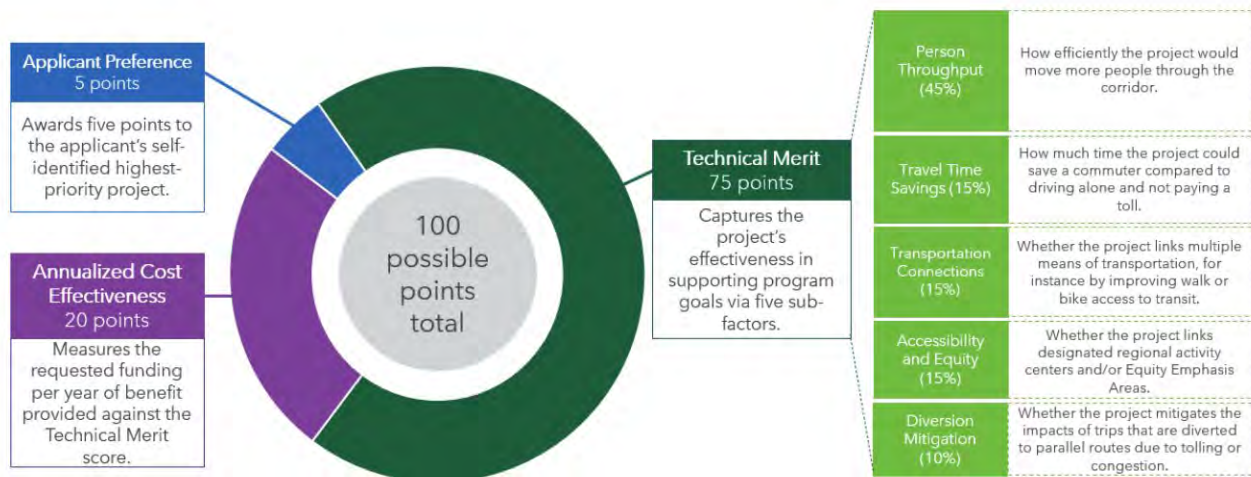
Background

The I-66 Commuter Choice FY 2026-2027 Call for Projects closed in December 2025 and NVTC received 16 applications requesting approximately \$69.8 million in Commuter Choice funding. In January, NVTC and DRPT staff undertook an eligibility review to ensure that all applications for funding met the requirements of the [I-66 Memorandum of Agreement \(MOA\)](#) between NVTC and the Commonwealth as well as Commuter Choice policy as outlined in the [Commuter Choice Recipient Handbook](#). To be eligible, a proposed project must demonstrate a benefit to toll-payers of the I-66 Inside the Beltway Express Lanes, improve person throughput, have a logical nexus to the I-66 corridor, obligate funding within two years of award and expend all Commuter Choice funds within five years of award, among other requirements.

As part of that review, NVTC and DRPT determined that one application, Fairfax County's Route 400X New Limited-Stop Service, was ineligible for funding, as it did not demonstrate a sufficient nexus to the I-66 corridor to provide benefits to I-66 Inside the Beltway toll payers. The proposed route would travel between the Franconia–Springfield Metro Station and the Tysons Corner Metro Station running primarily along Backlick Road and Gallows Road, and the eligibility review determined that this route did not meet the first eligibility requirement of Section II.B.1 of the [I-66 MOA](#), that the project must provide a benefit to I-66 toll payers. Additionally, one application, VRE's Broad Run Lead Track Design, was referred to DRPT's I-66 Outside the Beltway (OTB) program for funding consideration.

After the eligibility review, the remaining 14 applications were scored in accordance with the approved evaluation criteria detailed in Chapter 4 of the Commuter Choice Recipient Handbook, which can be found in **Figure 1** below. All applicants were provided with the opportunity to review and discuss their scores with NVTC staff prior to the scores being finalized. The final scores are shown in **Table 2** below.

Figure 1: Commuter Choice Evaluation Criteria



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

Table 2: I-66 Commuter Choice FY 2027-2028 Application Scores

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	68	20	0	88
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	Enhanced Bus Service	68	20	0	88

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	New Bus Service	60	20	5	85
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	64	20	0	84
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	Enhanced Bus Service	60	13	5	78
Arlington County	Ballston-MU Metrorail West Entrance	Rail Capital	60	13	5	78
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	New Bus Service	60	13	0	73
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	Enhanced Bus Service	56	13	0	69
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	Enhanced Bus Service	49	7	5	61
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	Enhanced Bus Service	45	7	0	52
Arlington County	Route 55: East Falls Church to Rosslyn Enhanced Service	Enhanced Bus Service	38	13	0	51
Washington Metropolitan Area Transit Authority (WMATA)	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	New Bus Service	38	7	5	50
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	Enhanced Bus Service	38	7	0	45

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)
Washington Metropolitan Area Transit Authority (WMATA)	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	New Bus Service	38	7	0	45

Source: NVTC

Next Steps

After the PAC reviews the draft staff-recommend program at its April 16 meeting, the Commission will be asked to review and approve a final Program of Projects at its May 7 meeting for transmission to the CTB for inclusion in the FY 2027-2032 Six-Year Improvement Program (SYIP). The next I-66 Commuter Choice Call for Projects will take place in the fall of 2027, while the next I-395/95 Commuter Choice Call for Projects will open later this year.



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Summary of Public Comments

NVTC received a total of 487 responses during the public comment period for the projects under consideration for I-66 Commuter Choice FY 2027-2028 funding, open from March 4 – April 3, 2026. The fully online public comment period included targeted outreach strategies to promote engagement from members of the public who live, work and play near projects under consideration for funding. Of the 487 public comments, NVTC received 479 via an interactive online survey (476 in English and 3 in Spanish), seven comments submitted via email and one comment at the virtual public hearing.

The majority of comments received were in support of the proposed projects under I-66 Commuter Choice FY 2027-2028 funding consideration. Additional engagement with the public included:

- Facebook and Instagram ads that resulted in a reach of 87,617 people and 2,866 link clicks.
- NVTC’s public comment web pages, which provided information about the projects and ways to submit comments, which garnered over 3,200 page views.
- An online public hearing on April 2, 2026 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 communities in both the I-66 and I-395/95 corridors.

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 under consideration for funding as well as the Commuter Choice program in general.

Comments on individual projects under consideration for I-66 Commuter Choice FY 2027 – FY 2028 funding

Arlington County – Ballston-MU Metrorail West Entrance

- This important project will help to pedestrian traffic to the western half of Ballston
- The west entrance would be handy for destinations along Glebe Rd. An east entrance a quarter mile in the other direction would be handy for Central Library and nearby.
- This is an extremely important project that will provide additional access to one of the system's busiest stations.
- This is a much needed project that will help the Ballston area thrive.
- There is no rationale provided as to why this is even necessary
- This project has a very high cost with marginal benefits. It barely increases the walkshed from the station--and primarily to single-family home neighborhoods that are disproportionately wealthier and white. This funding should be spent more equitably, including along parallel corridors that serve transit-dependent and lower income populations. Further Ballston Metro ridership has declined significantly over the past



decade and there isn't a need for increased vertical circulation capacity. This is a poor use of limited Commuter Choice funds.

- My understanding is that since this project was first proposed that riders using the station have stayed the same or declined slightly. Has this been evaluated?
- Strongly support the new entrance. It makes Metrorail feel closer to people living west of the station and eases congestion at the existing entrance.
- Would open up more bike commuting options to/from Ballston metro.
- No
- Please address how the County expects the new entrance to affect parking and how the County will manage those needs.
- Far too expensive for the benefit. I oppose it.
- I think it is a good idea, but what about the cost to Arlington County for upkeep and operation of the new entrance. We already have budget problems where the County is considering cutting gymnastics and closing a library. How will the County afford this cost without increase burden to taxpayers?
- This station does need a second entrance, but very expensive and would be disruptive. Are businesses and residents supportive?
- This is a very expensive project for very little gain in terms of improving the situation for an I-66 commuter. I do not think this should be pursued as a priority (if at all).
- Not needed. A waste of money that could be better spent on anything else.
- Have never used this Metro stop
- This project is a "nice-to-have" and would save some commuters some time, but at great expense. I would rather Metro focus their efforts on other stations with more congested entrances.
- Very important for pedestrian Metro users coming from west of Glebe
- Most of this area is already very highly developed and I don't expect the second entrance to drive any material increase in use for the metro in Ballston. Funds would be better spent on making ART bus more competitive to pull metro riders in from farther away suburbs like Columbia Pike, and routes 50 and 29.
- Need Metro Stations in South Arlington in Green Valley and Douglas Park.
- Much needed ... it seems like a small thing, but it would encourage more mobility-challenged people to use Metro.
- I am supportive of this project and think it will be a great addition to one of the densest census tracts in the DMV area. I would like to see cost saving measures, like direct to platform elevators, considered to cut down on project cost and maintenance costs (by potentially cutting the number of elevators in half and making the trip shorter for people with disabilities). I'd much rather save money on this project to enable additional platform improvements at additional stations than to overbuild the new entrance.
- I support the west entrance to the Ballston metro. Arlington has approved more new development at the western end of Ballston and we need to have public transportation to support it. The station currently only has one elevator at the east end down to the train platform. When it goes out the station is not ADA compliant and difficult to exit in an emergency.

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I-66 Commuter Choice Public Comment Period
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- I support this project as a major improvement to the metro system enhancing mobility, reliability, and throughput.
- Needs to occur alongside more bus bays and signal prioritization for busses
- No strong feelings, probably helpful but I'll continue to use the current entrance for Metrobus connections.
- \$20 million to save a quarter-mile of walking? In this economy? No.
- The current entrance is overcrowded and also a major bus hub -- crowding will get worse as Arlington County pushes to increase density near transit hubs while reducing what parking developers must provide. This project has a long lead-time so should be started ASAP.
- This doesn't seem very important. I'd rather have a safe way to bike to the metro stations down n glebe
- Yes! Long awaited! Much needed!
- Would reduce congestion and save time for commuters in and out of Ballston.
- It's unclear how this is an improvement. Are there metrics on how many riders are west of the station? I would not cross Glebe to walk to metro
- I support opening a second Ballston entrance. It will help connect the area of this community that has seen lots of recent developments (housing) in the last 10 years.
- Courthouse Metro entrance is needed more
- I support this project!
- N/a
- This project is needed to bring metro closer to Glebe Road and reduce the walking distance to get into and out of the station.
- Waste of money
- Very helpful. Will reduce congestion at the current entrance and provide easier metro access without walking on Wilson Blvd where construction and food delivery vehicles make walking hazardous
- Yes... sounds needed!
- The budget for the project is a bit steep. No mention of Accessibility is mentioned. (Elevators aren't always a solution)
- prefer the bus route projects to get more drivers off the road. I don't see how the new entrance would change people's commuting patterns.
- Very helpful
- Do not fund this project. It will increase traffic congestion, especially on the nearby I-66. The Arlington County government always increases permissible development densities near new transit facilities (such as Metro station entrances) to gain tax revenue. Many more people then use automobiles and congest traffic. Most don't use transit to reach their destinations.
- Need this
- I support this access improvement. The density in this area has increased by two new residential projects and another will conclude soon. The density is intentionally near this multimodal hub and the additional entrance would improve ease of use and access.
- This is my top choice and if it doesn't happen I will probably sell my house and move out of the county within the next 5 years.

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
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- This new entrance is important to support much needed new housing in the RB corridor
- This is sooo needed. The platform gets dangerously crowded now.
- This project is excellent. It will encourage Metro use by easing access to the station. It is also important for safety.
- This Metrorail station entrance has been in plans for the forty years I have lived in Arlington. The station needs a second entrance.
- Excellent
- Additional entrance and exit are always welcome
- Helpful
- This would be a wonderful addition to the Metro network. Having an additional entrance to this station would reduce travel times, be closer to more bus routes and reduce traffic around existing entrance.
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Terrible idea. Disruption of value
- NA
- Highest priority. An excellent way to improve safety and reduce vehicular traffic on i-66 and crowding on public transit in a walkable area with still intense housing and business development
- It's not clear what the point of this would be. Are more people going to use the metro as a result? This funding could be used to actually improve metro service or bus service.
- Huge benefit. Getting into the metro takes several minutes. For me, living just over a mile away, it's the difference between the metro being a feasible route for going to work and not. I drive every day, though I used to take the metro from Ballston. Then I realized it takes longer to take the metro, given parking and getting in. I have neighbors and colleagues in the same boat.
- Outrageous, obscene, pointless waste of \$20M - esp given the other funding needs this very profile features
- A new entrance at Ballston would greatly improve platform congestion and accessibility as well as avoid a bottleneck when entering and exiting the station. A major transit hub like this one needs two entrances.
- This is a really good idea and if it can be expedited at all it should. More apartments keep popping up in Ballston, it will need a second entrance sooner or later. However I think escalators should be installed instead of just stairs
- Must have - #1
- This is the best option, the current Ballston station is always crowded.
- I think this is a great idea!
- Why didnt Arlington County require the developer to make this improvement when new development went in adjacent to teh corridor.
- Please complete this project...
- Fully support
- The People's Republic of Arlington has been talking about this for over a decade and taxing the citizens to pay for it. Has it been built yet, no because the Socialist Democrats running



Arlington just suck money from the sucker citizens and do nothing but make traveling around their little Eastern Block Coty State harder.

- Highly support projects to make existing stations more useful
- Ballston Metro Station is very busy with people coming from all directions to include on foot and bus. A 2nd entrance has been under consideration for over 10 years. Ballston continues to grow in population & the need for a 2nd entrance is needed more than ever.
- Please fund this needed entrance. With the number of businesses, large office buildings and residential towers on/near N Glebe Road, this entrance is needed and will assist in the economic growth of the corridor. Additionally, the neighborhoods west of N Glebe Road would benefit from quicker access to Metro.
- For 20,000,000? Why? Elevators that don't run empty because people call two at time would be nice.
- Too many people crowd around the platform escalators and a new entrance would eliminate some of the crowding.
- Highest Priority, been promised for decades
- Outstanding opportunity to allow more people to easily walk to Ballston Metro.
- Waste of money and effort. Expand service somewhere instead
- Highly recommend
- I highly support this new Metro entrance to unlock the Glebe Road area. I frequently go to the Wilson Blvd and Glebe Road area, and this Metro station entrance farther west would help accessibility.
- Good idea, but it seems like a lot of money
- This metro station is heavily used and would benefit from having an enhanced entrance with 2 elevators, stairs and mezzanine. We have a lot of people with mobility issues in Arlington that depend on public transportation so this would serve them well.
- This will serve thousands daily. A ten minute delay for pedestrians is far worse than a ten minute delay for motorists because they are not protected from the elements and don't have a motor to effortlessly move themselves.
- Save redundant construction costs by working with The Spire, to be built in roughly the same place at the same time.
- No. Look around Ballston at all the empty storefronts and restaurant closures. We're in a recession and we broke. Why are you spending 20mil to move a station entrance, it's fine where it is.
- This is an OUTLANDISH waste of money. Metrorail ridership in general is still well below early 2010s peak and Ballston's ridership is about 65% of its pre-COVID peak. I'm stunned that this has scored as highly as it. This project may have been viable 15 years ago, but has now become Arlington staff's white whale. NOTE: I'm an Arlington resident and Ballston is the nearest station to my home. Station access/accessibility is quite good as is. did
- This is a worthwhile project
- This would enhance activation of more of the dense Rosslyn to Ballston corridor
- Don't do -- waste of money and hugely disruptive
- I am strongly in favor of this. This entrance will serve me significantly better than the current entrance and I am looking forward to using it regularly.
- Please prioritize this project.

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- If funded, it seems it should get a lot less than \$20,000,000
- Protection from weather doesn't seem critical. This project would enable the same commuters the option to walk above versus below ground. It doesn't address the need for expanded service.
- Most important
- This is a long overdue improvement to the Ballston Metro stop. As population density in Ballston has increased dramatically over the past 2 decades, the metro station is no longer adequate to handle the number of users. It is important to ensure readily accessible entrance to the station to draw from the local population and outlying areas.
- Great idea. Years overdue. Let's go.
- Great. Needed for increased development west of Ballston station and south on Glebe Road.
- Good project that needs to be quick.
- Highest priority project
- Good
- This is not personally relevant to me but it would improve the housing that is being, and should continue to be built along the Orange line.
- Will this generate more ridership? or only a safety project related to only having one entrance
- This will be a great help to pedestrians coming from west on the trail seeking to use Metro.
- Strongly Support
- I strongly support the Ballston West entrance. This should be the highest-rated item on the list by far. Please fund it at 100%. It would make a big difference in helping people move through the corridor efficiently. We should expand and improve the current ways people can access the metro. This will be a clear way to do that.
- Strongly support
- Good but not sure if needed.
- Should be funded by developers and locals, not tolls
- Don't understand the high ranking. With the densities envisioned, this can be realized with redevelopment of existing buildings are driven through the County and Ballston BID
- This project would be transformative for how I get around the area. I would get more convenient access to my university building on Glebe road and it would reduce crowding at the existing entrance during rush hour
- What is the real value here? Shortening a commute by 2 blocks or less? It's better to provide more frequent service than this.
- Sounds like a good project.
- Fully fund it
- Strongly support this capital investment. Adding a second entrance at Ballston-MU significantly improves station accessibility, reduces platform crowding, and encourages transit-oriented development without adding a single car to the road or train to the rail. This will open up west and north Ballston for Metro commuters.
- Long overdue as this will enhance travel to the western part of Ballston/Glebe Rd.



- What is the usage of the original entrance, does it get over capacity/safety issue. If so, then a second entrance makes sense.
- This would be a major benefit for those living, visiting, and working near the Glebe Road section of Ballston
- Terribly expensive to reduce pedestrian access/egress by only 3-4 blocks. This should at LEAST be reduced in scope to save money. Buy everybody an umbrella, and offer wheelchair escort service by WMATA service personnel as an alternative. I'm serious. \$20 million?!
- Support for construction ASAP.
- This is a crucial project for this growing area of Arlington County.
- This western entrance will unlock walking access to Metro for neighborhoods west of Ballston and Glebe.

Arlington County – Route 55: East Falls Church to Rosslyn Enhanced Service

- I use Metro Rail because of its frequent service, which means you do not have to worry about schedules. Enhanced frequent service on Route 55 would be provide the same convenience for destinations along Langston Blvd. because you would not have to worry about the bus schedule during peak hours.
- This route provides thousands of people living on the Langston Boulevard corridor with increased access to Metro at East Falls Church and Rosslyn. Increased reliability will induce more people to use this option, reducing traffic along Langston and 66 even as the corridor's population continues to grow.
- Need more ways to get people back and forth from East Falls Church to Rosslyn.
- Again, with no data on current ridership or demand on this service, the necessity of this project is close to impossible to discern
- If ridership merits this increase, I'm all for it. This is a key corridor across Arlington on its north side which is not supported by any other mass transit option. It's a key connector feeding commuters in to/from Rosslyn and DC for all of Arlington's northern residents. Metro's 3Y had been (pre-pandemic) a VERY crowded ride, reflecting its utility. With the 55 now taking up the 3Y's ridership, the 55 is that much more critical.
- This route directly parallels Metrorail. Patrons should use the existing Metrorail even though the service is less frequent. Second, this project is almost entirely within Arlington county and the cost should be part of Arlington Transit's budget.
- Strongly support as I use businesses along that route and sometimes need to access without a car.
- No
- I think this should be postponed. Although service improvements could be made, Arlington County needs to address the labor issues servicing this route. Many times the buses don't show up or are late (rush hour and non-rush hour) due to staffing issues. At this time, this issue seems more imperative than adding more service that could only exasperate the current issue. Also, if you are interested in improving the Route 55 service, the County could relocate the Rosslyn bus stop for Route 55 closer to the Metro entrances.
- Fully support this improvement if better efforts can be made to keep buses on schedule

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
FY 2027 - FY 2028



- Very much in favor of increasing service. I periodically use this bus and plan to use it more often because it connects with the ART 52 route.
- Need earlier service since 3Y was eliminated
- Have never used this metro stop
- This would have the biggest positive impact on Arlington County of all the proposed projects, since it would make it feasible for more people to commute by bus. It would also serve as a backup to Metrorail when there is a problem with the trains or tracks.
- This would be a great and cheap way to improve service along an underserved corridor. It should be coupled with increased development along Langston Blvd.
- This wouldn't be a priority for me but I could see using it for shopping in places not covered by existing bus service.
- I like any option that makes riding metro easier. This option makes metro more accessible to people away from the stations. This is very low cost compared to other options.
- We need to bury the roads- more buses won't help.
- I strongly support this
- Yes! Route 55 replaced routes 51/52 for me, but with twice as long headways now. Enhanced sounds like shorter headways again, which is great.
- Can I66 be widened to maintain 3 lanes around the metro station? That isn't real meaningful improvement for cars and busses by eliminating the lane ending merge zones.
- Should read both ways and Roslyn to East Falls church
- I support this project!
- I started working at Harris Teeter at Lee-Harrison on Langston Blvd last month. Enhancing ART Route 55 would be a good idea for commuters who use transit to get to work.
- N/a
- These ART55 buses seem to be mostly empty.
- Good use of money
- Enhanced bus service in Important north Arlington corridor
- This MUST MUST MUST MUST MUST happen. The buses are coming too irregularly. They are always packed (minus Fridays) at commute time. The federal government required people to go back to the office. Other organizations required it. The WMATA removed the 3Y which had previously served this route. Despite all of these changes NOTHING has been adjusted on the 55 since the pandemic hit. It is unrealistic during rushhour. I have made the choice to drive to work rather than waiting 17 minutes for the bus that may or may not come, will be packed.
- Yes! More buses more often!
- Yes... sounds needed!
- It's stellar that Art Bus 55 would run through iconic neighborhoods and streets. I would just suggest the time of frequency be aligned with the Metrorail services.
- We need more service along the busy Langston corridor.
- Excellent
- Critical now that WMATA 3Y is cut
- Highest priority. Essential to allow routine use of this bus and route Busses too infrequent now for reliable transportation

Summary of Public Comments
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- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- Why are you funding bus routes BETWEEN Metro stations? Fund them AWAY from the stations, like a spiderweb - Metro as the hub
- I know Arlington ranked this a 0 in terms of priority but I still believe it should be done. Honestly Langston Blvd should get bus lanes too
- Helpful
- Yes, please make this happen. Since that part of Arlington doesn't have a metro close by, it's essential to have more frequent bus service, especially since the DC bus service fork that area into Georgetown was eliminated.
- Isn't there metro service already? The ridership is so low along Langston Blvd, buses run empty. Ridership and revenue do not even pay for operating costs, let alone maintenance. Location of employment sites are not served by transit and travel times are too long to support bus transit along Langston Blvd.
- What do you need a bus for ride the train from East Falls Church to Rosslyn, what is this some party hacks money grab?
- ART 55 buses are routinely crowded during morning & afternoon commuting hours. More frequent bus service will be great. More housing is being built along the route making the need for more mass transit very important.
- I'm a GWU student and use Route 55 in the mornings from Rosslyn to get to my part time and use it to get back to Rosslyn in the early afternoon three days a week and on weekends to visit friends and run errands. Enhanced service is needed and buses should come more often. I like the Route 55 as it is mostly reliable but it would help if there was more frequent buses all day and on weekends.
- No opinion
- This improvement is vital to support redevelopment along rt29 that is called for in Plan Langston Boulevard. It will encourage more people to walk and use transit along the corridor.
- ?
- Highly recommend
- I highly support this route enhancement to unlock access through Rosslyn, Clarendon, and points west.
- Adding more service to busses to encourage ridership is always good
- This proposal would support many people taking metro from outlying areas and getting them more quickly to a metro station where they can either end their commute or transfer in a hub station.
- I don't understand why East Falls Church metro is not sufficient.
- This is a good idea if the cost of the bus is less than the cost of metro.
- This is not relevant to me
- Increasing bus frequency to every ten minutes in morning and evening improves service. I support this.

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
FY 2027 - FY 2028



- These buses are often full during rush hour. Ideally, there would be metro or a streetcar for this corridor, but for the time being, extra buses will help.
- Good service drive all the time
- Route 55 is a key way to keep Langston Boulevard connected. If we can't fund Route 55, the area will likely decline and won't be as nice. It also helps the many people who live there travel along the corridor and connect through the area. Route 55 is an excellent option for people along the corridor who need access to Metro, and we should improve how well it works.
- Strongly support, will help mitigate removal of Metrobus 3Y after better bus redesign.
- This is very important. It will help the Langston blvd plan.
- I am in favor of this project because it will enhance transit connectivity between neighborhoods off the Metro corridors to each other and to the bookending stations toward DC and Fairfax.
- Increased frequency would be nice, but what I would really like is realtime GPS tracking of individual buses. Current website/app predictions are inaccurate, so I can't plan trips efficiently.
- I think a good use to improve timing of an existing line.
- Its a good transit corridor that should have fixed guidelines. I think this funding would be better spent on beginning to study a fixed dedicated guide way project.
- Fully fund it
- More frequent service is welcome! Consider extending route into DC (Metro Center/L'Enfant) to offer more one stop connections
- This route doesn't have any other transit along it. To service Northern Arlington this route would be needed or is NVTC ok with saying northern Arlington doesn't need transit service.
- This would be a major benefit to support east/west travel and strongly support
- Support.
- Arlington Transit's quality of service has dropped over the last few years. Instead of increasing ART's funding, I recommend spending the money on studying the feasibility of having WMATA take over ART operations reimplement Metrobus service on the ART 55 route.
- This route is always busy when I take it, so increased frequency would be helpful.

Fairfax County - Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C.
Express Service (Continuation)

- This bus service is very useful to me as I ride this bus to DC a few times per week.
- No comment
- No
- Support if ridership is high.
- No additional comments
- Much needed.
- I don't live in this area, but these express bus services are great by saving a lot of travel time.

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
FY 2027 - FY 2028



- This would seem to be an unnecessary duplication of direct MetroRail service. Would more regular/convenient connection to Metro not be more efficient?
- I don't understand why we're bussing people all the way into DC rather than dropping them at nearest WMATA station.
- I support this project!
- N/a
- Need this
- Excellent
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- I have used the other commuter buses for work within the DMV, and this is by far the most underserved route in the DC area. It is wild to see that the administrators cannot see how packed these buses are in each direction, and the driver refuses to take on passengers because there is no standing space. There is no comparison to any other route in the DC region. If they increase the frequency to every 10 minutes, the buses will still be packed because many commuters still take the train due to 699 being currently unreliable and frequently a no-show. You get the best ROI from this route, yet it's still at the bottom of your list.
- Yessssssss
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- a \$5M BUS route ALONG the 66, where METRO runs? seems like a poor use of \$5M - stop it at Vienna and extend it West = logical
- This is my top choice.
- I rarely use FFX connector or LCT but I support more transit 99.9% of the time
- Can you go to union station too?
- Who in their right mind would leave Fair Osls to go to the District of Calamidy?
- No opinion
- Good route
- Highly recommend
- Our friends in Fairfax use the bus to DC. So much better than driving! Yes to greater frequency. People will use that if they know about it.
- Fund this one
- Husband use this everyday. Also I wish you have a express service in DC closer to chantilly.
- Enhancing service at peak times is critical. Often standing room only.
- Definitely something to keep. Any bus from western Fairfax county to DC is needed.
- This is not relevant to me.
- Big fan of express buses
- I take this route routinely. The early morning service is good, however I leave work before it starts in the afternoon so I have to use an alternate route to get home. I would very much appreciate the PM route starting earlier. It would be even better if the route started and ended at Stringfellow Park and ride, like the 698 route.

Summary of Public Comments
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- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I haven't used or am not familiar with this route, but I support it if can continue helping people get through without needing to drive.
- This should 100% be funded. This route is already overcrowded and has a high ridership.
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- This is a good transit line that supports fairfax residents. It should be continued. Though its number of stops in dc should be increased.
- Make it terminate at Vienna metro
- Essential service for western Fairfax County commutes.
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- have not used this service so don't have a comment
- N/A

Fairfax County – Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)

- No comment
- No
- Support if ridership is high.
- No additional comments
- I don't live in this area, but these express bus services are great and save a lot of travel time.
- I like any option that makes riding metro easier. This option makes metro more accessible to people away from the stations. This is very low cost compared to other options.
- N/a
- Need this
- Excellent
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Current frequency is ok
- Good option to take. Should utilize express lanes.
- This route, has made my commute 100% more efficient and that of many others I speak with. This project should be continued to be funded.

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
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- Yesssssss
- Pls continue. Use daily. Add a bus that departs the pentagon earlier than 315.
- same as 699, more or less
- No opinion
- Good route keep it going
- Highly recommend
- Why doesn't Stringfellow just go to Vienna, combining 698 and 697?
- Fund this one
- I use this everyday. I wish this route has service during weekdays. Also I wish you have a express service in DC closer to chantilly.
- 100% keep this bus. Would love to see this route not have to stop at Vienna metro. None of the other express buses from stringfellow or MDTC stop at the metro. Give the riders from Vienna their own route. Plus bus is often overcrowded which means new/additional routes are needed.
- This is not relevant to me
- Please keep 698! I rely on this service to get me to work M-F and it's so hard to get to work on days 698 is not running.
- This is a good idea
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not familiar with this route, but I support it if we can prioritize it and consider adding bus lanes along the corridor to help the buses run faster.
- Please Please Please Add Reverse Commute Service, I work at GMU and have to go to the Pentagon in order to go home and I don't get off work until 4:00 PM, because the county won't supplement the 306 service, the 698 can easily turn the deadhead trips in the PM into revenue trip. Please Please Please, all trips that go back to the Pentagon during the PM Rush, please add it to the schedule.
- I use this daily from stringfellow to the Pentagon and back. I would enjoy expanded hours and more consistent service locally to the P&R so I could just use public transit 100%. without this line it takes me twice as long at a minimum to make the commute.
- This route would be better served if it adjusted to Monument Transit Center from Vienna. Vienna is already serviced by WMATA. Monument Center, like 699, would be better and more convenient for Fairfax residents.
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- This is a good transit line that supports fairfax residents, it should be continued.
- Make it terminate at Vienna metro

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- Essential service for western Fairfax County commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- This will be a good improvement for a one seat ride to the Pentagon without transferring at Rosslyn
- N/A

Fairfax County - Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)

- No comment
- No
- Support if ridership is high.
- No additional comments
- I don't live in this area, but these express bus services are great and save a lot of time.
- I vote no on this option. Not sure why we would bus people across the river into DC when we could drop them at Pentagon. Avoiding the congestion on the bridges over the Potomac could probably make this route more efficient than adding more busses.
- N/a
- Need this
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Frequency can be increased as there are more passengers than bus can handle
- Great service that commuters rely on. Please keep! The free parking and availability is key. I recommend adding more buses because people always end up standing.
- Yessssss
- Pls continue. My spouse uses daily.
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- I use 697 daily to commute to/from work. The route is very efficient as it uses the toll express and cost effective. In fact, most times I ride it, it is very full, thus showing that the route is necessary. Adding more buses AM and PM will help me as there are times I cannot leave/arrive at my work early as no bus is available; on these cases, I must take metro, making my commute less convenient.
- same as 698 and 699 - no, we're up to \$35M of redundancies with Ballston West
- Yes do this.. More frequent service and a bus that leaves after 8:30 to accommodate parents who have to bring their elementary school children to school.
- Nan this route be combined with Fairfax County Route 698?
- No opinion
- Good route keep it going
- Highly recommend

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- Do more people ride 698 or 697?
- Fund this one
- I use this everyday. I wish this route has service during weekdays. Also I wish you have a express service in DC closer to chantilly.
- Definitely keep as a route form western Fairfax county to DC. Much more convenient than metro.
- This is not relevant to me
- Makes semse
- This is good
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not very familiar with this, but I support it as long as we can make sure buses move faster than regular traffic by creating bus lanes and priority routes. I also support funding it.
- The commuters would surely want that 697 should run as it is one of the most cost effective and economical methods of commuting to DC. I really wish if someone also on the chair have given a thought of extending the Orange Line from Vienna to Gainesville , VA. Thank you.
- Yes, keep this bus route!
- Adding more trips in the morning and afternoon would be great. I ride this bus daily, and the bus is always full. More often than not, it is standing room only, especially by the time the bus reaches the Constitution Avenue stop.
- If bus does not show up or runs late, the bus waitiing for the next route should take passengers instead of just waiting there
- Love this bus, wish they had an earlier than 310 pm
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- Unclear how used this line truly is. If it really exceeds expectations, continue but if not there are tons of line Connector is axing or reducing service that can this \$ money can be used to maintain current levels.
- Please continue this funding!
- Good transit line that should be continued. Though its number of stops in dc should be increased.
- Make it terminate at Vienna metro
- Essential service for western Fairfax County commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/A
- N/A



Fairfax County - Route 598: Reston to the Pentagon Express Service (Continuation)

- Route 598 needs more bus options that are spaced in normal increments. The removal of 599 right after people came back to work made it harder on everyone. We need more buses running at normal intervals so it is easier to ride the bus and make your destination on time.
- This route has been a lifesaver. It provides a less expensive and faster than metro rail option directly from my home in Reston to my work at the Pentagon. The commuter lot at Reston North is almost 100% full everyday, so I know I'm not the only one. Please keep this route active.
- This express bus is the reason I chose to live in Reston.
- I use this route every day for commuting to work. It provides a valuable direct connection to the Pentagon cutting down my overall commute time from 1 hour 30 minutes to 45-60 minutes over using bus/metro connections. Continuing the 598 during rush hour times would help provide a faster commute time to the Pentagon transit station, encouraging mass transit use over personal vehicle use.
- I use this route daily to work at the Pentagon. It provides a great service to me and saves me 20 minutes each way over the Metro, for 40 minutes a day and over 3 hours a week back to my life. Please continue!!!
- This is a vital service to many commuters on a daily basis. I use it everyday to commute to my office in Arlington. The flexibility of times also helps me do what is required at work please keep this line!!
- No comment
- No
- Support.
- No additional comments
- Please continue this route! It is critical to my commute to and from work in Arlington! This route services so many of the government civilians and military who would otherwise suffer with the terrible traffic on the way to Arlington. We are happy taking this efficient bus service and not contributing to the traffic and environmental damage which would result from us driving ourselves.
- Please continue this service. It is the only express bus available between Reston and the Pentagon or downtown D.C.
- This bus route gets very high demand during weekdays and is a valuable resources for the many residents who work at the Pentagon and Crystal City. It is the ONLY direct bus route to/from the Pentagon and many Pentagon employees do NOT have parking passes to park their cars in the Or Tavor reservation. For these reasons, the 598 route is an essential route to sustain and maintain.
- I have been riding the 598 Express Bus to Crystal City for 10 years (was 599) and it is the most efficient ride! Please keep this route in place.
- Please continue this route. This is much needed
- I take this bus everyday to work at the Pentagon and it would be a disaster if this went away. Doing away with the 599 route was a poor decision. Since the federal government no longer supports remote work, more people are riding the bus. After the 599 bus went away around the time of remote work being cancelled, the buses became more crowded. While we do

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have the metro out here, people would now have to pay another \$100 a month just for parking while we have a free lot now. Plus the metro adds more time to the commute since it's not as direct as the bus. Everything should be done to keep this bus route because there would be a major negative impact if it goes away.

- I take this bus on a daily basis and it is essential for me to commute quickly, safely, and affordably.
- Continuing Route 598 is a high-leverage investment in economic vitality, transportation efficiency, and regional connectivity. Sustaining this service signals that Fairfax County is committed to supporting its workforce, reducing congestion, and strengthening its role in the broader national security ecosystem.
- I love this route, as it makes my commute to work significantly shorter (sometimes as much as half!) compared to taking the metro line. It is relatively reliable (and the more funding, the more reliable it will be!) and incredibly convenient. It is my primary method of getting to work and home. Many others are in the same position. It opens the opportunity for more federal and professional workers to live farther west in Virginia, where their money can stretch farther. Increased advertisement of this line would also increase usage, I believe, as it even took me a year to hear about it after I moved to Herndon.
- I strongly support this project. I use this route twice a week to get to work in Crystal City. This bus is always well utilized when I ride and saves substantial time compared to taking Metro with a transfer in Rosslyn. It largely seems to have military personnel going to/from the Pentagon and saves a lot of time (takes about 35 min rather than over an hour). The service from South Reston also seems to benefit customers. Without this bus, I would likely telework more and not go into the office. My only complaint is that years ago the bus used to use the slip ramp onto the Dulles airport access road but no longer does and occasionally this has led to bus delays.
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station?
- Would be useful if reverse commute options were available.
- N/a
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Yesssss
- \$2M to continue to serve a route served by the completed Silver Line AND the DTR? No, bad idea.
- No opinion
- Good route for military
- Highly recommend
- This would be a great support to many military people who live further out and commute in to the Pentagon.
- The hours are only convenient for Reston people to go to DC, so I can't use it to go to Reston. This route also doesn't look cost effective. Does the bus park all day in DC? If not, why not let it carry people out of DC at least as far as the garage where it needs to go.

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- Fund this one
- Definitely a route to keep.
- This is not relevant to me
- More buses
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Reston metro and have people transfer to the Silver Line.
- None
- What is the current ridership performance/farebox recovery for this route?
- I'm not very familiar with this, but I support it if it helps people get out of cars and keeps things moving—as long as we can make buses faster than regular traffic by adding bus lanes along this corridor.
- Yes
- Yes
- This is the preferred access from many service members living in Herndon/Sterling/Reston areas to get to their jobs in Pentagon. Please keep this going, you've already cut 1 route from here why cut both.
- This route is crucial - cuts what would otherwise be 1.5 hour commute down to 45 minutes
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- This makes sense because getting to pentagon from reston can't be done with metro easily
- I don't know how used these Reston lines are especially since people use the Silver Line. Seem like little to no riders.
- Please continue this funding!
- Good transit line
- No need. Fund Local Reston bus service to run more frequently
- Essential service for western Fairfax County commutes
- Seems useful to connect remote areas of Fairfax to working centers.
- N/a
- Support.

Loudoun County – Leesburg Park-and-Ride to Downtown Washington, D.C. New Service

- No comment
- No
- Support at least trial.
- No additional comments
- Good increase in service given the demand and lack of alternatives.
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station? Not sure why we would bus people across the river into DC when we could drop them at Pentagon. Avoiding the congestion on the bridges over the Potomac could probably make this route more efficient
- Good
- I wish this would be more frequent
- N/a

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- A direct ride would be ideal instead of stopping at Dulles
- This would be a fantastic option for Leesburg residents to minimize commute time in the morning and reduce standing room/full bus situations in the afternoon for residents of Leesburg. I really hope this is implemented and includes early morning routes.
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- Absolutely not - the Silver Line was literally built, on the back of tolls, to serve the mass transit needs of Loudon
- No opinion
- Good idea a lot of people commute from there
- Highly recommend
- According to your numbers, it's popular. It's cost-effective. We need it.
- Cost needs to be decreased.
- This is not relevant to me
- Makes sense
- More buses
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Ashburn and have people transfer to the Silver Line. However, this service is an argument for extension of the Silver Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- What was the point of extending metro if we're going to keep using buses to go to dc?
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Is one daily round trip really valuable?
- Make it a direct service to Ashburn metro
- Please also add express service from SugarLand Run/Potomac Falls/Dranesville/N. Herndon

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- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route already follows the Silver Line.
- N/a
- Strongly support to improve regional transit connectivity.

Loudoun County – Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)

- No comment
- No
- No additional comments
- No. Why are we bussing all the way to DC rather than to the closest WMATA station? Instead of crossing bridge over Potomac it should stop at Pentagon.
- N/a
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- This route is key to helping get to work
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- I would prefer faster service at a lower cost and not adding additional stops.
- At least it doesn't hug a Metro from start to finish - extend it to the south and west and terminate it at Ashburn Silver Line station
- I strongly support continued Commuter Choice funding for Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. As a Loudoun County resident near Arcola, I rely on these two morning and two afternoon trips from the Dulles South/Stone Ridge and East Gate lots for a reliable, congestion-free commute. This service delivers excellent value—scoring a perfect 20/20 on cost-effectiveness—and directly advances the program's goals of maximizing person throughput, improving mobility, and reducing I-66 congestion. Please keep it funded for FY 2027-2028 so our growing community continues to have this essential transit option.
- No opinion
- Good route
- Highly recommend

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- Cars are expensive, traffic a nightmare. Run an ad in Loudoun. This is sure to run at capacity.
- Not enough buses run from Loudoun County along the existing routes. Costs are very high as well.
- This
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Innovation Dr and have people transfer to the Silver Line.
- Good service to cut down car traffic in the morning and evening
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- This also should end at a metro station, service to DC is excessive and reduces metro use
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Make it a direct service to Ashburn metro
- Essential service for western commuters
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to a Silver Line Metro Station.
- N/a
- N/A

Loudoun County - Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C.
Enhanced Service (Continuation)

- No comment
- No
- No additional comments
- No. Why aren't these people taking the Silver Line? Why are we bussing all the way to DC rather than to the closest Silver Line WMATA station?
- N/a
- Early routes PLEASE!!!! Earlier than 4:30!
- Need this
- Yes, needed
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.

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- The Loudon buses are reckless drivers in Rosslyn and downtown DC. They cut off drivers, blow through red lights, and will turn without being in the turn lane. Not sure if this matters for funding, but they are a hazard.
- Take it to Winchester and term it at Ashburn
- No opinion
- Still needed
- Highly recommend
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Ashburn and have people transfer to the Silver Line. However, this service is an argument for extension of the Silver Line further West.
- None
- What is the current ridership performance/farebox recovery for this route?
- Not familiar
- What was the point of extending metro if we're going to keep using buses to go to dc?
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Make it a direct service to Ashburn metro
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington.
- N/a
- N/A

OmniRide - Gainesville to Central/Northeast DC New Express Service

- No comment
- No
- Yes
- While I take 611 exclusively, this would be a good added option.
- I could use this route in lieu of the bus/train route I currently am obligated to endure...I have reported each traumatic event experienced on the train I have been forced to ride....the hardest part of my workday is the commute and more directly the train...riding the bus to me is like VRE but faster...I support this new route! Yes! Finally!!!
- Yes
- Might use occasionally
- It's disappointing to see a new bus route being proposed while there is no mention of improvements to Route 611. This route is already heavily used and clearly plays a vital role for many riders. In the afternoons, buses are frequently overcrowded—I and others often have to stand—which reflects consistent demand that is not being adequately met. There is also a significant service gap in the schedule, particularly between the early 3:00 PM buses and the 4:00 PM bus. During this period, riders are effectively left without reliable options, which can feel especially limiting given the already constrained timetable. Given these challenges, it would be more appropriate to prioritize strengthening and expanding service

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on an existing, high-demand route like 611. Addressing overcrowding and closing service gaps would directly improve reliability and rider experience for those who already depend on it daily.

- Having a Route from Gainesville to Northwest DC/ Union Station would open up tons of possibilities for commuters that work near that location to include the Capital and to add connectivity to Amtrak for business travelers.
- No. Why are we bussing all the way to DC rather than to the closest WMATA station? Instead of crossing bridge over Potomac it should stop at Pentagon.
- I think this should be more frequent
- Only a god idea if there are a lot of people that would benefit from this route.
- Concur
- Interesting option!
- Much needed and very appreciated
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- 611 Route and 60 Metro Express is what I use on daily basis. That's the only option though 611 is more expensive and pushes us to use metro express more often.
- I would be interested in this route if it then continued to Navy Yard.
- Early routes PLEASE!!!! Earlier than 4:30!
- I use this route and specifically Bus 611. Any additional routes from University Lot to downtown DC would be appreciated.
- Would like to see in DC stops
- Expanding Metro or other public transit options is something I am in favor of in general. We need to get more cars off the road.
- Good idea
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- This would be amazing! I used to work in NoMa and had to ride the VRE. While the VRE is great having a bus service within NoMa would reduce the 0.5 mile walk from Union station to the office.
- This would be a great addition to the public transportation options for PWC. We have such few opportunities to use public transportation; I would love to see the addition of new routes!
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- All the people who want to live in Gainesville can bus to Vienna and sub in...pick up their friends and neighbors in Warrenton - a LARGE community that actually should be integrated into the WAS Metro transportation net, and they can all happily ride together to the Orange / Silver
- This service is very much needed.

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- This would be very helpful since VRE's AM service has been cut back.
- This would be a wonderful addition to the quality of life in PWC!
- Much needed
- This is a massive current service gap that would be effectively covering the busy H street corridor, NoMa and Union Station areas of DC. While I currently use 621/622 to get home based on traffic with 3-4 transfers each direction, this would cut me down to a single transfer in Union Station to get home/work.
- Can this be combined with OmniRide Route 612?
- No opinion
- Much needed route
- Highly recommend
- This will reduce the pressure on Bus 611, which is often standing room only.
- I hope this route does not replace the Omniride 611 bus route. That bus route is already too crowded nearly every morning and especially in the afternoon leaving standing room only. Adding several more stops further east of where the route ends in DC right now will only exacerbate the problem. It is extremely frustrating to have to stand for an hour (which is extremely unsafe) on one of the busiest highways in America. I would instead suggest that more buses be added to the 611 route to accommodate the demand for service, rather than add more stops. Adding more stops will only increase the demand of the route.
- Since this goes to Union Station, it connects with MARC and AMTRAK. Can we get them to pony up? Maybe advertise this together as a corridor?
- A survey should be taken if there are riders that need this route. With Omniride decreasing their service (cancelling all buses from Balls ford PnR) their service needs to be reevaluated. Same comment as above.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Concerned we are cannibalizing VRE ridership
- Not familiar
- Please make this happen!!!
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Very helpful project, I would use this several times during the work week to get into dc and union station.
- Very interested in seeing relatively frequent service to parts of DC. How much would this impact 611 though?
- Great idea for a new line. This should also be propose for dale city to northeast dc during 95 funding.
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes



- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/a
- Strongly support to improve regional transit connectivity.

OmniRide – Route 622: Haymarket to Rosslyn Express Service (Continuation)

- This route saved me as one day there were no afternoon routes out of DC, so I took the metro to Rosslyn and then took this bus back to Gainesville.
- No comment
- Not sure if this is worth it.
- Definitely needed!
- Please keep this service
- No additional comments
- Yes
- I have considered taking this route, but with such limited rides decided against it and had to drive to metro/drive in. With more availability, I would be able to use it more.
- Expand 611 route too
- Need expansion of 611 too
- This makes more sense than bussing all the way into DC and crossing bridge over Potomac. There's too much congestion on bridges already.
- I am glad this adds an additional trip
- Love this route, wish there were more options direct to rosslyn, like say front royal
- This is an essential service for me, given the congestion on Rt 66. Omniride provides reliable, clean, comfortable service, and keeps many drivers off the road each day! I would like an option to get home mid-day on this route if possible.
- Can we get a 2:00pm added
- Much needed and very appreciated
- Early routes PLEASE!!!! Earlier than 4:30!
- Please keep 622. Bus is always full of riders.
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Yes please!!
- Please continue to provide this route. It services many patrons opting to use public transportation instead of clogging I-66 with more vehicles..
- Nah. Dump it or take it further west along the 66 to Vienna. There's got to be someone out there in The Plains vicinity that wants a "car free diet" for some reason. No? They want to drive? Then, dump this duplicative route and go back to the drawing board
- I relied on this service route for 2years. Very Useful!
- Adding back the an earlier route will be beneficial

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- No opinion
- Keep
- Highly recommend
- Route 622
- I rely on route 622 daily. I drive from Warrenton to Gainesville and then bus to Ballston. My office building in Fairfax has a shuttle that picks me up there. I strongly support continued and expanded service on this route. It saves me the stress and expense of driving. I also support eventual extension to Warrenton if future funding allows.
- If the bus is cost effective, keep it.
- Supporting continuation and expansion of this bus service.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Not familiar
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Add more buses to the morning and especially afternoon routes. Include an earlier afternoon route before the 3:50 pm route.
- Very interested in this expanded service. More trips provides the flexibility that would drive ridership.
- Support continuing
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes - consider extension to DC
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route already follows the Orange Line.
- N/A
- N/A

OmniRide - Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)

- Need a stop added at Amazon HQ2 and Eads street.
- I recommend expanding I-66 Commuter Choice commuter bus service to include Culpeper, Virginia. Culpeper has experienced significant residential growth in recent years, with ongoing development supporting commuters traveling to Northern Virginia and Washington, D.C. This includes a notable population of federal employees and contractors who rely on dependable transportation options. Currently, commuter bus service begins in Warrenton, which limits accessibility for Culpeper residents and requires many to drive to other park-and-ride locations, increasing congestion along Route 29 and the I-66 corridor. Extending service to Culpeper would improve transit access, reduce single-occupancy

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vehicle usage, and support regional transportation and environmental goals. Given the area's continued growth and commuter demand, expanding service would provide meaningful benefits to both residents and the broader transportation network.

- No comment
- No
- YES. Bus is full. Add more runs
- I hope Warrenton is added to continue and increase to all buses times.
- Definitely needed! It would be great and probably used more if there were not so many stops inbetween the pentagon and the Navy Yard. When you are going to the Navy Yard or leaving from the Navy Yard all the inbetween stops makes the trip so long, an almost intolerable commute time.
- This is the only route I take, 5 days a week. Very convenient and necessary!
- Can we add a departing University lot time of 4:45. The 5:00 bus tends to be jammed packed. I live in Front Royal and it would also be nice if the could add a new stop in Linden, VA. Right off the exit there is a park and ride lot.
- Without this bus, I would be forced to leave my job. Please do not remove it.
- I support this continuation as this is the route I utilize
- Yes, we need this route service. However the bus doesn't come and leave on time, and not the bus is not able to accommodate enough passengers.
- I use this as my primary to and from work basically every workday. It needs more routes! The buses are FULL during peak rush hour! It is not uncommon to have to stand. Please add more!
- Thank you for wanting to continue this service! It has gotten so much busier and more congested out in this area, and the bus is often full no matter what time I get on. Clearly there is a need, and having the bus service helps alleviate some of the congestion on the roads. It also enhances the quality of life for all of the people who have to commute to where many of the jobs are in this area.
- Expand 611 route too
- Need expansion of 611 too
- No. Why are we crossing the Potomac? Too much congestion on bridges. Drop them at Pentagon.
- I wish this had more stops in Virginia
- I take the 612 from Warrenton to the Pentagon all the time. It is such an excellent way for me and others to commute and not take up the road with an already overloaded highway system.
- The 612 Warrenton to DC is an ideal commuter route and a must. Keep it going. I always thought an extension of the orange line beyond Vienna would be quite useful as well.
- The bus I take is was full. It may be a good idea to continue the route and add additional timetables. Also consider having the bus route through downtown DC (Constitution Ave or Pennsylvania Ave) so that passengers don't have to get off at the Pentagon to take the Metrorail to get to the parts of downtown DC where they work.
- Strongly Support - Vital to the community
- End the route in the morning at the Pentagon and start it in the afternoons at the Pentagon. The buses that originate at the Navy Yard are always late and not reliable. Add more buses

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routes to and from the Warrenton Commuter lot. Have a separate bus that circulates to and from the Naval Yard that services the Pentagon.

- Can you please consider more routes to Warrenton? Warrenton to Vienna metro? Warrenton to Union Station? There are so many developments and families moving further west than Gainesville and we need more buses in Warrenton.
- Helpful alternate route home.
- This line desperately needs to be extended to Culpeper. With the rising costs of gas and 60ish round trip drive to Warrenton is becoming untenable. Please continue funding of 612/612W and add Culpeper. The plurality of riders on the 5:22a route seem to originate in Culpeper or further.
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- I wanted to take a moment to share my appreciation for the 612W route service from the Warrenton Park and Ride to Navy Yard. I regularly rely on this route for my commute, and it has made a significant difference in my daily routine. The service provides a reliable and much less stressful alternative to driving into Washington, DC. Being able to use that time to read, prepare for the day, or simply unwind has been incredibly valuable. I also appreciate the consistency and professionalism of the drivers, as well as the overall efficiency of the route. Commuting can be challenging, but this service makes it much more manageable. Thank you for continuing to provide this important connection for commuters like me. Please pass along my appreciation to everyone involved in operating the 612W route.
- Early routes PLEASE!!!! Earlier than 4:30!
- The Gainesville University Commuter Lot to the Pentagon 612 and 612-W, make it possible for me to get to work. Without this bus route I would not be able to do so. I urge you to please continue this bus Express service.
- Please keep this bus route. I take it daily for work. It's a god send.
- This route is critical to me and many other commuters. Its extension in December of 2024 for select trips to the Warrenton lot made it even more critical for commuters that live west/southwest of the I-66 corridor. Without the continuation of this route I would not have a consistent way to take public transit to my workplace.
- Love this service!
- Please keep the 612-W route available for riders. It is an important option for our community. I would also strongly encourage adding increased service to Warrenton, not just Gainesville, to better meet the needs of more residents.
- Warrenton really needs more bus service. So many of us commute into DC, and the current options just don't match how fast this area is growing. More routes starting in Warrenton would make a huge difference. Thank you very much for the consideration.
- I strongly urge you to keep the 612-W route in service. Losing it would make daily life much harder for many riders. Traffic on Route 29 continues to get worse, and with so many new neighborhoods and developments (reaching as far as Culpeper) the demand for public



transportation is clearly growing. Please support this growing community by keeping the 612-W route and please consider adding more service to Warrenton.

- The 612 route to Gainesville continues to see strong growth, but the need for expanded service to Warrenton has become especially important. Adding more buses, particularly for the Warrenton portion, would better support the increasing number of residence as new developments continue to rise. Morning and afternoon traffic on Route 29 has also intensified, making reliable transit even more essential for commuters. Strengthening service to Warrenton would have a significant positive impact on the community. Thank you so much.
- Good afternoon, seeing an increase of building and development, and return to work status: I would like to request that additional buses go to Warrenton. Thank you.
- My family and I recently moved to Warrenton and the primary factor that solidified our decision was the availability of a reliable bus route providing direct access to Washington, D.C. The 612 W route is essential to the Warrenton community and its continued operation is critical. Strengthening and expanding service to Warrenton would directly support a growing population and ensure that residents can continue to live and work here without being forced to relocate.
- Yes!!
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Triple yes please!!! The frequency of buses is great, but more options as this is a very popular route would be even better
- Please continue to provide this route. It services many patrons opting to use public transportation instead of clogging I-66 with more vehicles.
- A good way to reduce traffic on Roosevelt bridge and in the Metro Potomac tunnel.
- Don't the Gainesville people already have a sweet Express to Vienna with their Warrenton comrades? Yeah they do, see above
- I use this route daily for my commute to work. It has been extremely valuable and reliable for me as my only option to the Pentagon.
- Also very useful!
- No opinion
- Keep good for military
- Route 612 is a vital bus route. Ridership is high to standing room only seating at times. It is bad enough the Manassas line was shut down by Omniride. VRE is very unreliable for punctual and early service (before 5 am arrival in DC) Come out to Gainesville at 4 a. And see the line form quickly for the 4:30 AM bus! Do not think of ending this route!
- Highly recommend
- Need Earlier routes. People are lining up 45 minutes before, at 3:45 AM, the bus arrives.
- This is quite literally the only route that functions for me to get to my job in an affordable and timely manner due to the ability to use transit benefits. This route in particular serves so many military servants and public servants, I strongly support the continuation of this route (and honestly, to add more buses in the evenings).

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- Use rote daily throughout the year. Busses are at or near full capacity, obvious demand for route and additional service.
- This is a very popular bus that runs often. Busses are mostly full. It is an important route.
- If the bus is cost effective, keep it.
- Same comment as above for Omniride. They need better service.
- Makes sense
- I do not understand why we have bus express services when people could transfer to metro. Ride the bus to Vienna and have people transfer to the Orange Line. However, this service is an argument for extension of the Orange Line further West.
- Good service to cut down car traffic in the morning and evening
- None
- Not familiar
- Great service but too crowded
- I think this service makes sense and provides options to residents to avoid single occupancy vehicle trips.
- Support continuing
- Make it a direct service to Vienna metro or Manassas Park VRE
- Essential service for western commutes
- It would be interesting if ridership supports this bus or instead of one bus, connect the route to metro stations to move people into Washington D.C. and Arlington. Seems like this route could easily connect to an Orange Line Metro Station.
- N/A
- N/A

WMATA - Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service

- This would make it more reasonable to live along Route 50 and commute to the Pentagon via transit instead of by car. Strongly support.
- No comment
- No
- I would not use this route
- Yes. Love this. Connects more people to WMATA and avoids crossing Potomac and adding congestion to bridges. Drop them in Virginia.
- I wish this ran during off peak hours
- Helpful in underserved areas - direct bus routes bypassing Rosslyn rail transfers saves valuable time and allows for one seat rides without needing to use rail.
- I support this project!
- I think this route would be great for Fairfax County residents along the U.S. Route 50 corridor who want a one-seat ride to the Pentagon.
- N/a
- Please consider metro expansion to Warrenton, Marshall and points west.
- Great

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- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- Hard no - fully served by Train
- Even though a most of this route is in Arlington, it's only a tiny majority. I would name it the F6X since it's interlining with the F60s but either way this should be done
- This seems duplicative of existing metro rail service. It might be faster, but I question that since it uses route 50 which is often backed up during rush hour
- No opinion
- ?
- Highly recommend
- This route would support more commuting options for commuters coming in from further out and offering options for Pentagon/Crystal City workers.
- The numbers don't look so good on this one. If something must be cut, choose this one.
- Great idea to restore MetroBus service on Arlington Blvd. east of Pershing Drive (service was a victim of COVID cuts/adjustments).
- A route to consider but might be better if this route started at Vienna and the 698 bus wouldn't have to stop at Vienna.
- Why not ride metro from Dunn-Loring to the Pentagon?
- None
- Not familiar
- Strongly support, will provide faster bus service on Arlington Blvd due to limited stops and bypassing deviations. This will help mitigate congestion on the parallel I66 corridor
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- WMATA cut a lot of lines, recommend using \$ on better ways to improve service than add to the network that currently deals with driver availability (pretty poorly) on existing lines.
- I am a resident of the Dunn Loring area. Without impro
- Its a good project, Not sure i see this as a priority project
- This project could be valuable if it can help encourage infill development in Merrifield and/or Crystal City. Assuming that there are more than the 4 stops on the Profile(3 metro stations plus seven corners) then this should be prioritized.
- Fully fund it
- Please make this a truly limited stop route with several key stops to transfer between local and express
- Seems useful to connect two metro routes to Seven Corners.
- another one seat ride solution without transferring at Rosslyn, would this be faster than taking the Orange to Blue connection?
- Strongly support to improve regional transit connectivity.



WMATA - Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service

- Anything that serves the Mark Center is a win, but I read this as really trying to serve the new hospital -based complex going in at the old Landmark Mall site. Is there data suggesting that people who work there are coming from the west side of Tysons Corner? Or that we expect the people living in Landmark are trying to get to jobs in the offices on the west side of Tysons? I'm not sold on this one.
- No comment
- No
- Support
- I would not use this route
- I live near the EFC metro and frequently use public transit. The F20 bus is phenomenal and has great frequency (most important), allowing access to the Leesburg Pike corridor in Falls Church. However, this route seems to overlap considerably - I prefer frequency over multiple route types, so if there is too much overlap, is there a way for funds to support increased frequency on the F20?
- This would be wonderful ... much more efficient!
- Yes. Love this. Connects more people to WMATA. Makes it easier to get from Blue/Yellow lines to Silver/Orange lines without going into DC.
- I wish this ran during off peak hours
- Been about a decade since WMATA last operated a limited-stop route along Leesburg Pike. Hope this new route would help address overcrowding on Route F20.
- N/a
- This route needs more service to encourage the mass transit ridership. At least in the Falls Church area where we live, the streets are packed with car traffic in the morning and evening.
- \$12M to essentially move traffic around is crazy
- Great
- HOV funds should be used to enhance traffic and commuting, not projects like bus or metro entrances.
- Buses are almost always empty. Disruption to drivers
- Na
- No buses serve Mark Center / West Alex from Van Dorn / Huntington - that's hard to believe... but at least the thing runs off Metro until EFC - nevertheless, adequately served
- F2X should have existed yesterday
- Is this the route 7 transitway or west end transitway?
- No opinion
- ?
- Highly recommend
- I don't understand why anyone would take this bus. Just have a bus from West Alexandria to East Falls Church.
- Given the likely slow travel times on this route, especially between West Alexandria and East Falls Church, this seems like a planner's "connect the transit center dots" exercise rather than a serious evaluation of effectiveness as a transportation solution.

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- This service would enhance a major bus corridor in and of itself. It will also build ridership for the future BRT. It should include the Tyson's Transit Center. It is not clear how connections would be provided to other bus routes in the Tysons Urban Center. This route would provide more access from the residential areas along route 7 to jobs in Tysons Corner.
- This bus can start in East Falls Church instead of Spring Hill. No need to duplicate metro routes with bus lines.
- None
- Not familiar
- Strongly support, will provide better connections for commuters transferring off metro and East Falls Church and West Falls Church stations. This will help make metro more appealing than driving for those that can easily pick up this new bus service. Would love to see Commuter Choice sponsor more bus service that branches off of metro on i66.
- Yes
- I'm in favor of projects that help suburban areas connect to the downtown areas.
- 1/2 of this line already is served well with 15 mins headways and little to no riders. Maybe in a few years when the new Landmark is 80% built out. There's also the West End Transitway happening that this leads to confusion.
- This would provide service to a route that currently has mediocre bus service. This route, which many take due to the job centers around Spring Hill and Tyson's, relies on everyone driving on 495 which creates large traffic delays. The West end transit way will be a state of the art transit center and it deserves routes the job centers other than Washington DC.
- Its a good idea, Not sure i see this as a priority project.
- This project will be further enabled by various elements of the Envision Route 7 BRT program, which should significantly increase transit speeds and ridership. Therefore this project should be prioritized higher.
- Fully fund it. Needs dedicated bus lanes
- Please limit stops between Culmore and Seven Corners to a few key stops and between seven corners and EFC to 1 stop so this can truly be express. Same principal goes for other portions of route (EFC to WFC, WFC to Tyson's, Culmore to Mark Center, and Mark Center to West Alexandria)
- This route seems useful to connect heavy used bus stations to the metro area.
- Not sure about this one
An expensive suggestion. Can't we just increase existing bus service a bit along the corridor to satisfy demand?
- Seem like a good option to connect Alexandria to the growing Tyson's area as well as to Silver Line directly
- Strongly support to improve regional transit connectivity.

General comments on the Commuter Choice program

- Need 612 Omniride route to start from Haymarket
- It would be nice if there were a bicycle corridor approximately parallel to Langston Blvd. Now on a bike you have to wind through residential roads to get to a destination on



Langston Blvd. because it would be too risky to ride on Langston Blvd. That would give another choice in addition to automobile and bus.

- Where are the enhancements to get folks who live where it's hard to get to 66 to 66 so they can use public transportation?
- The number of express bus projects receiving funding indicates that the outer suburbs need better rail connectivity.
- Thank you for funding public transit in Northern Virginia. It is vital and must grow. Cars are not the answer.
- There is a real lack of data made available with regard to what is the current usage, what is the current problem that is attempting to be solved, how many people have actually asked for these projects, etc.
- Buses need to be on time and run often.
- There should be more funding for roadway and ITS improvements that enhance existing transit services: better bus stop amenities, improved ped-bike access to bus stops, transit signal priority, bus queue jump lanes, etc. \$20M, the cost of the Ballston 2nd entrance, could benefit MANY existing transit routes and stops--but it's instead being spent on partially funding a new entrance that provides marginal benefit to very few people who aren't in need.
- Thank you for soliciting feedback. I very much appreciate having these options to commute out to DC.
- Stop
- London county options to Pentagon would be useful
- A major concern. Tolls are only charged on those drivers who work in DC and travel eastbound in the morning and westbound in the evening. This is very unfair. There is now far more traffic congestion to the direction of travel for which there are no tolls. There is something sinister occurring here. Someone got bribed to allow this to occur despite the obvious traffic congestion in the non tolled direction. Charging tolls in both directions will increase revenue for projects and reduce air pollution by encouraging the use of other transport options.
- Note that I am not a traditional commuter. I use public transit frequently, not for work but for medical appointments.
- We need to continue buses to Warrenton and have them go to Warrenton for every bus that goes to Gainesville now.
- Direct bus route to DC exactly like 3Y!!
- All good choices
- Price needs to go down with more frequency for 611 bus as it's always Jam Pack
- Would also like a route from Linden commuter lot to Navy Yard
- The 612 route from Gainesville to Navy Yard is very crowded and could probably benefit from some additional trips
- I would be grateful is the Front Royal bus could add an early departure and or add at stop at Linden, VA. There is a park and ride at that exit. I am looking for some kind of stop for a bus in between Front Royal and University lot on interstate 66. I personally take the 612 departure from university lot at 500 am. IT works out great for me but I live on the Linden/Front Royal town line near exit 13 on interstate 66.

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- I would like to see additional buses/times added to 611. The buses are full and often are standing room only when they get to my stop at OPM in the afternoon. There appear to be half as many rides am/pm as there is for 612z
- Pleased with all I have experienced over 15 years of commuting to DC - minus the trauma endured on Metrorail
- Provide on time arrival and departure, adequate shelter for passengers during cold and rainy days. And provide proper communication announcements for passengers while waiting for the bus.
- The commuter bus from Gainesville is a game changer! Thank you for keeping us in the commuting game!
- This is a great program and much appreciated!
- 598 is a crucial link between Reston and Pentagon/D.C.
- Please continue this great Fairfax County 598 bus service. It directly lends itself to the overall health of the county by providing residents the opportunity to get to and from work daily.
- Public transit saves expenses !
- Continue route 598. This is a very important route
- The project proposal does not clearly explain which existing services will be maintained. If this recommendation involves discontinuing the 611 OmniRide route and replacing it with a new service, substantially more detail is needed. Riders deserve clear information about what will change, how the new service will compare in terms of frequency, capacity, and coverage, and how current users will be affected.
- Would love to see a portion of funding be dedicated to smaller WMATA projects that help orange and silver line commuters more incrementally. As WMATA struggles with capital funding, dedicating a portion of the money toward things like platform screen doors, signal upgrades, or station rehab would help more commuters faster than any bus route.
- Need Metro Stations in South Arlington in Green Valley and Douglas Park. Need to significantly lower price of SmartTrip bus and rail rides. Make zero-cost for individuals with low/no income.
- This program is CRITICAL to my access to work in a timely and affordable way.
- Great to have funding for transit.
- I like that we're giving commuters more choices, but we also need to be realistic about using the choices they already have (i.e. WMATA). This shouldn't give them the option to avoid WMATA completely. We need to maximize the infrastructure we already have and make it easier to use WMATA.
- The Ballston-MU project has a long lead-time, while others do not. That makes it more urgent to get started now, versus the other projects.
- We need to get cars/buses and traffic off the roads so pedestrians and cyclists can safely get to public transport. Also, we need a direct route to the Amtrak
- I wish bus service were more frequent during off peak hours. People need to get around outside of typical commuting hours
- More reverse commuting routes between Arlington and Loudoun County, as well as late night service between IAD/Dulles and Arlington/DC would help late night airport workers and provide more access to job opportunities when MetroRail is closed. Funding to support

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previously planned WMATA Route F59 would provide access for a variety of airport shift times and allow commuter options in the event of overtime/working late if service filled in MetroRail gaps.

- Funding recipients should have funds tied to performance and penalties or payback requirements for poor return on investment.
- Thank you for the opportunity to provide public input.
- Great program that helps get drivers off the road.
- I am retired. So this survey does not apply to me.
- It is very beneficial for those commuting to DC area.
- Na
- Thank you!
- More options for Culpeper in general
- This is a great service. I work odd hours in hotels and would love to be able to take a later bus in the morning, for example 9.30am and also a later bus in the evening from 18th & Eye st NW at approx 7.30pm. I know I'm a rare person but my quality of life, health and well being is far better since I started using Omni ride. Please consider later services for those who work not your normal 8 hour day or a 9am-5pm type of job
- Would be ideal if the metro rail services can be extended to at least Manassas and help reduce the cost of work travel to D.C.
- From University Lot to DC: Early routes PLEASE!!!! Earlier than 4:30!
- It would be great to have a direct bus or more busses from Front Royal/Winchester VA
- I think this program is critical to keep a diverse set of options for the public funded and pushing for more and better options.
- I love it!
- Warrenton really needs more bus service. So many of us commute into DC, and the current options just don't match how fast this area is growing. More routes starting in Warrenton would make a huge difference. Thank you very much for the consideration.
- I strongly urge you to keep the 612-W route in service. Losing it would make daily life much harder for many riders. Traffic on Route 29 continues to get worse, and with so many new neighborhoods and developments (reaching as far as Culpeper) the demand for public transportation is clearly growing. Please support this growing community by keeping the 612-W route and please consider adding more service to Warrenton.
- Where does one find information on ridership for these toll paid bus routes that shows cost per user?
- I'm glad Highway tolls support transit
- All your projects are a waste of money. Fix the potholes and open up the senior center on Hayes 5 days a week. A billion dollar budget and nothing gets done.
- I perceive the program is beneficial in maintaining organization and safety on our streets and highways.
- I'm still angry that a public freeway was converted to a toll road, partly for the benefit of private interests.
- A direct bus route from Leesburg to DC would be helpful for commuting times!
- I can only speak for Leesburg directly, but all of NoVa could benefit from increased commute bus options.

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- Please expand all bus public transit services from Loudoun County to Washington DC. Especially from Leesburg, VA and Purcellville/Hamilton, VA.
- Use the lot at Balls Ford Road! We need something closer than university lot for departures from Manassas into DC
- We need more buses and more frequent buses
- Amazing
- Pay attention to 699 and 698, these routes have great potential as many people don't trust taking the buses since currently they are missed stops, no space and you can quadruple your ridership just by making it more frequent and reliable.
- Appreciate the opportunity to utilize public transportation. Makes my commute barely. I prefer the express buses over the metro because it's safer. The free parking makes it even more affordable.
- This program has taken a lot of stress off my commute and have had nothing but a great experience.
- I think you're doing an amazing job and expansion of these services would be better
- Glad to have it. Otherwise would have to drive.
- I appreciate the public transportation routes we do have available but would love to see an increase in routes offered.
- I'm pretty much in favor of anything that increases transit options! However, increasing commuter bus service will reduce traffic, encouraging more drivers, so there will likely be no net decrease in traffic. Consider doing something like bus-only lanes during rush hour and then having really frequent service! That would be great!
- The I-66 tolls and Commuter Choice program are great in theory, but I increasingly realize how it exacerbates inequality. I now know some rich people, and they get to zoom around NOVA in their monster trucks, while we who cannot afford the toll are stuck in even worse traffic on other roads or on slow public transit. Until Commuter Choice makes transit as good as driving your own car on these roads, we give a systematic advantage to the rich folks that they wouldn't get under the old system. That means these guys can have their kids do travel soccer or whatever activities without problem, whereas I race from work and then work in the parking lot at kids activities, since I spent so long on the commute.
- The bus could drive faster and more with the flow of traffic. We travel at such a slow speed in the mornings we are usually later than the scheduled arrival time (Dulles South to Army Navy Dr) also, the announcement for Rosslyn needs to be updated - it currently states army-navy drive twice.
- Fire everybody who came up with this reductive, unimaginative vision and save a ton more money. This is silly.
- Commuter Choice programs are vital for growing Loudoun County communities like Arcola and Stone Ridge that have no Metro Rail access. These park-and-ride bus routes provide our only reliable, cost-effective way to reach downtown D.C. without adding cars to I-66 congestion. They reduce traffic, emissions, and travel times while supporting economic mobility for thousands of residents who lack rail options. Continued funding is essential to keep these services available where rail simply does not exist.
- I only wish more funding was available for all of these great public transit projects, so as a region we can reduce congestion and pollution.

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- Are we ever gonna get a Columbia Pike metro line or the Bloop??
- Still too car-centric - we need true multi-modal
- I get on 699 and thankful for the service. I just hope it goes little more east toward union center as we don't have any bus that goes that way. Thank you!
- There has been no or limited planning. Why not expand the trails along I66 from West Falls Church to Rosslyn. Double the width of the trails and improve the surface for bike riders. Slam dunk project.
- You need to use our tax dollars to build roads not find boondoggles
- Thank you for taking input.
- Glad this program is around to support the commuter and lessen traffic congestion!
- Adding the 2:30PM route for those who start working early
- Improved service on the ART55 bus route in Arlington should be the top priority.
- Buses are getting more crowded additional options would be helpful
- The new OmniRide website is horrible - mobile and desktop. If i purchase a monthly pass, way do I have to designate which route I take? I take the 611 or 612 bus depending on work, but the pass makes me choose one.
- We need more options for and more reliable public transportation.
- I like knowing part of my toll cost is returned to me as transit investment instead of going entirely into the pockets of a private company.
- Anything to encourage public use of mass transit is a plus for the entire region.
- Please add updates to bus 611! Too often, we have to wait for another bus (especially going home, but happens in the morning too) due to standing room only. We should not have to constantly wait for a later bus or be forced to stand. We need more buses and options!
- Please, I beg, add more times for the Omniride 611 route.
- Keep in mind bicycling improvements, particularly doing something about the extreme difficulty of getting to Chain Bridge from Arlington and Fairfax.
- With several possible bus routes being considered, I would like to see dedicated bus lanes, where possible, to help address increased possible congestion from more buses on these roads.
- Arlington has put decades of effort into the western entrance.
- I am about to give away my car, use only transit and my two legs. The more places available to go, the happier I will be.
- Where is the project to drill a 3rd lane thru I66 West thru Falls Church East to remove the constant delays on that route. We spent 5 years expanding 495 to still bottleneck on the Legion Bridge but what's the point if I66 is constantly blocked here. Also for the love of god can someone fix that bump in I66 to the West of that intersection.
- On teh website I couldn't find details on the scoring process, especially the "Applicant Preference" category.
- You should do more rail related projects and improvements. Add another entrance to Pentagon City for example. Extend rail in VA. Bus routes are not long term solutions and can be changed on a whim. They are not a real commitment.
- More express routes to DC or express routes to metro stations . Specially Chantilly area, right now the closer metro station is 1hr away using the bus. More express buses It doesn't

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matter if is just a short schedule am/pm. There in no need to drive to DC metro if the public transport is efficient. This can help the traffic I don't have a car and comute to DC takes 2hrs in public transport.

- The west entrance to Ballston would be very beneficial.
- It would be better if the information page included rationale, such as the ridership numbers for ART55 in Arlington. How many riders would be impacted by this proposed increased frequency in bus service?
- None
- We don't need more bus routes. We need more rail. Extend the Orange Line to Gainesville. Extend the Silver Line to Leesburg. Extend the Yellow Line via Ft Belvoir to Woodbridge. And extend the Blue Line along FFX parkway and VA-123 via GMU back to the extended Orange Line.
- Good initiatives to take down car traffic on the highways during rush hours
- I love and admire this program. It does seem odd to me that continuations of service are part of a public comment process. It makes sense to seek comment on improvements to public transit, but wouldn't continuations of service be part of the normal budget?
- Need more collaboration between Omniride and FFX Connector. It appears they are providing the same service. Omniride just drives by all the FFX connector stops. Recommend a BRT station at Stringfellow Rd. Need to address off-peak direction congestion on I-66 ITB to reduce bus delays.
- More rail and tod around rail. Too many VRE stops are parking lots
- My top priority is fully funding the Ballston West Metro entrance at 100%. I think the Commuter Choice Program should continue to be used only for Metro and bus services, not for projects that widen roads or otherwise support car travel. It should also fund bus lanes, removing car lanes, and removing parking. We should keep the I-66 segments through Arlington as multimodal-focused as possible and reduce subsidies for cars, since that doesn't make sense.
- I really like funding bus services that branch off of these highway corridors, instead of funding routes that run parallel to or directly on the highway corridors. Branching buses are great because they increase the reach of the existing, high-capacity metro system.
- There should be more non rush hour direction service and projects should be evaluated for cost effectiveness and servicr
- I don't really know what the program is
- I love the bus, especially the plush seats.
- Fairfax Connector cut backs are making the program hurt overall. Fewer options for residents.
- Route 699 is the best thing that has ever happened to my commute. Keep it funded forever please.
- Great! please add earlier times from Le fant Plaza, DC Stringfellow Rd., Park and ride
- Building and promoting bus connectivity in Northern VA is incredibly valuable for the region's growth and health.
- Need routes besides those going to dc. sterling to tysons bus would be good
- More options on the weekends for those of us who don't want to drive into DC

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
FY 2027 - FY 2028



- What's the process? Is there already a wishlist or projects that members provide NVTC? What's driving these? And how to they really make a dent when some areas are starved by transit (25+min headways).
- Please add more buses to the Omni Ride Express bus #622 route espeically in the afternoon hours. The 3:50 pm bus is full and sometimes is standing room only. This bus is too crowded. A 3:00 pm bus route would eliminate the over crowding as it is now.
- Forever chasing sprawling developments is a losing battle. The next generation of workers will have to leave even further out based on our current land use decision of sprawling out instead of building up. The best way to improve commuter experience is to build more homes closer to job centers, reducing the distance of the commute and lowering the time and cost incurred by the worker and the infrastructure
- You have to prioritize metro for areas it covers and prioritize access to metro from areas it doesn't cover. Also saves money on many routes and creates more routes for unserved areas
- Recommend additional express bus service from East Falls Church/Seven Corners to central and SW DC as well as Shirlington/Pentagon area
- The express routes that already have good connection with metro should not be weighed heavier than areas that don't have easy access to metro to get from origion to destination.
- I'd like Alexandria School system to assist WMATA and DASH more with kids using the free bus system for social purposes (particularly when school lets out). In particular, the dope rich 35/31 DASH buses and the bathrooms of the Shirlington bus station is outrageous and destructive to our kids minds. Occasional/random police and/or proctor presence would be appreciated.
- If we live here we should be able to use the HOV free or discounted, you are ripping us off is there never an end to this I am moving this place is to much like California now. good luck!!
- The DASH bus service is fantastic and a great role model for what great transportation services should be!
- Support efforts at regional transit integration, improved bus service, and better multimodal transportation options throughout NoVa.



Comment submitted at the April 2, 2026 Public Hearing

- NVTC held a public hearing on April 2, providing another option for members of the public to provide feedback. One comment was made at the public hearing as transcribed below:
 - *Hi, I'm Michael Grant, I'm a resident of Fairfax County and I'm very supportive of the whole program. It's very great, particularly these express bus services that help to reduce travel times. I would like to directly support the Fairfax Connector 598 bus service that goes directly from Reston to the Pentagon and Crystal City. I'm a regular rider of that route. It cuts down time for transit users in the corridor. A lot of the riders go directly to the Pentagon and its about a half-hour ride from Reston to the Pentagon, whereas by Metro or other routers it could take about an hour with the transfers. It provides a direct connection, it benefits a lot of our military members at the Pentagon. It also goes directly into Pentagon City and Crystal City which is a very nice and direct connection. I'm supportive of that project in particular as a user. I also know that many employees like at the firm of the company I work for are on hybrid schedules and if we didn't have this transit service [they] would likely not come into the office. For myself and others without this type of service wouldn't come into the office as often but the convenience of it really supports transit use and in-office interaction for those who live further out in Fairfax County. Thank you.*

Summary of Public Comments
I-66 Commuter Choice Public Comment Period
FY 2027 - FY 2028



Comments submitted via email

From: [Kathy Walentowicz](#)
To: [Commuter Choice](#)
Subject: 612-W bus route
Date: Wednesday, March 25, 2026 8:37:23 AM

Please, please, please do not remove the 612-W bus route. I do not drive and rely on it for work every day.

Sent from my iPad

From: [Peter Harnik](#)
To: [Daniel Knickelbein](#)
Subject: Fwd: Feedback on the Northern Virginia Transportation Commission Projects
Date: Wednesday, March 25, 2026 12:54:35 PM

Sirs/Madams:

The projects you are proposing all seem pretty good to me. ***However, I believe you need to have at least one major bicycle project in every NVTC funding cycle.***

Here are my suggestions for two very badly needed bicycle safety and connection projects:

1. A reasonable, safe and high-quality connection from Arlington and Fairfax Counties to **Chain Bridge**. The current situation is impossibly steep and unsafe, and this bridge is woefully underutilized by cyclists.
2. A Bike Trail/Bike Lane along **Old Dominion Drive** from Marymount University to downtown McLean. Old Dominion is a former railroad line with an outstandingly smooth grade, but it is too narrow for bicycling with high-speed auto traffic. Currently, it is almost impossible to bicycle safely from Arlington to McLean.

Thank you.

--Peter Harnik

From: [william.grayson](#)
To: [Commuter Choice](#)
Subject: commuter choice public comment
Date: Wednesday, April 1, 2026 10:05:28 AM

Hi!

I would encourage you to prioritize the Fairfax Connector 598 direct express bus from Reston to the Pentagon/Crystal City metro - its a bus I occasionally take between my two office locations, and it is a very convenient alternative to trying to drive this route, especially during rush hour.

Thank you

William Grayson

From: [Alexander Crammond](#)
To: [Commuter Choice](#)
Subject: Springfield Commuter
Date: Tuesday, March 17, 2026 7:18:51 PM

Hello,

My name is Alexander Crammond. I have been living in Springfield VA for 3 years, before which I lived in Courthouse for 3 years. I am located just off of I-95, near the Franconia-Springfield metro. Big fan of public transportation - makes living much more affordable, pleasant, and just better for the environment.

I heard that there are some funding from the Commuter Choice grants available, so I just want to do my part as a concerned citizen and throw in a suggestion:

The on-foot connection from Loisdale Road @ Layton Drive to the Springfield-Franconia metro could use some love. There is a bike / foot path that runs along 289 that I use to bike / walk to the metro, but over the past couple years it has become extremely overgrown.

Obviously there are buses that run daily from Loisdale Road @ Layton Drive to the metro, but this option is not as flexible in terms of timing and often it takes me just as long to walk to the metro.

Also, as a general note: overall the bike lanes around that area are abysmal. For example, I cannot safely bike from Loisdale Road @ Layton Drive to the Springfield mall - the bike lanes end before I get there!

I think some more thoughts on how to make the area more bikeable (+ a City bike share ?) could make getting to the Springfield-Franconia metro much more commuter friendly.

Thanks,

- Alexander Crammond

From: [Mamie Thompson](#)
To: [Commuter Choice](#)
Cc: [Don Thompson](#)
Subject: Proposed Route from Gainesville to Union Station
Date: Tuesday, March 10, 2026 7:16:16 AM

I love this proposed route! My husband and I live in Haymarket and would definitely use it to go to Washington DC.

Mamie Thompson

From: [Bill Pugh](#)
To: [Commuter Choice](#)
Cc: [Stewart Schwartz](#); [Sonya Breehey](#)
Subject: Comment on I-66 Commuter Choice FY 2027-2028 - please encourage more project applications
Date: Friday, April 3, 2026 4:43:19 PM

Dear NVTC Commissioners,

The Coalition for Smarter Growth appreciates the applications of transit agencies and local jurisdictions for the I-66 Commuter Choice FY 2027-2028 round of funding. It is important that our region continue to provide affordable and sustainable transportation options in this corridor.

Our main comment is that we ask NVTC and its members to better encourage applications for this funding, including Access to Transit projects. We expect that the \$40 million left on the table in this round is an anomaly. We note that in addition to transit service and capital projects, the Commuter Choice funding can be utilized for Access to Transit Improvements, of which there is no shortage of needs.

For example, CSG has worked in recent years on improving the currently unsafe conditions for transit users accessing bus stops along Route 7 in Culmore, and improving unsafe roads near the Vienna Metro station. These are just two of many examples. Local governments in the region and VDOT have compiled long lists of safety needs for pedestrians, bicyclists and other vulnerable road users, many of which are in transit corridors or near stations.

As local jurisdictions work to add more housing along commercial corridors, these safety and walking/biking improvements are as critical as transit service improvements. Please encourage more applications for projects that foster walkable, transit-friendly and inclusive Northern Virginia communities along Commuter Choice corridors.

Thank you for all your work for better transit in the region.

Bill Pugh, AICP CTP | Transportation & Climate Director
Coalition for Smarter Growth
bill@smartergrowth.net
(202) 675-0016, ext. 7084



April 6, 2026

Chair Sarah Bagley
Northern Virginia Transportation Commission
2300 Clarendon Blvd, Suite 230
Arlington, VA 22201

Dear Chair Bagley,

On behalf of the Arlington Chamber of Commerce, I write to express the Chamber's strong support for two Arlington County projects under consideration for I-66 Commuter Choice FY 2027-2028 funding: the Ballston-MU Metrorail West Entrance and enhanced service on ART Route 55. Both projects represent meaningful investments in Arlington's transportation network and would deliver tangible benefits to Arlington residents, businesses, and visitors.

Funding to support the construction of the Ballston-MU Metrorail West Entrance will help realize this project, expanding access to the station for residents and employees in the western portion of the Ballston neighborhood. The second entrance would reduce crowding at the existing entrance and support the Ballston neighborhood as a destination for businesses, residents, and visitors. This infrastructure improvement will enhance the competitiveness of Ballston as a commercial district and encourage transit-oriented activity that benefits the broader community.

Additionally, the proposal for enhancements to ART Route 55 would make bus transit a more reliable and attractive option for Langston Boulevard commuters and residents. Increased peak frequencies on Route 55, between the East Falls Church Metro Station and the Rosslyn Metro Station, would improve connectivity throughout the corridor, which aligns with the long-term vision articulated in the Langston Boulevard Area Plan.

Arlington's businesses and workers depend on a strong multimodal transportation network. Investments that expand Metro access and improve local bus service help attract and retain the workforce that drives economic growth in our community. We ask the NVTC Board to please prioritize these two Arlington projects for funding.

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates
President & CEO

CC: Northern Virginia Transportation Commission members; Kate Mattice, Executive Director, Northern Virginia Transportation Commission.