



# I-395/95 Commuter Choice Program Recommendations (FY26-27)

## DRPT/NVTC Presentation to CTB

Todd Horsley

Director of Northern Virginia Transit Programs

May 20, 2025



# Annual Transit Investments from Express Lanes Toll Revenues



## **I-66 Outside the Beltway**

- Annual funding program managed by DRPT through MOA between VDOT & DRPT
  - Annual Transit Investment from Express Mobility Partners (EMP)



## **I-66 Commuter Choice**

- Biannual funding program managed by NVTC through MOA between CTB, VDOT, DRPT & NVTC
  - Toll revenues collected by VDOT from I-66 Inside the Beltway with annual payment to NVTC



## **I-395/95 Commuter Choice**

- Biannual funding program managed by NVTC & PRTC through MOA between CTB, VDOT, DRPT, NVTC & PRTC
  - Annual Transit Investment from Transurban



# I-395/I-95 Annual Transit Investment Governance

- Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)
  - Replaced original MOA dated December 20, 2017
  - Parties to MOA include the CTB, VDOT, DRPT, NVTC and PRTC
  - Provides for transfer of ATI funds from VDOT to DRPT to NVTC
  - “NVTC and PRTC will select and administer ATI-Funded Projects, which must be approved by the CTB”
- Agreement Between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds (January 25, 2019)
  - “NVTC shall serve on behalf of the Commissions as the recipient of all ATI funds disbursed to them”
  - “...the Commissions shall establish a process to be used for the selection of capital and operating projects to be funded, in whole or in part, with the ATI funds...”



# I-395/95 Commuter Choice Program Improvement Goals



Maximize person throughput in the Corridor



Implement multimodal improvements

- *Improve mobility along the Corridor*
- *Support new, diverse travel choices*



Enhance transportation safety and travel reliability

# I-395/I-95 ATI Project Criteria

"To be approved by the CTB, each proposed ATI-Funded Project must meet each of the following four criteria (the "Project Criteria")...."

- a) Must reasonably relate to or benefit the toll-paying users of the I-95/I-395 Project
- b) Must have the capacity to attain one or more of the Improvement Goals
- c) Must be one of the following types of multimodal transportation improvements serving the Corridor (which term, for the avoidance of doubt, includes adjacent and nearby routes)
  - Eight types of multimodal transportation improvements identified in the MOA
  - Limitations on operating costs
- d) Must demonstrate that the ATI-Funded Projects will be in compliance with all applicable laws, rules, and regulations and have received or will receive all required regulatory approvals



# Commonwealth Roles

The CTB, VDOT and DRPT all have roles related to ensuring ATI funds are properly budgeted

- VDOT
  - ✓ Transfer ATI funds it receives to DRPT
- DRPT
  - ✓ Provide technical assistance to NVTC and PRTC during selection of ATI-funded projects
  - ✓ Provide CTB with analysis of whether proposed ATI-funded projects meet requirements of MOA; includes coordination of legal review by OAG
  - ✓ Joint presentation to CTB with NVTC
  - ✓ Transfer ATI funds received from VDOT to NVTC
- CTB
  - ✓ Approval of ATI-funded projects in DRPT's Six Year Improvement Program

# I-395/I-95 Annual Transit Investment Budgeting

- ATI revenues are specified in Exhibit A to the “Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)” and are included in DRPT’s FY 26 SYIP
  - \$35,225,687 = FY26-27 ATI revenues available for NVTC’s biannual program
    - \$17,395,401 (FY 26 ATI) + \$17,830,286 (FY 27 ATI)
- Disbursement of I-395/95 ATI funds are reflected in DRPT’s FY 26 Budget under “Public Transportation Programs (Capital Assistance, Program Type 60901)”
- I-395/95 ATI revenues are disbursed annually to NVTC from DRPT’s I-395 Fund (04315)

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

Commonwealth Transportation Board (CTB)

May 20, 2025





# About the Program

I-395/95 Commuter Choice is a partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia, administered by NVTC. Roles and responsibilities for each agency are outlined in a Memorandum of Agreement (MOA).

The Program uses a portion of toll revenues collected in the I-395/95 corridor to competitively fund public transit and other transportation improvements along the corridor.



Maximize person throughput



Support new, diverse travel options

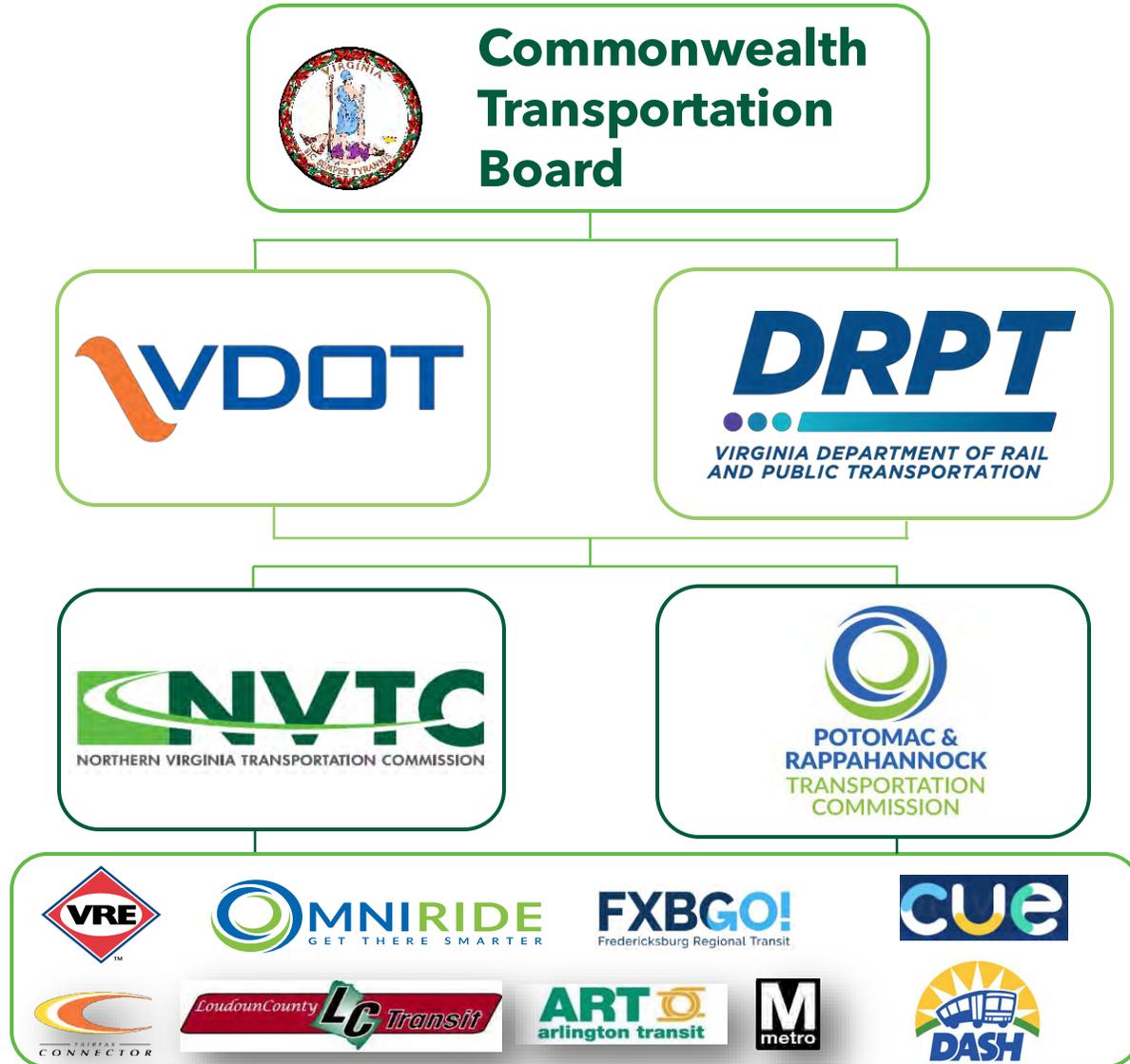


Improve mobility



Enhance safety and reliability

# Roles and Responsibilities I-395 Commuter Choice



## MOA Outlines Role of Each Agency

- **CTB** approves projects identified by NVTC via DRPT SYIP
- Receives annual Commuter Choice report

- **VDOT** transfers toll revenue to DRPT
- **DRPT** transfers toll revenue to NVTC, reviews projects for eligibility in coordination with OAG and forwards selected projects to CTB for inclusion in SYIP

- **NVTC** and **PRTC** approve final Program of Projects for transmittal to CTB
- **NVTC** administers the Program on behalf of both Commissions including:
  - Selecting multimodal improvements
  - Monitoring effectiveness of projects
  - Developing annual program report for CTB

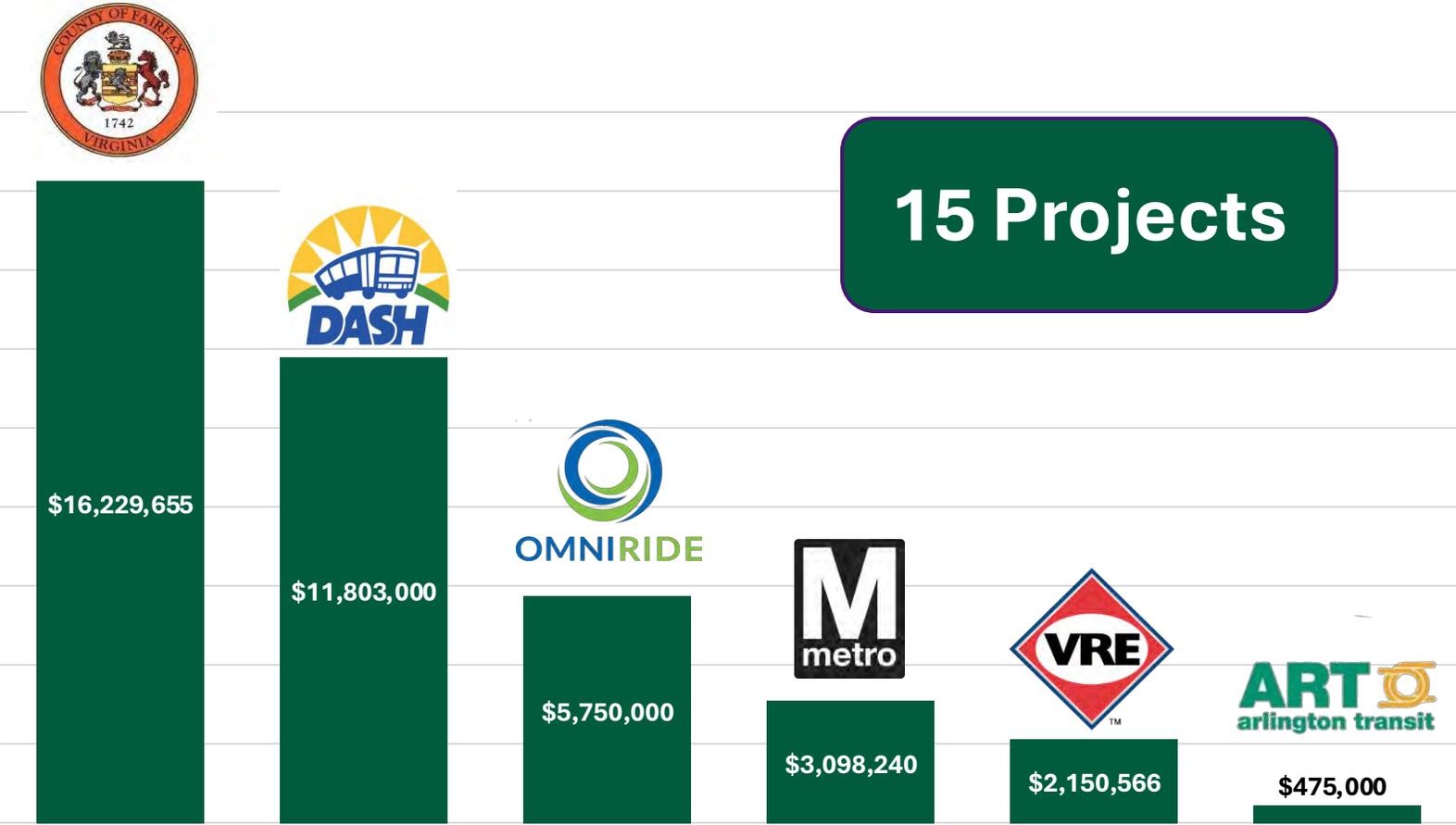
- **Local jurisdictions and transit operators** apply for funding and implement projects

# Program Development Process

- Call for Projects closed in December
- Initial project eligibility review with DRPT in January
  - One application deemed ineligible for Commuter Choice funding
- Scores finalized in February
- Public comment period held in March and April
- Public hearing held on April 24
- Final project eligibility concurrence received from OAG in May
- NVTC and PRTC Commissions briefed on May 1
- *NVTC and PRTC Commissions approve transmittal of final Program of Projects to CTB on June 5*
- *CTB approval of new FY 26-30 SYIP on June 25*



# Draft I-395/95 Commuter Choice FY 26-27 Program of Projects: By the Numbers



**3,800**  
people moved each  
weekday

**22 million**  
fewer annual vehicle  
miles traveled

**\$2.4 million**  
annual reduced fuel  
costs

**6,200**  
metric tons of GHG  
reduced annually

**53,000**  
hours of travel time  
savings annually

# Draft FY 2026-2027 Program of Projects *(Slide 1 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	<b>Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station</b> <i>Second funding installment supporting construction of a seven-mile, nine-station BRT line along U.S. 1.</i>	\$10,000,000*	N/A
OmniRide	<b>Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation)</b> <i>Continues two additional morning and evening trips from Dale City to the Rosslyn-Ballston corridor.</i>	\$555,400	78
WMATA	<b>New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)</b> <i>Adds a new peak-period service (Route A29) running between Van Dorn Street, Mark Center, Southern Towers, and Shirlington to Metro Center in Downtown Washington.</i>	\$2,357,200	78
OmniRide	<b>Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation)</b> <i>Continues enhanced commuter express service between Stafford County and the Pentagon.</i>	\$1,972,700	77
DASH	<b>Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation)</b> <i>Continues 10-minute all-day weekday service and 15-minute all day weekend service between Alexandria's West End and the Pentagon via the I-395 Express Lanes.</i>	\$7,414,500	76
DASH	<b>Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation)</b> <i>Continues 15-minute all-day service between the Mark Center, Shirlington and the Potomac Yard area.</i>	\$4,388,500	71
OmniRide	<b>Route 1 Local Enhanced Bus Service (Continuation)</b> <i>Continues enhanced peak-period local bus service along U.S. 1 in Prince William County.</i>	\$677,700	69
OmniRide	<b>Prince William Metro Express Enhanced Bus Service (Continuation)</b> <i>Continues enhanced peak-period service between Woodbridge and the Franconia-Springfield Station.</i>	\$607,000	69

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

# Draft FY 2026-2027 Program of Projects (Slide 2 of 2)

Applicant	Title	Proposed Award	Score (100 Points)
OmniRide	<b>Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation)</b> <i>Continues enhanced commuter express service between Stafford County and Downtown Washington.</i>	\$1,937,200	66
Arlington County	<b>Route 87 (Shirlington to the Pentagon) Enhanced Bus Service</b> <i>Provides enhanced service on ART Route 87, operating between Shirlington and the Pentagon Metro Station on weekdays.</i>	\$475,000	63
WMATA	<b>Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)</b> <i>Provides enhanced service on WMATA Route A25, running from Landmark Transit Center in Alexandria to the Pentagon.</i>	\$741,040	62
Fairfax County	<b>Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation)</b> <i>Continues peak-period express bus service between Springfield and the Pentagon.</i>	\$1,958,651	59
Virginia Railway Express (VRE)	<b>Leeland Road Station Improvement Project</b> <i>Supports engineering/design activities to lengthen the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train.</i>	\$2,150,566	53
Fairfax County	<b>Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service</b> <i>Provides enhanced service on Fairfax Connector Route 321/322, which operates in a loop and provides connections to the Franconia Springfield VRE and WMATA Stations and Van Dorn Street.</i>	\$2,128,807	45
Fairfax County	<b>Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation)</b> <i>Continues enhanced service between the Lorton Park &amp; Ride Lot, the Lorton VRE Station, and the Franconia-Springfield Metro Station.</i>	\$2,142,197	45
<b>Proposed Total Funding</b>		<b>\$39,506,461</b>	

# Public Comment

- Online public comment period ran from March 12 – April 11
- 458 submissions received via an online survey (English and Spanish) and email
- Video greetings from NVTC Program Advisory Committee Chair Dalia Palchik
- Paid ads on Facebook and Instagram
- Public hearing held on April 24



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

Tell us what you think at [novatransit.org/commuterchoice](http://novatransit.org/commuterchoice)



*Did you miss the Commuter Choice public comment opportunity?*

*There's one more chance to share your thoughts.*

**Join the Public Hearing!**

**What:** I-395/95 Commuter Choice Public Hearing

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

**Where:** Online



Dalia Palchik  
NVTC Program Advisory Committee

# Key Upcoming Dates

- Today** Commonwealth Transportation Board (CTB) briefing on Draft Program of Projects
- June 5** NVTC and PRTC action to transmit Program of Projects to CTB for inclusion in DRPT Six Year Improvement Program (SYIP)
- June 25** CTB action on DRPT SYIP
- July 1** Commuter Choice funding available to projects included in FY 26-27 Program of Projects



# Questions?



# APPENDIX: Commuter Choice Impacts and Scoring Criteria



# Commuter Choice Impacts

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

**135M**  
fewer vehicle miles traveled



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



**200**  
automobile crashes avoided

**1.3M**  
hours of travel time savings



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



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



**\$19M**  
in fuel cost savings for commuters



**45** buses to operate expanded services



**31** bus service improvements



**14** new express bus routes



**7** commuter incentive programs



**5** bikeshare expansion projects



**4** rail station enhancements

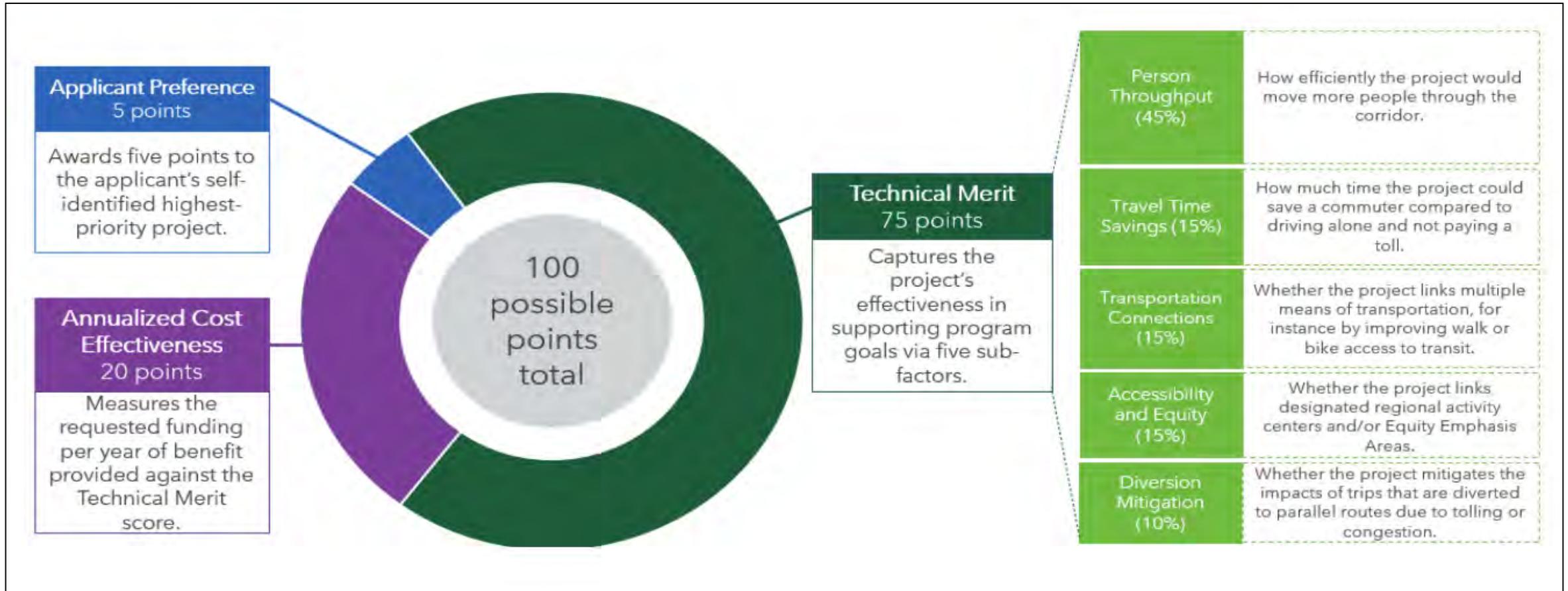


**3** park-and-ride lots



**1** bus rapid transit line

# Application Scoring



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

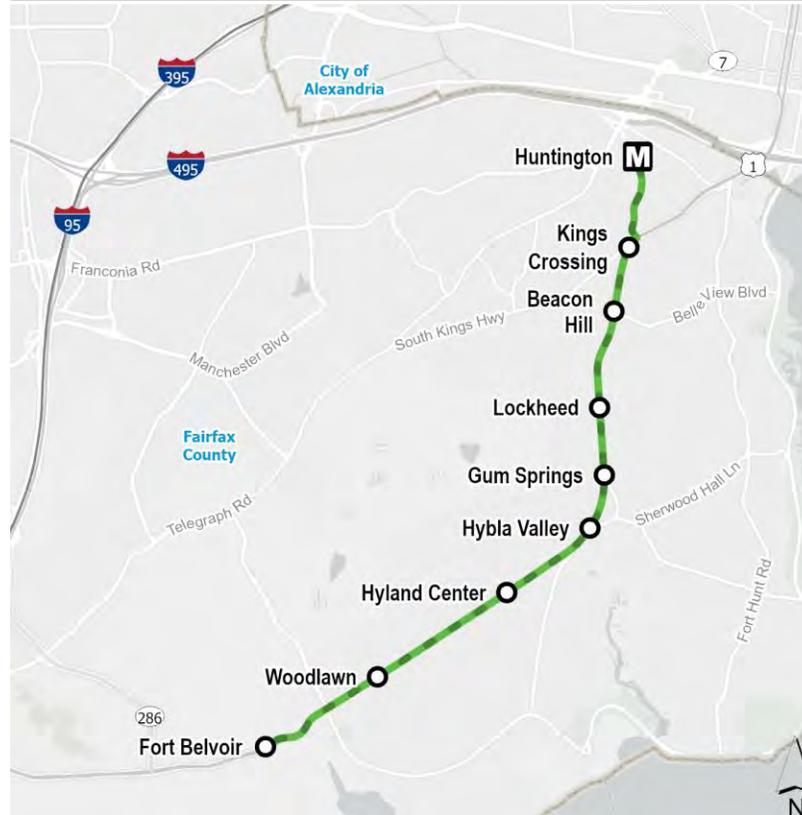
# APPENDIX: I- 395/95 Commuter Choice FY 2026-2027 Project Profiles



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



Funding Award: \$10,000,000 \*



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

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

## Application Score

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

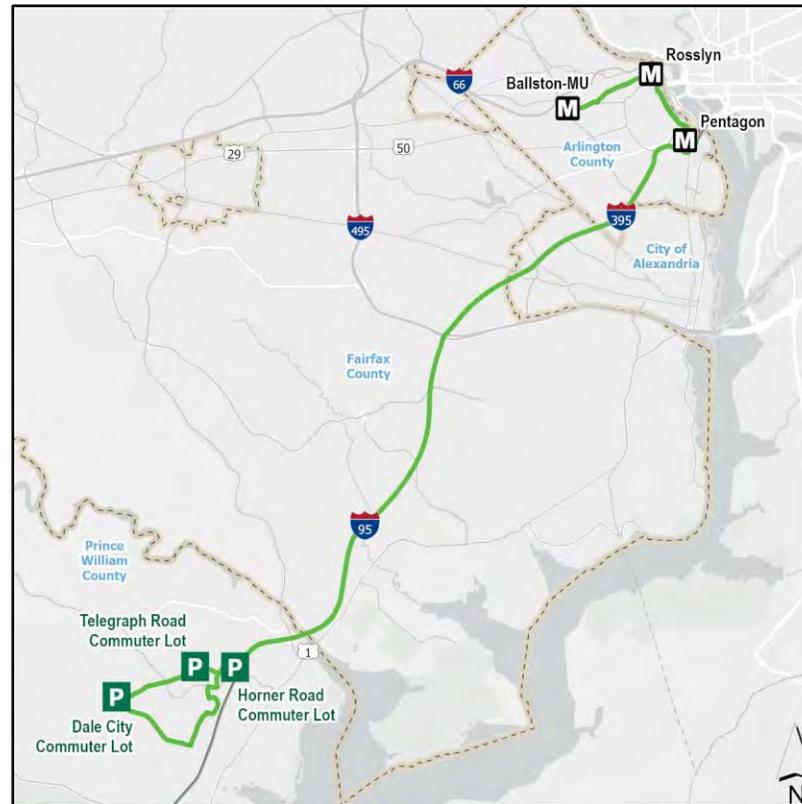
# OMNIRIDE

## DALE CITY TO ROSSLYN-BALLSTON ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of two morning and two evening trips operating from Dale City in Prince William County to the Rosslyn-Ballston corridor in Arlington County via the I-95/395 express lanes and the Pentagon.

Funding Request: \$555,400



### Application Score

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

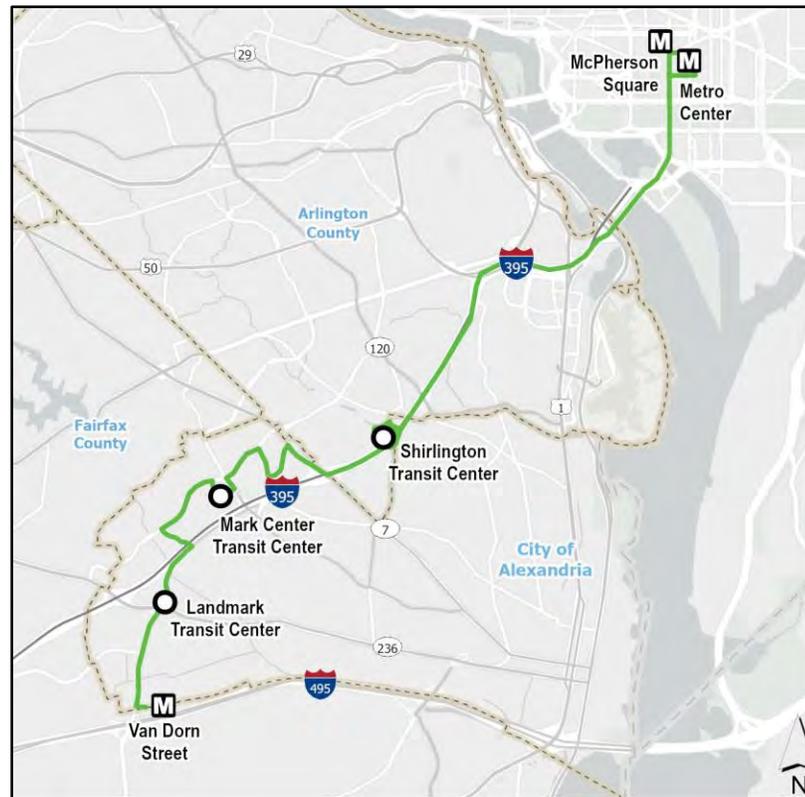
# WMATA

## NEW BUS SERVICE FROM VAN DORN STREET STATION TO DOWNTOWN D.C. (ROUTE A29)



This project adds a new peak-only service (Route A29) between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers, and Shirlington to Metro Center Station in Downtown Washington. It would offer a new weekday peak option for commuters in west Alexandria and south Arlington to access Washington without a transfer at the Pentagon at a 24-minute frequency during the morning and evening peak-period on weekdays.

Funding Request: \$2,357,200



### Application Score

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

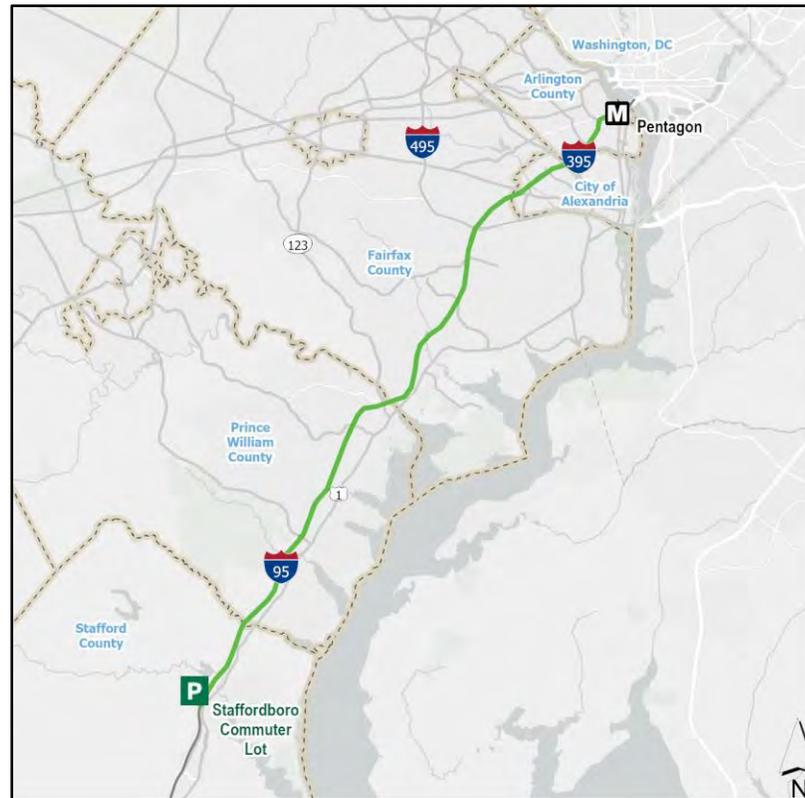
# OMNIRIDE

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



This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and the Pentagon via the I-95/395 express lanes.

Funding Request: \$1,972,700



### Application Score

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

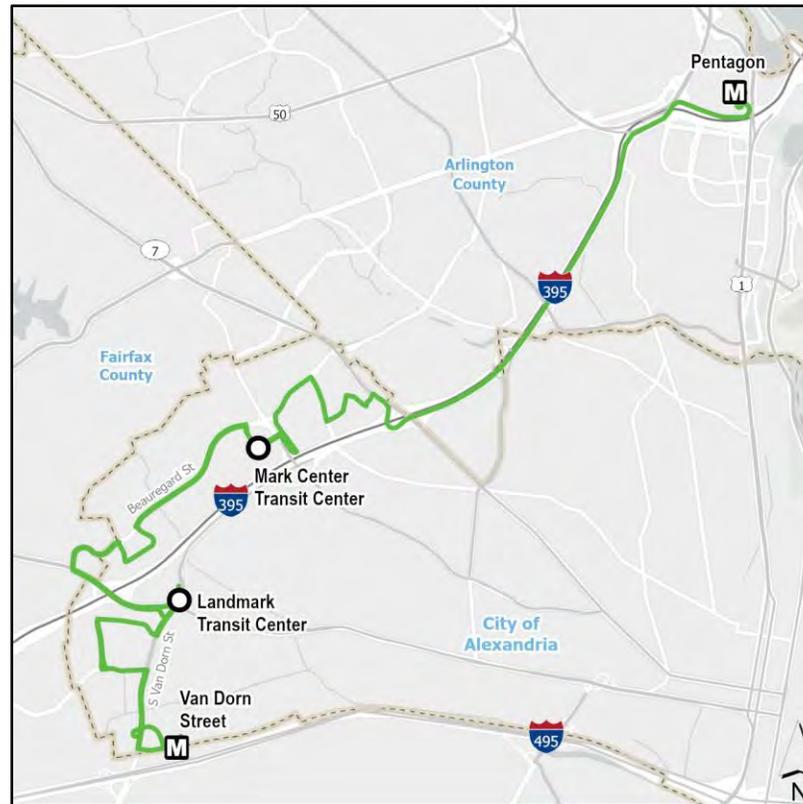
# DASH

## LINE 35 (VAN DORN METRO TO THE PENTAGON) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continuation of frequent, all-day service on DASH Line 35, which operates between Alexandria's West End and the Pentagon via the I-395 Express Lanes. With this funding, Line 35 would continue to run every 10 minutes all day on weekdays and every 15 minutes all day on weekends.

Funding Request: \$7,414,500



### Application Score

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

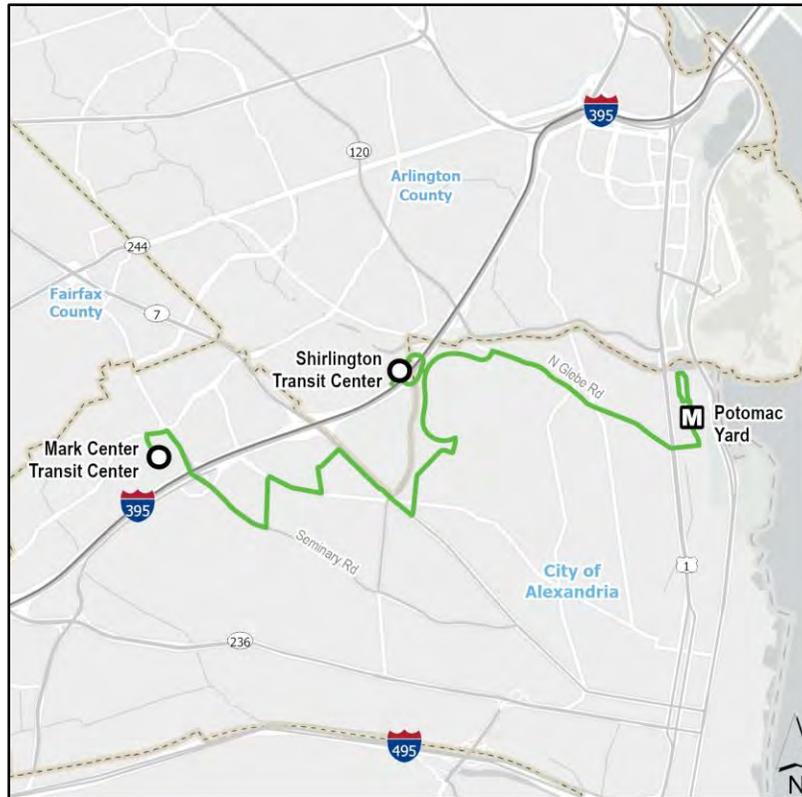
# DASH

## LINE 36 (MARK CENTER TO POTOMAC YARD) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continuation of frequent, all-day service for DASH Line 36A/B, which operates between the Mark Center, Shirlington, and Potomac Yard. With this funding, Line 36A/B would continue to run every 15 minutes all day, seven days per week.

Funding Request: \$4,388,500



### Application Score

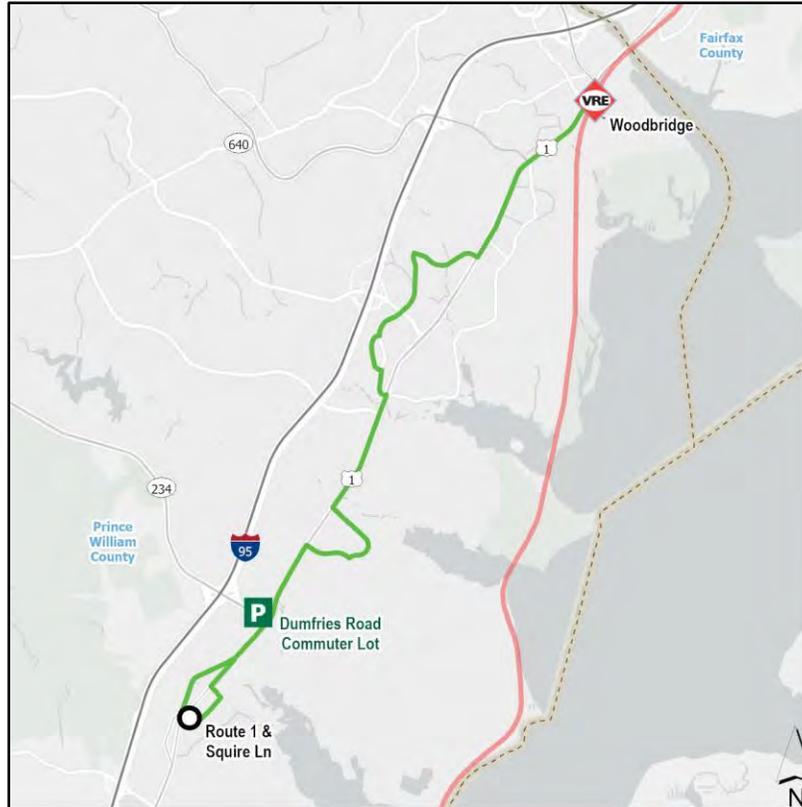
Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>71</b>

# OMNIRIDE ROUTE 1 LOCAL ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued a.m. and p.m. enhanced service for OmniRide’s Route 52 local, operating primarily on Route 1 in Prince William County between Dumfries and the Woodbridge VRE Station.

Funding Request: \$677,700



## Application Score

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

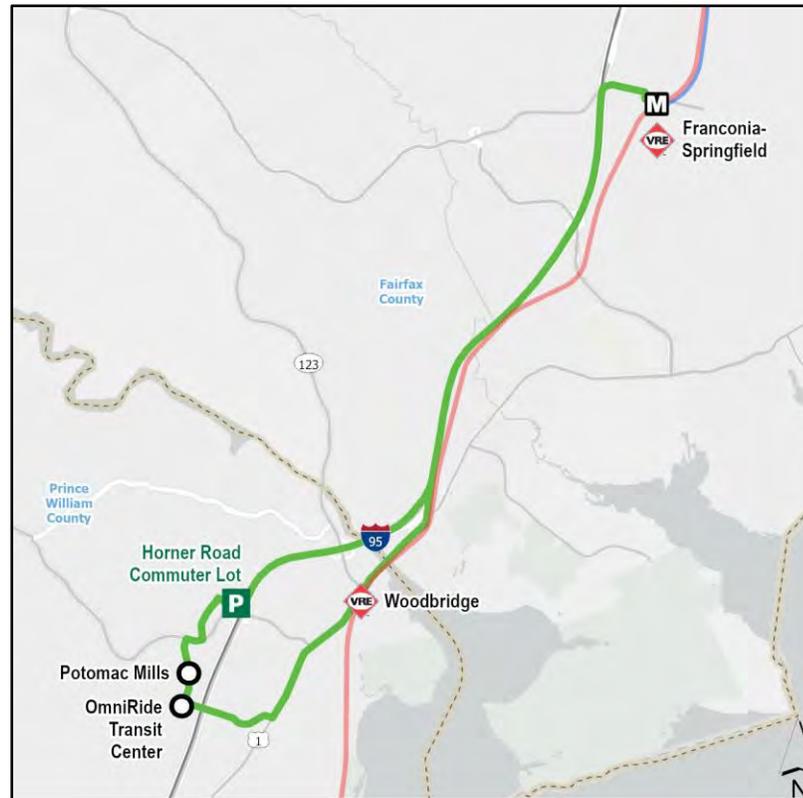
# OMNIRIDE

## PRINCE WILLIAM METRO EXPRESS ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued a.m. and p.m. enhanced service for OmniRide's Prince William Metro Express, which operates between Dale City in Prince William County, the Woodbridge VRE Station, and the Franconia-Springfield Metro Station.

Funding Request: \$607,000



### Application Score

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

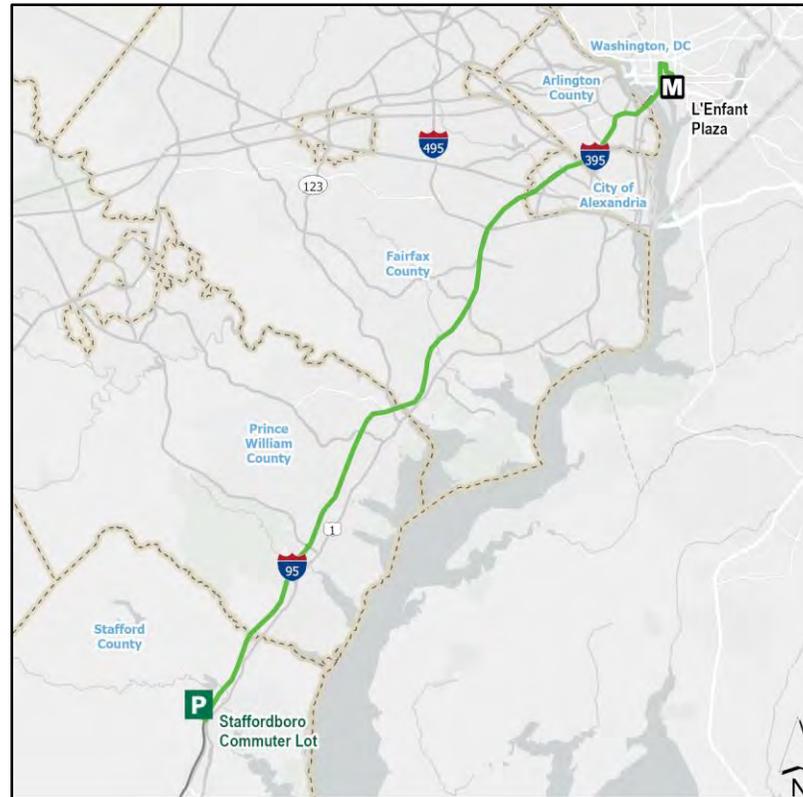
# OMNIRIDE

## STAFFORDBORO COMMUTER LOT TO DOWNTOWN D.C. ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and Downtown Washington via the I-95/395 express lanes

Funding Request: \$1,937,200



### Application Score

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

# ARLINGTON COUNTY

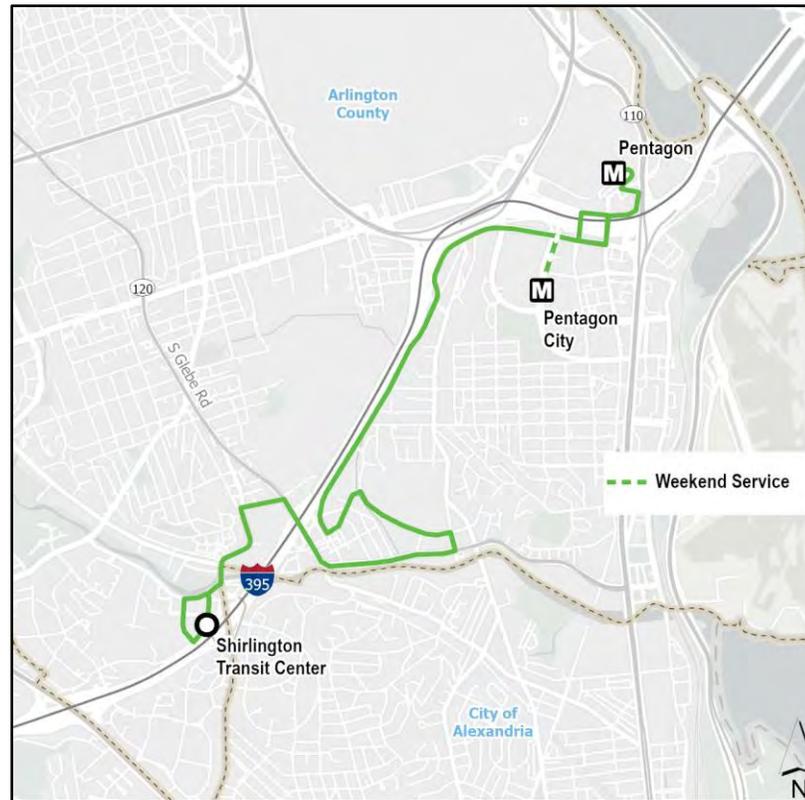
## ROUTE 87 (SHIRLINGTON TO THE PENTAGON)

### ENHANCED BUS SERVICE



This project will fund enhanced service on ART Route 87, which operates between the Shirlington Bus Station in Arlington and the Pentagon Metro Station on weekdays. Funding would support the consolidation of several route variants and increase headways in the morning and evening peak.

Funding Request: \$475,000



### Application Score

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

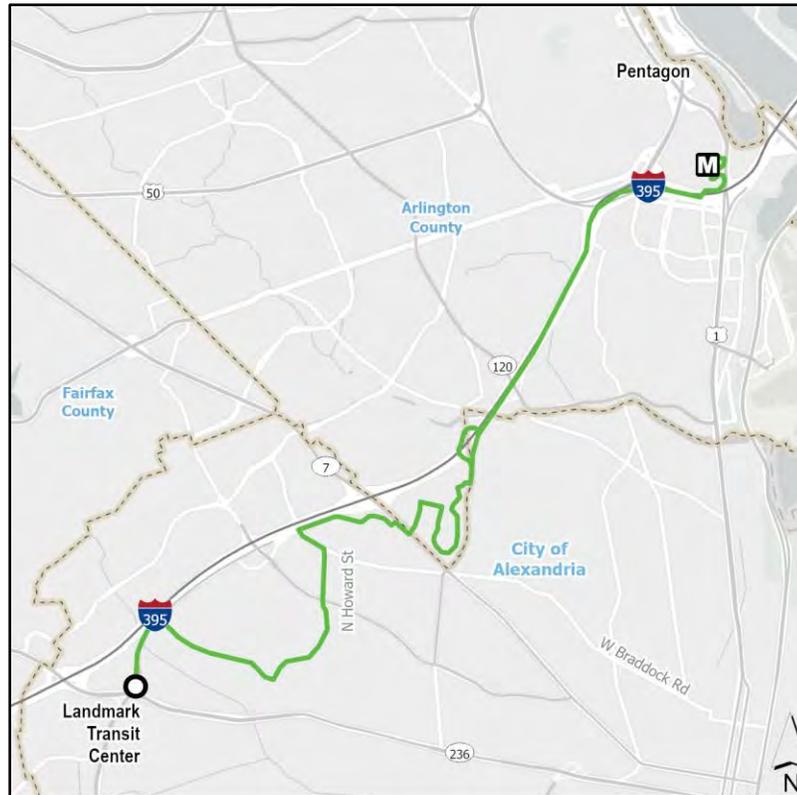
# WMATA

## ENHANCED BUS SERVICE FROM LANDMARK AND SEMINARY VALLEY TO THE PENTAGON (ROUTE A25)



This project supports enhanced service on Metro’s Route A25, a proposed peak-period, peak-direction route running from the Landmark Transit Center in Alexandria to the Pentagon in Metro’s 2025 Better Bus Network. Currently, Metro plans on providing service at a 30-minute frequency; this funding would allow Metro to provide additional service at a 15-minute frequency.

Funding Request: \$741,040



### Application Score

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

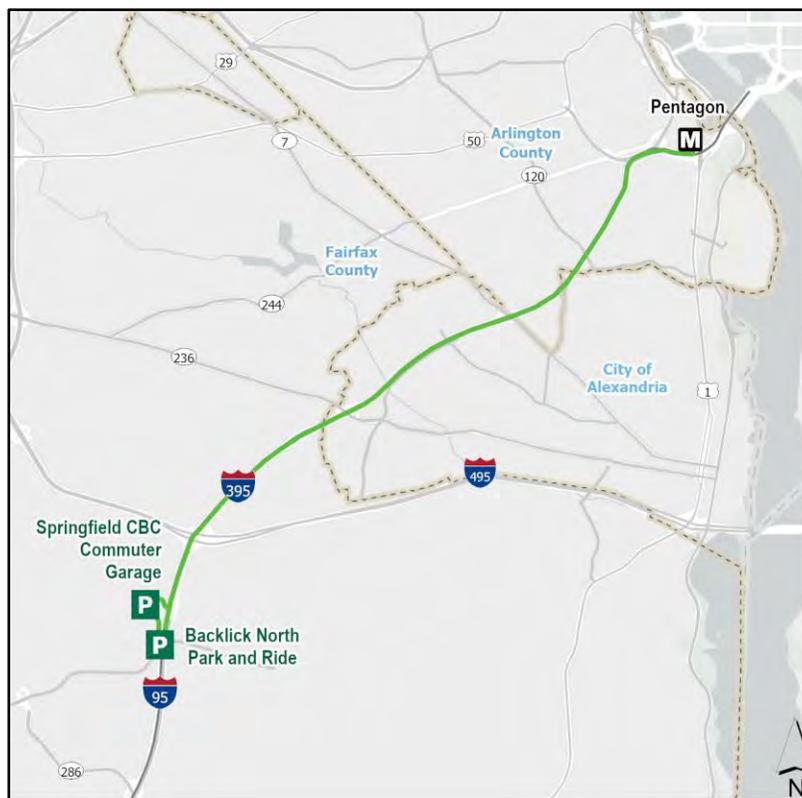
# FAIRFAX COUNTY

## ROUTE 396 (BACKLICK NORTH PARK AND RIDE TO THE PENTAGON) ENHANCED BUS SERVICE (CONTINUATION)



This project supports the continued operation of Route 396, a peak-period, peak-direction commuter route which operates between the Backlick North Park and Ride Lot in Fairfax County and the Pentagon via the I-95/395 Express Lanes.

Funding Request: \$1,958,651



### Application Score

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

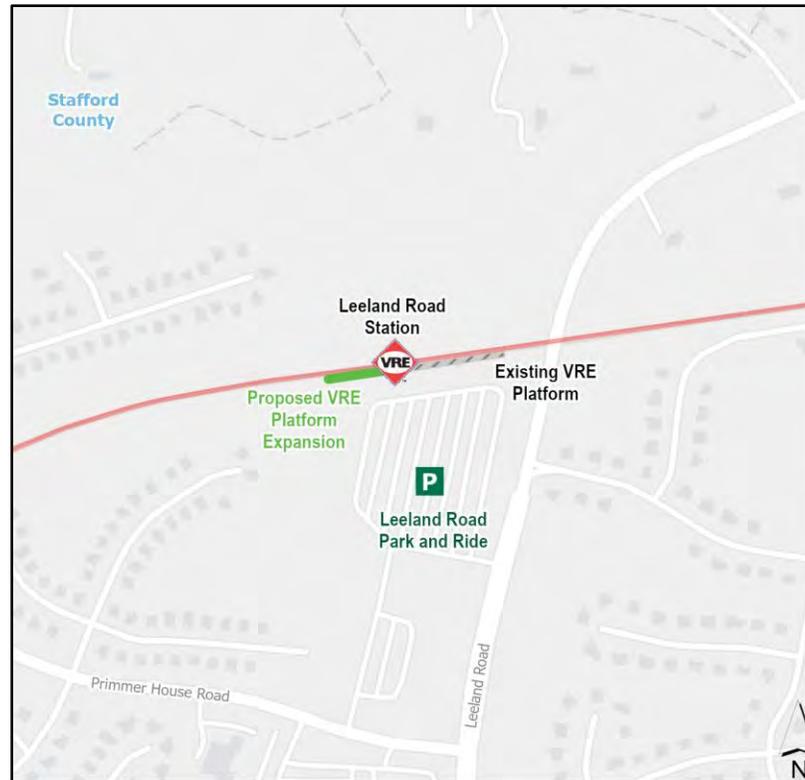
# VIRGINIA RAILWAY EXPRESS

## LEELAND ROAD STATION IMPROVEMENT PROJECT



This project lengthens the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train. Currently only five cars can service the platform at the Leeland Road Station.

Funding Request: \$2,150,566



### Application Score

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

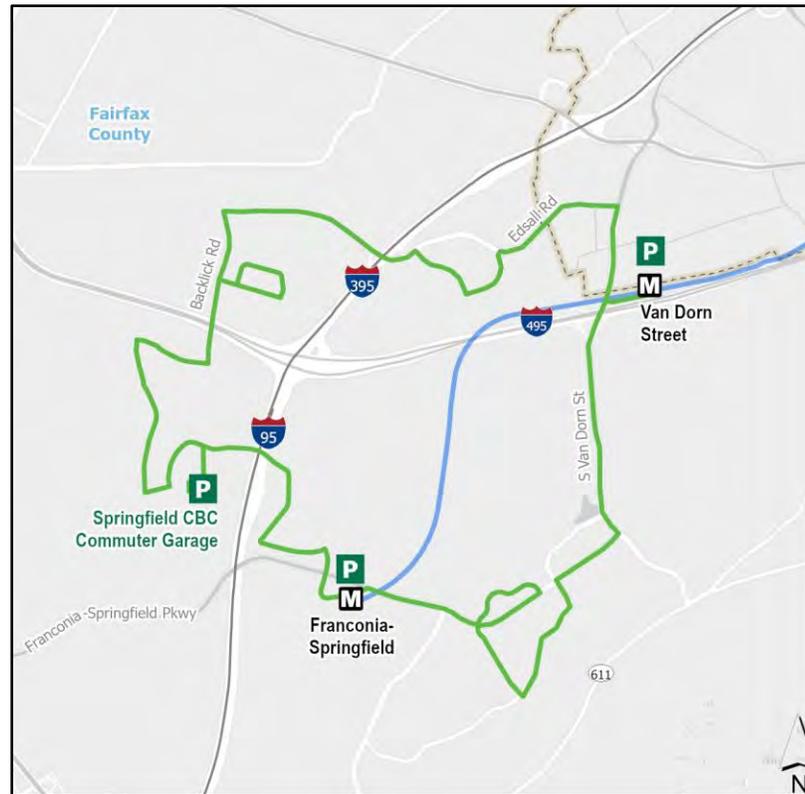
# FAIRFAX COUNTY

## ROUTE 321/322 (GREATER SPRINGFIELD CIRCULATOR) ENHANCED BUS SERVICE



This project funds enhanced service on Fairfax Connector Route 321/322, "Greater Springfield Circulator", improving headways from 30 minutes to 20 minutes. Route 321/322 runs in a loop, providing connections to the Franconia-Springfield Metro and VRE Stations, the Van Dorn Street Metro Station, and the Springfield Community Business Center Multimodal facility.

Funding Request: \$2,128,807



### Application Score

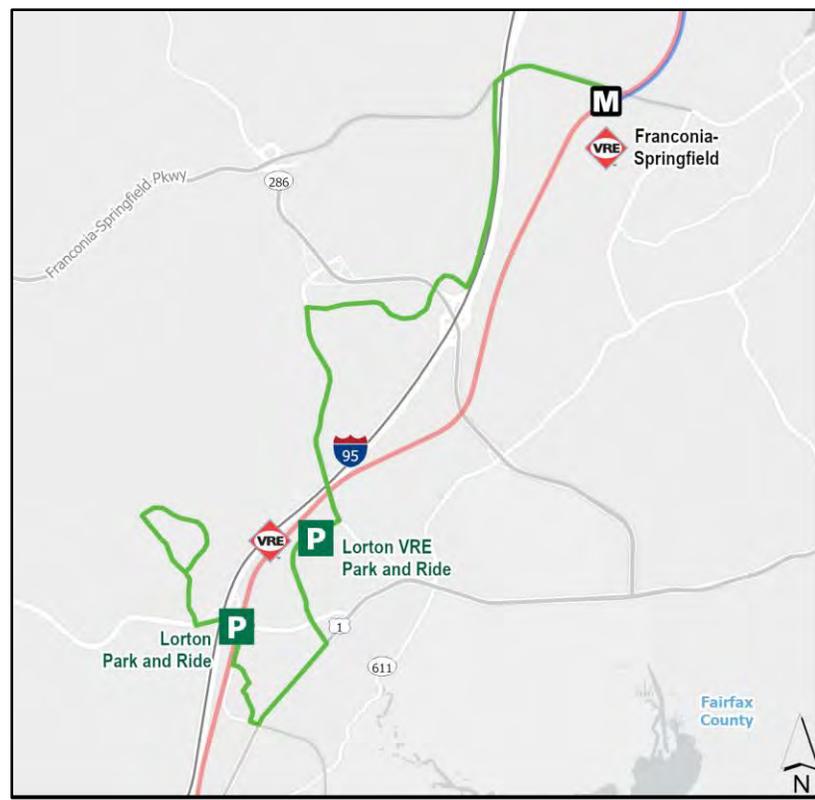
Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
<b>Total Application Score</b>	<b>45</b>

# FAIRFAX COUNTY ROUTE 371 (LORTON PARK AND RIDE TO FRANCONIA- SPRINGFIELD) ENHANCED BUS SERVICE (CONTINUATION)



This project supports continued funding for enhanced service on Route 371, which runs between the Lorton Park and Ride Lot in Fairfax County, the Lorton VRE Station, and the Franconia-Springfield Metro Station. The route operates every 15 minutes during rush hour.

Funding Request: \$2,142,197



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