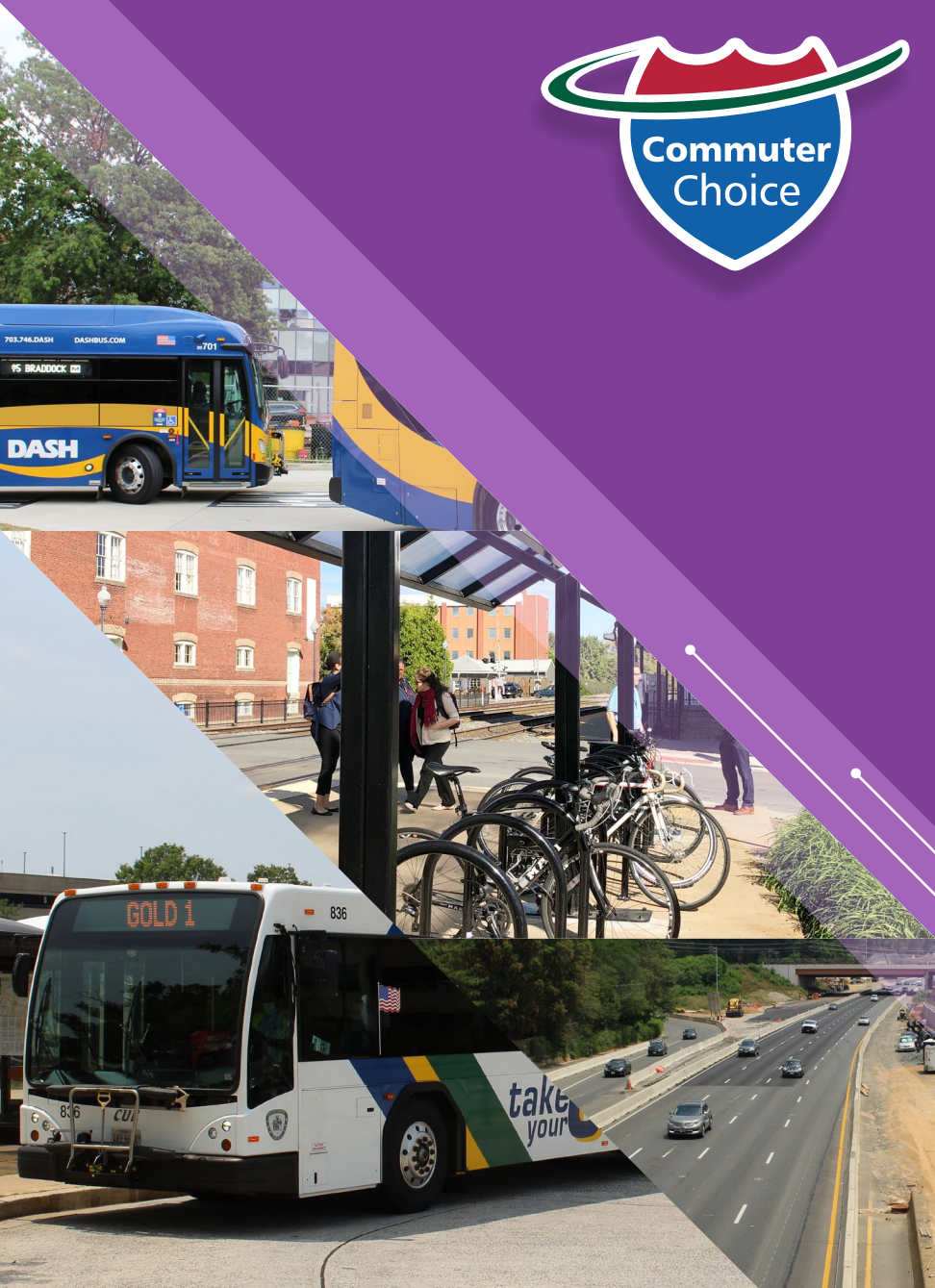




# Commuter Choice

2021 ANNUAL REPORT



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## OVERVIEW

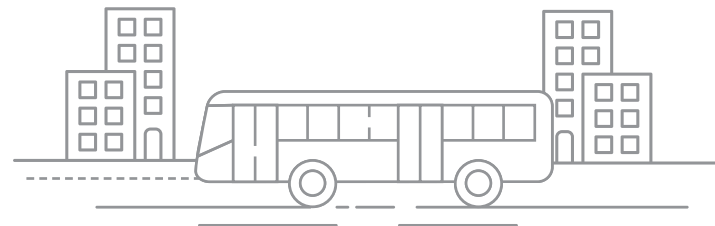
# Annual Report Fiscal Year 2021



*Commuter Choice, a trailblazing, innovative and competitive grant program, invests toll revenues in public transit and other multimodal projects along two expressway corridors in Northern Virginia.*

A partnership between the Northern Virginia Transportation Commission (NVTC) and the Commonwealth of Virginia, Commuter Choice improves the reliability and efficiency of commuting along some of the most congested interstate corridors in the nation. By offering more options, toll road users and transit riders can choose the mode that gets them to the places that they want to go. Projects are selected through a competitive process that considers each project's ability to: move more people, support diverse travel choices and enhance mobility, transportation safety and travel reliability.

By moving people more efficiently, congestion is lessened, and toll road users experience more consistent travel speeds. Access to transit, roadway operations, transportation demand management (TDM) and other multimodal projects encourage different travel modes and add resources for commuters who seek alternatives to driving alone.





## Letter from the Executive Director

Fiscal Year 2021 required a new level of flexibility and adaptation for NVTC's Commuter Choice team — much as it did for all our grant recipients and regional transportation peers. Despite challenges around program revenue and decreased demand for commuter-focused transportation, we awarded \$27 million for 19 multimodal transportation improvements across our two Commuter Choice corridors, I-66 Inside the Beltway and I-395/95, that collectively will move 4,000 more people each weekday upon full implementation of the projects and as overall commute travel volumes increase. The exciting slates of new projects include capital improvements that will benefit the corridors' commuters for years to come as well as a range of transit service improvements that will provide continuity for commuters and, particularly in the I-395/95 corridor, benefit both peak and off-peak commuters.

The continuing repercussions of the COVID-19 public health emergency affected our two program corridors differently. In the I-66 Inside the Beltway corridor, we saw a steep and sustained decrease in peak-period, peak-direction travel that also curtailed the revenue available for new projects. We therefore focused our limited revenue during FY 2021 on a \$4 million program of low-cost, high-return projects and are preparing to advance a more substantial supplemental program in this corridor given upturns in travel and revenue. In the I-395/95 corridor, we were fortunate for relatively resilient revenue availability as well as transit ridership — partly a function of the high travel volumes to and from the Pentagon and other military facilities, where personnel returned to in-person work relatively early, but also the travel-time advantages of the 95 and 395 Express Lanes as traffic volumes rebounded.

While project performance has ebbed in the last year, we also provided more flexibility to our grant recipients to adjust both transit service levels and project implementation approaches in response to changes in demand. All of our grant recipients that operate transit service temporarily reduced or suspended service on some of their Commuter Choice-funded bus services in the last year. Overall, these flexibilities supported efficient use and good stewardship of limited funds, while also ensuring that grant recipients could continue to serve critical needs for essential trips around the region. And many of the transit services we're supporting are rebounding and, in some cases, nearing or exceeding their original ridership targets.

As FY 2022 begins, we're excited to support our grant recipients as they prepare for commuters to return in greater volumes — and to highlight the great work they're doing to expand transportation options and move more people along the I-66 Inside the Beltway and I-395/95 corridors. And we'll be encouraging our eligible applicants to consider diverse strategies that meet the goals of the program, including a greater focus on capital improvements whose overall benefits will stretch over decades.



**Kate Mattice**  
*Executive Director*



**\$27**  
**MILLION AWARDED  
IN FISCAL YEAR 2021**

**19 Multimodal  
Transportation  
Improvements**

**4,000**  
**more people will be  
moved each weekday  
upon implementation  
of these projects**



*NVTC pivoted its Round Four (FY 2021-FY 2022) programming approach due to reduced revenues*

## Commuter Choice on the I-66 corridor in FY 2021

When the Round Four (FY 2021-FY 2022) call for projects closed in January 2020, NVTC anticipated enough new revenue to support a \$25 million program of projects that would receive final approvals in June 2020. The sharp and sustained drop in toll-paying peak-period, peak-direction traffic along I-66 Inside the Beltway brought about by the COVID-19 public health emergency required NVTC to pause the process and rethink the programming approach. NVTC fortunately had enough carryover funding from prior years to advance a \$3.8 million Initial Round Four (FY 2021) program that is sustaining the operation of three express bus services in the corridor and supporting three low-cost capital projects that will benefit commuters for many years to come. This Initial Round Four program received Commonwealth Transportation Board approval in December 2020 and implementation of the selected projects is beginning.

Given that I-66 corridor revenue is beginning to rebound, NVTC is advancing a Supplemental Round Four (FY 2022) program that will draw from the transit service expansions, new commuter incentives and larger capital efforts submitted to the Round Four call for projects. The Supplemental Round Four program will be advanced for approvals this October, prior to the opening of the Round Five (FY 2023-FY 2024) call for projects in November.



*Round Two (FY 2022-FY 2023) program supports popular bus services, addresses expected future commute patterns*

## Commuter Choice on the I-395/95 corridor in FY 2021

The Commonwealth Transportation Board approved a robust \$22.7 million Round Two (FY 2022-FY 2023) program of 13 multimodal strategies in June, a product of relatively resilient toll revenue in the I-395/95 corridor and the strong partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC), the Commonwealth of Virginia and Transurban, the Express Lanes operator. NVTC advanced the program in coordination with PRTC, which has joint approval authority with NVTC over the I-395/95 corridor program. The projects in the Round Two program include all-day improvements to three popular local bus routes serving the I-395/95 corridor in Alexandria and Fairfax County; strategies to rebuild transit and vanpool ridership and meet expected future park-and-ride demand; and continuations of six new and enhanced bus services funded in the Round One (FY 2020-FY 2021) program.

While NVTC has been pleased with the performance of bus service improvements funded under the program to date, Commuter Choice is limited in the overall share of funds that can be allocated to transit operations in each corridor and is nearing this cap for the I-395/95 corridor program. NVTC will engage with applicants to help foster a capital-focused set of multimodal proposals for the next call for projects, for Round Three (FY 2024-FY 2025) in late 2022.

COMMUTER CHOICE:

# A Vital Resource during COVID-19

*As we explore throughout this year's report, the COVID-19 public health emergency led to significant changes in travel patterns across our region.*

NVTC's Commuter Choice team provided grant recipients flexibility during this unusual and challenging year to respond to sharp changes in demand for travel. All transit operators temporarily reduced or suspended some of their bus service improvements funded by the program, while in the case of transportation demand management campaigns, agencies adjusted their engagement approaches in response to a large proportion of the area's workforce suddenly working from home.

Commuter Choice has continued to reimburse actual expenses incurred in carrying out each project — for instance, reimbursing the costs associated with operating the reduced bus service provided on a route — thus ensuring that the funds are still accessible to grant recipients and that they are only supporting approved activities that benefit toll payers.

Particularly during the peak of the public health emergency, the overall profile of continued public transit customers across the region (and country) shifted significantly away from a commuter-based model. In addition, many of the people continuing to ride transit were lower-income, non-white and traveling to employment, health care and other essential needs.

Commuter Choice funding afforded grant recipients the opportunity to keep services in operation at levels that helped to meet these critical travel needs while also ensuring safe onboard spacing for customers.

Northern Virginia's transit providers kept services rolling during the COVID-19 public health emergency — including many commuter routes such as those supported by Commuter Choice — to support essential trips.

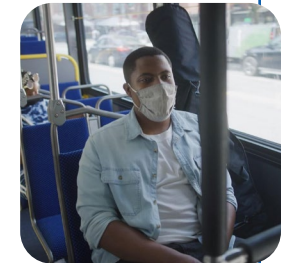
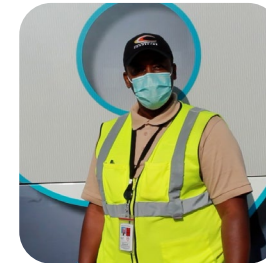


Image sources: Instagram @DASHBus\_, Twitter @FfxConnector, Facebook @MetroForward

**24%**

of regional transit users reported continuing to use transit similarly or more often during the peak of the public health emergency last year.

**92%**

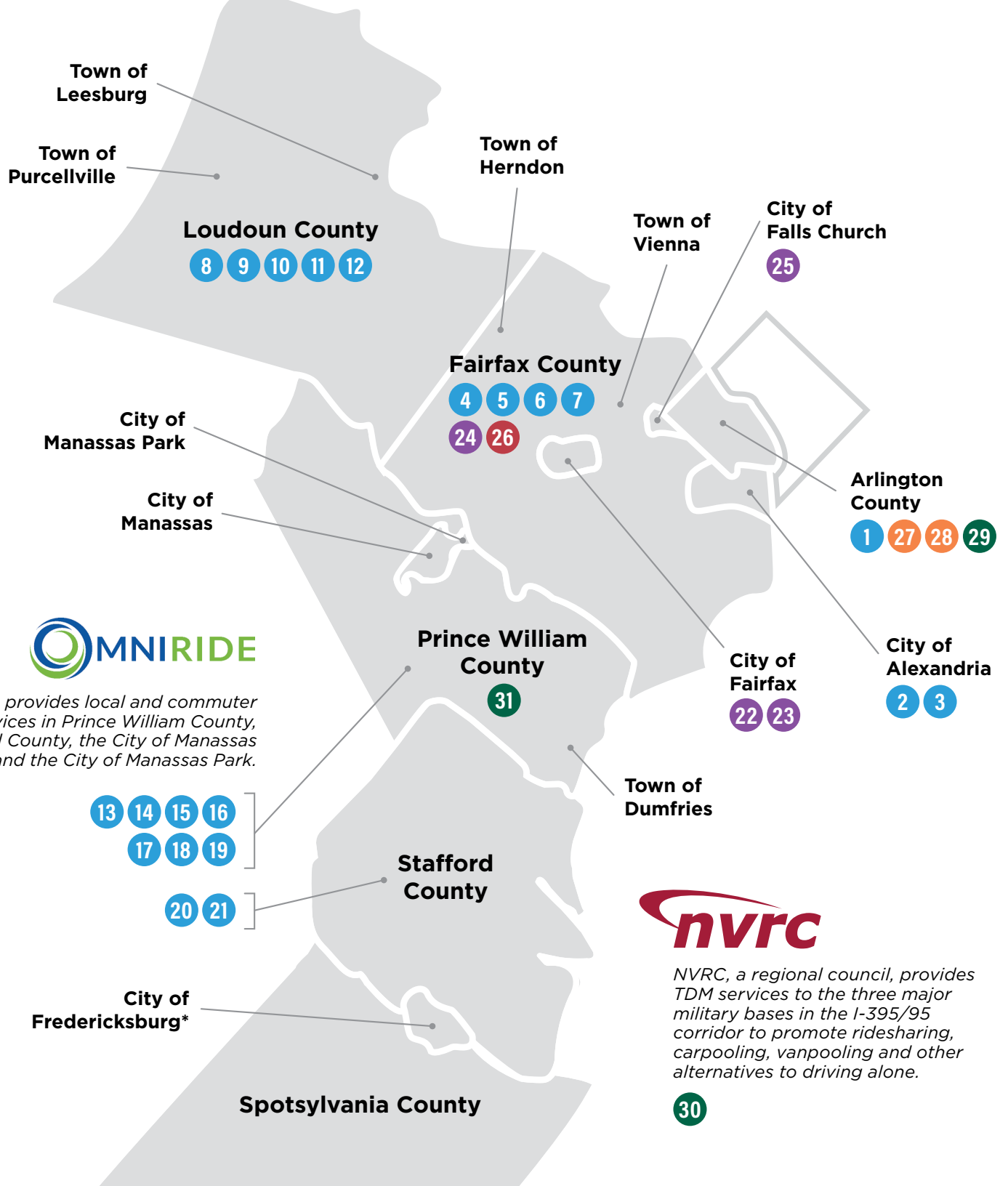
of continued transit riders reported using service to get to and from work — particularly food service and healthcare jobs.

Sources: National Capital Region Transportation Planning Board's Voices of the Region 2020 survey, Transit App March-April 2020 national survey of continuing riders

# Active Projects

## Project Type

- Bus Service
- Access to Transit
- Roadway Operations
- TDM
- Rail Capital



*OmniRide provides local and commuter transit services in Prince William County, Stafford County, the City of Manassas and the City of Manassas Park.*



*NVRC, a regional council, provides TDM services to the three major military bases in the I-395/95 corridor to promote ridesharing, carpooling, vanpooling and other alternatives to driving alone.*

## NEW OR ENHANCED BUS SERVICE PROJECTS

- 1 **Arlington County - Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square** I-66  
Funding: \$1,040,000
- 2 **City of Alexandria/DASH - Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro** I-395  
Funding: \$3,040,000
- 3 **City of Alexandria/DASH - Enhanced Bus Service on AT-9: Mark Center to Potomac Yard** I-395  
Funding: \$1,949,000
- 4 **Fairfax County - New Bus Service from Stringfellow to L'Enfant Plaza** I-66  
Funding: \$4,326,000
- 5 **Fairfax County - New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements** I-395  
Funding: \$3,540,903
- 6 **Fairfax County - Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations** I-66  
Funding: \$3,452,618
- 7 **Fairfax County - Fairfax Connector Government Center -Downtown DC, Route 699** I-66  
Funding: \$5,276,336\*

- 8 **Loudoun County - Loudoun County Transit Metro Connection from New Purcellville Park and Ride** I-66  
Funding: \$1,774,990\*
- 9 **Loudoun County - Loudoun County Transit Metro Connection Route 88X Extension to Dulles South** I-66  
Funding: \$1,706,040
- 10 **Loudoun County - Stone Ridge Enhanced Transit** I-66  
Funding: \$2,472,970\*
- 11 **Loudoun County - New Bus Service from Purcellville to DC** I-66  
Funding: \$949,482
- 12 **Loudoun County - New Bus Service from Stone Ridge to Pentagon** I-66  
Funding: \$1,257,226
- 13 **OmniRide - Gainesville to Pentagon Commuter Service** I-66  
Funding: \$6,020,700\*
- 14 **OmniRide - OmniRide Linton Hall Metro Direct Bus Service Enhancement** I-66  
Funding: \$134,200
- 15 **OmniRide - Enhanced Bus Service from Gainesville to DC** I-66  
Funding: \$1,519,100
- 16 **OmniRide - New Bus Service from Haymarket to Rosslyn** I-66  
Funding: \$913,800\*

- 17 **OmniRide - Enhanced Bus Service from Dale City to Ballston** I-395  
Funding: \$251,600
- 18 **OmniRide - Enhanced Bus Service on Prince William Metro Express** I-395  
Funding: \$562,400
- 19 **OmniRide - Enhanced Bus Service on Route 1 Local** I-395  
Funding: \$1,133,500
- 20 **OmniRide - New Bus Service from Staffordboro to Downtown D.C.** I-395  
Funding: \$3,569,200
- 21 **OmniRide - New Bus Service from Staffordboro to the Pentagon** I-395  
Funding: \$3,495,300

## ACCESS TO TRANSIT PROJECTS

- 22 **City of Fairfax - Bike Share Implementation** I-66  
Funding: \$460,000
- 23 **City of Fairfax - CUE Access and Technology Improvements** I-66  
Funding: \$965,000
- 24 **Fairfax County - I-66 Corridor Vienna/Merrifield Bike Share Expansion** I-66  
Funding: \$497,100
- 25 **City of Falls Church - Expanded Transit Access, Bike Share** I-66  
Funding: \$500,000

## RAIL CAPITAL PROJECTS

- 26 **Fairfax County - McLean Metro Station North Entrance** I-66  
Funding: \$1,000,000

## ROADWAY OPERATIONS PROJECTS

- 27 **Arlington County - Lee Highway HOV and Bus-Only Lane in Rosslyn** I-66  
Funding: \$710,000
- 28 **Arlington County - Traffic Management Center** I-66  
Funding: \$400,000

## TDM PROJECTS

- 29 **Arlington County - Expanded TDM Outreach to the I-66 Corridor** I-66  
Funding: \$2,050,000\*
- 30 **NVRC - New TDM Outreach Campaign for Military Facilities** I-395  
Funding: \$396,184
- 31 **Prince William County - New TDM Outreach to the I-66 Corridor** I-66  
Funding: \$200,000

*\*denotes the total funded amount for projects funded in multiple rounds*

# PROJECT PERFORMANCE

*In this disruptive and hopefully atypical year, we focus on the performance of our projects relative to broader travel trends in the region. We continue to provide flexibility to grant recipients as they respond to changes in travel demand and will help them be ready when commuters return in greater volumes. Going forward, we'll continue to work with applicants to foster innovative proposals that respond to changing travel needs – and that are measurable and provide tangible benefits to the region's toll road users.*



**18**

**Transit & Access To  
Transit Projects in Service  
in Spring 2021**

**750**  
PEOPLE moved each weekday



**300**  
PEOPLE

10 Projects

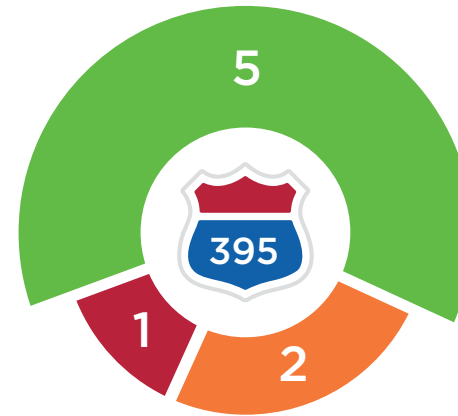
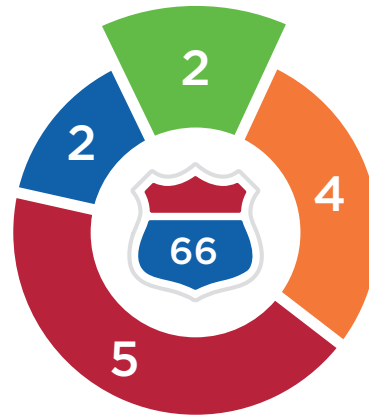


**450**  
PEOPLE

8 Projects

## Corridor Travel Trends During FY 2021

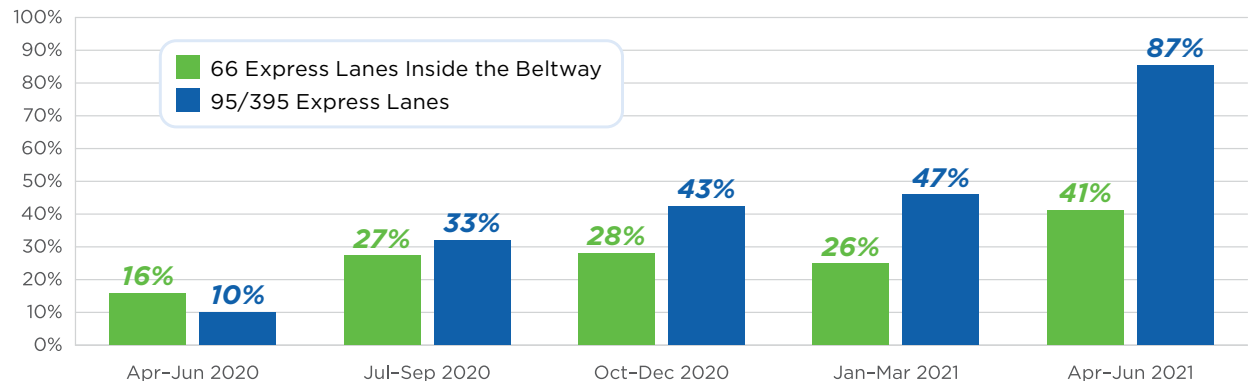
The continued impacts of the COVID-19 public health emergency during FY 2021 affected Commuter Choice's two corridors differently. Traffic volumes more rapidly rebounded and transit ridership was more resilient in the I-395/95 corridor than in the I-66 corridor. Many commute trips in the I-395/95 corridor are bound for Department of Defense facilities, which more quickly began to resume in-person work.



**Status of Commuter Choice-supported transit services slated to operate during FY 2021**

- Full service all year
- Suspended for part of or all year
- Reduced for part of or all year
- Start of service postponed

## Quarterly Toll Revenues Relative to October-December 2019



Sources: Virginia Department of Transportation quarterly revenue reports to NVTC (66 Express Lanes Inside the Beltway), Transurban first-half and fiscal-year investor reports (95/395 Express Lanes)



# IN A CHALLENGING YEAR

## The Rise of Telecommuting

Many workers in the metropolitan D.C. area began to telecommute full-time during the COVID-19 public health emergency — which initially led to much less driving and transit use across the region, including in the I-66 Inside the Beltway and I-395/95 corridors. Although many employers are now considering formal return-to-office plans, telecommuting will likely remain at higher levels indefinitely. Commuter Choice grant recipients will need to respond to more varied, dynamic commute patterns — and NVTC will support them in doing so.

*Of surveyed regional workers*

**60%**  
telecommuted during the peak of the COVID-19 public health emergency.

**91%**  
would like to continue telecommuting at least some of the time.

Source: National Capital Region Transportation Planning Board's Voices of the Region 2020 Survey

## Bright Spots in FY 2021

Commuter Choice-supported point-to-point express bus services to the Pentagon achieved 37% of their ridership targets in FY 2021, compared to 15% on Downtown D.C. express routes.

The relative success of Pentagon routes was a function of early return-to-work orders at the Department of Defense and growing traffic congestion, particularly in the I-395/95 corridor.



**All-day, every-day service improvements funded by Commuter Choice on the I-395/95 Corridor on DASH's AT-1 and AT-9 local routes in Alexandria helped the routes retain most of their riders relative to pre-improvement service. The routes significantly outperformed the overall DASH system.**

**AT-1**  
**90%**

**AT-9**  
**98%**

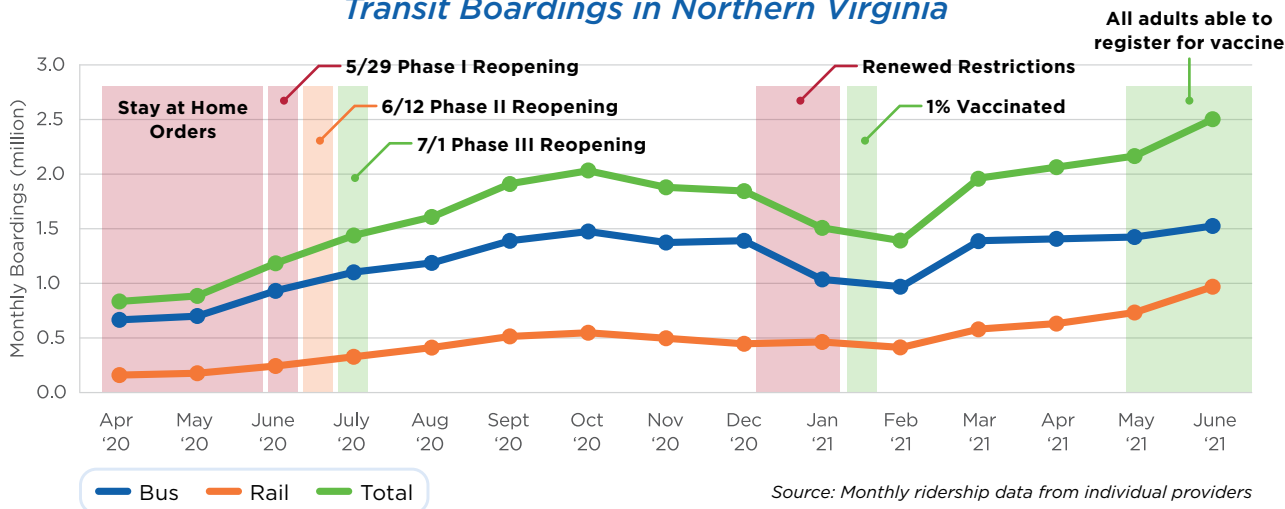
**DASH SYSTEM**  
**40%**

% of Annual FY 2019 Ridership Achieved During FY 2021

## Transit Ridership in Northern Virginia: On an Upswing

Overall transit boardings in Northern Virginia nearly tripled from spring 2020 to June 2021. Bus ridership — which tends to support more essential trips — has been relatively steady during the pandemic, while rail ridership is beginning to show a gradual but steady rebound.

*Transit Boardings in Northern Virginia*



# The Year Ahead

*Commuter Choice will support our grant recipients as they prepare for commuters to return to worksites, providing flexibility as demands change.*

## How Our Funding is Helping Our Grant Recipients Prepare



**OmniRide** recently took delivery of four new motor coaches for the Commuter Choice-funded Gainesville-Pentagon route that are outfitted with onboard air ionizers to help provide a safe and comfortable environment.



**Fairfax County** installed a billboard at their Stringfellow Park & Ride lot to advertise their new express bus service to downtown D.C., funded by Commuter Choice.



**Arlington County** is introducing a new Commuter Choice-supported incentive program to attract commuters to transit and shared rides as they return to workplaces.



**Loudoun County** is responding to commuters' requests for service to return by launching new Commuter Choice-funded commuter bus trips to downtown D.C. and the Pentagon from the Purcellville and Stone Ridge park and ride lots in August.

## Supporting Services that Commuters Want

Regional commuters indicated that they are most likely to use buses that arrive reliably (40%) and travel faster (26%).

Commuter Choice-funded routes — particularly those that benefit from the reliability and speed advantages of the 66 Inside the Beltway or 95 and 395 Express Lanes — are poised to attract riders returning to transit.

*Source: National Capital Region Transportation Planning Board's Voices of the Region 2020 survey*

### Buses on a Reliable Schedule



### Buses Traveling More Quickly



# ... And Beyond

*The Commuter Choice team is encouraging applicants to pursue program funding for capital improvements that can benefit commuters for many years to come. We look to support more such projects — whose overall benefits are less susceptible to fluctuations from year to year — in future funding rounds.*



## McLean Silver Line Metrorail Second Entrance

Work will soon begin on a second entrance to the McLean Silver Line Metrorail station in Fairfax County. The entrance will provide more convenient access to a new large-scale mixed-use development just to the north of the station that includes almost 2,000 residential units, many of whose residents are anticipated to use Metrorail to travel into the I-66 Inside the Beltway corridor.



## U.S. 29 Bus- and High Occupancy Vehicle-Only Lane

Arlington County is preparing to construct a dedicated bus- and high occupancy vehicle-only lane along U.S. 29 near Rosslyn. The lane will provide several minutes of travel time savings in and out of the congested Rosslyn area for peak-period I-66 corridor buses as traffic volumes return.

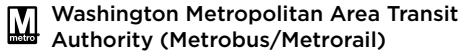


## Massaponax 700-Space Park-and-Ride Lot

Also beginning construction is a new 700-space park-and-ride lot in the Massaponax area of Spotsylvania County. A \$1.1 million Commuter Choice award is completing the funding commitments for this \$18 million project. Commuters from the lot will be able to take advantage of the full length of the 95 and 395 Express Lanes, which will be extended to Fredericksburg in 2022.

# Eligible Applicants

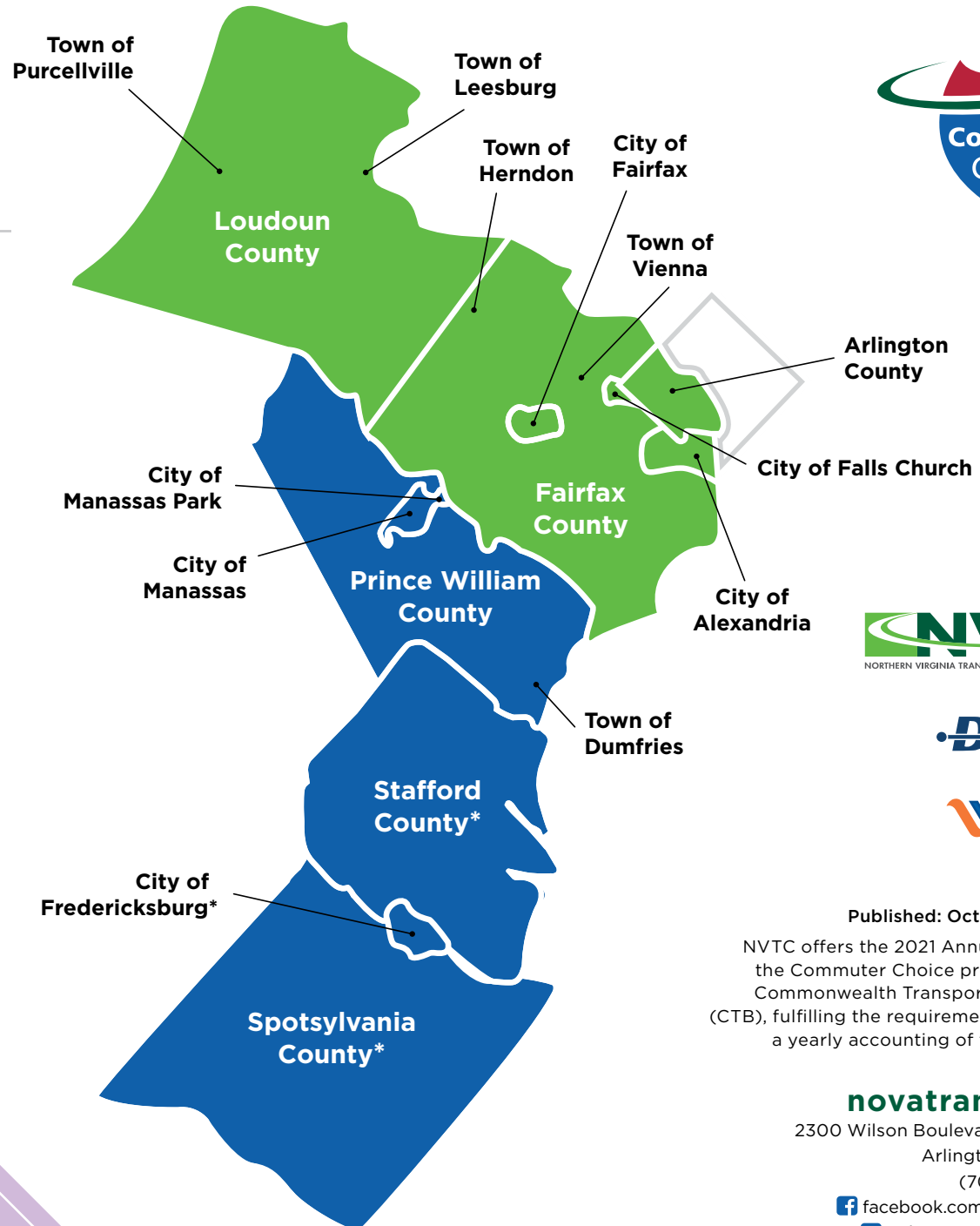
## Transit Agencies



 NVTC Jurisdiction

 PRTC Jurisdiction

*\*denotes jurisdiction eligible for Commuter Choice on the I-395/95 corridor only*




Published: October 31, 2021

NVTC offers the 2021 Annual Report of the Commuter Choice program to the Commonwealth Transportation Board (CTB), fulfilling the requirement to provide a yearly accounting of the program.

[novatransit.org](https://novatransit.org)

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## FY 2021 Status Summaries of Commuter Choice Projects

For up-to-date information, please visit <https://novatransit.org/CCreport>

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### New or Enhanced Bus Service Projects

Commuter Choice funds the operation of brand-new local, commuter and on-demand bus routes and the incremental costs of improvements, such as more frequent service or route extensions, to such routes that were already in place. The routes bring commuters through the I-66 Inside the Beltway or I-395/95 corridor.

The program supports up to 24 months of operations at a time, after which services must successfully re-compete for funding to continue with Commuter Choice support. Commuter Choice funding also supports capital expenses related to bus projects. Capital expenses can include the purchase of buses, the construction or leasing of spaces at park-and-ride lots, and improvements to bus stops to improve passenger comfort and information.

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#### ARLINGTON COUNTY

Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square

Funding \$1,040,000

Funded in I-66 Round Three (FY 2020)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support two years of expanded bus service.

### Project Description

Improves the peak-period frequency of Metrobus 3Y, a peak-direction route that operates between the East Falls Church Metro and downtown Washington, D.C. via Lee Highway. Buses will now arrive at stops every 10 to 20 minutes, with more reliable schedules.

### Project Status

Metrobus 3Y ridership increased after the implementation of the expanded service in December 2019. However, the route was suspended in March 2020 along with many other peak period-only Metrobus services due to the COVID-19 public health emergency. The route resumed service at reduced levels in September 2021, with the possibility of the Commuter Choice-supported expansion returning thereafter depending on ridership.

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### CITY OF ALEXANDRIA/DASH

Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro

### Funding \$3,040,000

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support approximately 20 months of expanded service and capital costs related to the project.

### Project Description

Increases the frequency, extends hours and improves bus stop amenities on the DASH AT-1 Plus bus service, improving connectivity for riders from the West End/Beauregard area of Alexandria to the Van Dorn Metrorail station. The route parallels the I-395 corridor and stops at shopping areas, educational centers and the Mark Center.

### Project Status

DASH's improved AT-1 Plus route has helped fulfill needs for better public transportation along I-395 in Alexandria's West End. Service improvements were launched in October 2019 and resulted in a 39% increase in weekly ridership in the first few months of operation. Service was reduced between March and September 2020 along with many other DASH routes due to the COVID-19 public health emergency. Ridership on the AT-1 during FY 2021 was at 90% of pre-improvement FY 2019 levels, significantly ahead of the overall DASH system (40% of FY 2019 ridership in FY 2021).

DASH received I-395/95 Round Two (FY 2022-FY 2023) funding to provide more frequent daily service and extend the route to the Pentagon Metrorail station. These further improvements take effect in September 2021 as part of the implementation of DASH's redesigned bus network.

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## CITY OF ALEXANDRIA/DASH

Enhanced Bus Service on AT-9: Mark Center to Potomac Yard

Funding \$1,949,000

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support approximately 20 months of expanded service as well as capital costs related to the project.

### Project Description

This project improves service frequency throughout the day and extends the hours of service on DASH's AT-9 local bus route, which serves significant employment, shopping and educational sites in the I-395

corridor. The project will also install four real-time bus arrival information displays at bus stops along the route.

### Project Status

Enhancements to the crosstown AT-9 route in Alexandria have improved commuters' connections with north-south transit services in the I-395 corridor, a role that will be strengthened when the Potomac Yard Metrorail station opens in 2022. Service improvements were launched in October 2019 that resulted in a 77% increase in weekly ridership in the first few months of operation. Service was reduced between March and September 2020 along with many other DASH routes due to the COVID-19 public health emergency. Ridership on the AT-9 during FY 2021 was at 98% of pre-improvement FY 2019 levels, significantly ahead of the overall DASH system (40% of FY 2019 ridership in FY 2021).

DASH received I-395/95 Round Two (FY 2022-FY 2023) funding for more frequent daily service between the West End of Alexandria and Potomac Yard, which will take effect in September 2021 as part of the implementation of DASH's redesigned bus network.

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## FAIRFAX COUNTY

New Bus Service from Stringfellow to L'Enfant Plaza

Funding \$4,326,000

Funded in I-66 Round Three (FY 2020)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of six buses and two years of operating costs.

### Project Description

Establishes new express bus service from the Stringfellow Park and Ride to L'Enfant Plaza in Washington, D.C. The route will feature 10 morning and 10 evening peak-direction trips and provide access to major employment areas in Washington, D.C., including federal agencies along the National Mall and Seventh Street SW.

#### Project Status

Service on the new Route 697 began in August 2020 following the delivery of new buses and as part of Fairfax Connector's reintroduction of express routes that were suspended in April 2020. To date, ridership continues to grow modestly as peak-period travel demand slowly rebounds in the I-66 corridor. Fairfax County is actively marketing the service in anticipation of more commuters returning to worksites in the coming months.

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#### FAIRFAX COUNTY

New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements

Funding \$3,540,903

Funded in I-395/95 Round One (FY 2020-FY 2021)

#### Project Support

Funds from Commuter Choice on the I-395/95 corridor support four buses, installing secure bicycle parking, and approximately 18 months of operations.

#### Project Description

Splits Fairfax County Connector Route 395, which provides rush-hour express service between two Springfield park-and-ride lots and the Pentagon, into two separate routes. Funding for this project will create the new 396 express route with direct connections from the Backlick North Park and Ride lot to the Pentagon. The project also supports the installation of secure bicycle parking and wayfinding improvements at the lots.

#### Project Status

Route 396 began service in January 2020 with strong initial ridership but was suspended along with all other Fairfax Connector express routes between April and August 2020 due to the impacts of the COVID-19 public health emergency. As of spring 2021, Route 396 had retained about 30% of its target ridership and riders are gradually returning to the service. Fairfax County received I-395/95 Round Two (FY 2022-FY 2023) funding to continue service on Route 396.

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#### FAIRFAX COUNTY

Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations

Funding \$3,452,618

Funded in I-66 Round Two (FY 2019)



### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of four buses and two-years of operating costs.

### Project Description

Creates a new nonstop service, the Fairfax Connector 698 route, from the Vienna/Fairfax-GMU Metrorail station to the Pentagon Transit Center to enhance connectivity and access to transportation hubs. Four new buses will provide 10 inbound and 10 outbound trips.

### Project Status

Route 698 launched in January 2019 as a convenient one-seat, nonstop express alternative to a rail trip that would require transferring. Ridership on the route grew steadily through early 2020. Service was suspended between April and August 2020 along with other Fairfax Connector due to the impacts of the COVID-19 public health emergency. As of spring 2021, Route 698 had retained about 30% of its target ridership, a stronger performance than most I-66 corridor commuter routes and reflective of continued demand for commuter services to the Pentagon.

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### FAIRFAX COUNTY

Fairfax Connector Government Center – Downtown DC, Route 699

### Funding \$5,276,336

Initially funded in I-66 Round One (FY 2017-FY 2018) and was granted continued funding in I-66 Round Three (FY 2020)

### Project Support

Round One funds from Commuter Choice on the I-66 corridor Inside the Beltway supported the purchase of four new buses and two years of operating costs. Round Three funds are supporting the purchase of an additional bus and two further years of operations.

### Project Description

Provides express bus service from the Fairfax County Government Center, where free parking is available to major regional employment and educational centers - including The George Washington University campus, U.S. Department of State, and World Bank - in Washington, D.C. This Fairfax Connector bus service provides 13 morning rush-hour inbound trips and 13 afternoon rush-hour outbound trips, with departures roughly every 15 to 20 minutes.

### Project Status

Route 699, which began operation in December 2017, was one of the first transit services supported by Commuter Choice and historically one of the most popular and successful, with additional funded trips added over time to meet high demand. Service was suspended between April and August 2020 along with other Fairfax Connector express routes due to the impacts of the COVID-19 public health emergency. Ridership continues to grow modestly as peak-period travel demand slowly rebounds in the I-66 corridor. Fairfax County is actively marketing the service in anticipation of more commuters returning to worksites in the coming months.

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## LOUDOUN COUNTY

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Funding \$1,774,990

Initially funded in I-66 Round Two (FY 2019) and was granted continued funding in the I-66 Round Four Initial Program (FY 2021)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the leasing of Park and Ride lot spaces and cover the new service's operating costs for a total of four years.

### Project Description

A bus service that connects riders from the Purcellville Park and Ride lot directly to the Wiehle-Reston East Metrorail station. The project includes 140 leased commuter parking spaces and the operation of nine morning and nine afternoon trips.

### Project Status

The new Purcellville Metro Connection route experienced consistent ridership growth between beginning service in November 2018 and early 2020. Overall usage of the Purcellville Park and Ride lot was steady during this period, and Loudoun County negotiated the lease of additional parking spaces to meet the lot's growing use. In November 2020, Loudoun County reduced service on the Metro Connection route to three morning and three afternoon trips due to sharply decreased ridership. Loudoun County hopes to resume full service on the route in late 2021 if demand warrants and is beginning new commuter bus service from Purcellville in August 2021 that should increase the use of the park-and-ride lot.

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## LOUDOUN COUNTY

Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Funding \$1,706,040

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support a bus routing analysis, leasing of two buses and two years of operating costs.

### Project Description

Extends Loudoun County Transit's 88X service to a new western terminus in the Dulles South area and maintains 28-minute headways to the Wiehle-Reston East Metrorail station during peak periods.

### Project Status

Loudoun County implemented the extension to Route 88X in November 2018. Before the COVID-19 public health emergency, total ridership on the route was up nearly 30% compared to pre-extension service. In March 2020, Loudoun County Transit reduced service on the route to about one-third of the usual schedule due to sharply reduced demand. Loudoun County looks to resume full service on the route in late 2021 coinciding with anticipated rebounding demand for travel along the I-66 corridor.

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### LOUDOUN COUNTY

Stone Ridge Enhanced Transit

### Funding \$2,472,970

Initially funded in I-66 Round One (FY 2017-FY 2018) and was awarded continued funding in I-66 Round Three (FY 2020)

### Project Support

Round One funds from Commuter Choice on the I-66 corridor Inside the Beltway supported the construction of the Park and Ride lot and two years of operating costs. Round Three funds are supporting two further years of operations.

### Project Description

Establishes commuter bus service from the Stone Ridge II Park and Ride lot in Aldie. The lot, funded in part by Commuter Choice, triples the commuter parking capacity in the Dulles South area and includes passenger amenities such as bus shelters and bike lockers to encourage ridership and help resolve first- and last-mile issues.

### Project Status

Before the COVID-19 public health emergency, the Stone Ridge II park-and-ride lot was almost entirely occupied on most weekdays and ridership on the Stone Ridge to D.C. commuter service was robust. Service on the commuter route has been suspended since April 2020. Loudoun County Transit hopes to resume service in late 2021 if demand warrants.

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### LOUDOUN COUNTY

New Bus Service from Purcellville to DC

### Funding \$949,482

Funded in I-66 Round Three (FY 2020)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of a bus for the new service and two years of operations.

### Project Description

Connects commuters from the Purcellville Park and Ride lot to major employment areas in Downtown Washington, D.C., including the State Department and the Ronald Reagan Building and International Trade Center. The route will feature one morning and one evening peak-direction trip.

### Project Status

Service began in August 2021 and provides a transit option for western Loudoun County commuters as they begin to return to worksites. Loudoun County will continue to market this route as demand for travel along the I-66 corridor rebounds.

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## LOUDOUN COUNTY

New Bus Service from Stone Ridge to Pentagon

Funding \$1,257,226

Funded in I-66 Round Three (FY 2020)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of a bus for the new service and two years of operations.

### Project Description

Creates an express bus connection from the Stone Ridge II Park and Ride lot to the Pentagon. This service enhances connectivity as riders can access multiple Metrorail lines, other regional bus providers and government shuttle routes at the Pentagon. The route will feature two morning and two evening peak-direction trips.

### Project Status

The bus for the new service has been delivered and service will begin in August 2021 to provide improved connections between eastern Loudoun County and the Pentagon, where overall demand for commuter services has been relatively resilient during the COVID-19 public health emergency.

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## OMNIRIDE

Gainesville to Pentagon Commuter Service

Funding \$6,020,700

Initially funded in I-66 Round One (FY 2017-FY 2018) and was awarded continued funding in I-66 Round Three (FY 2020) and the I-66 Initial Round Four (FY 2021) Program

### Project Support

Round One funds from Commuter Choice on the I-66 corridor Inside the Beltway supported the first 30 months of operations of the new Gainesville to Pentagon service and the lease of park-and-ride spaces and marketing of the route. Round Three funds are supporting the

purchase of up to four buses and two further years of operations. Initial Round Four Program funds will support a further year of operations.

### Project Description

This commuter bus service connects residents in Gainesville, a rapidly growing community, to the Pentagon and Navy Yard in Washington, D.C. In response to strong demand, the number of trips has steadily grown since it began in December 2016. In May 2018, as construction ramped up on I-66 express lanes outside the Beltway, fares on the Gainesville to Pentagon buses were cut in half with funding from the Virginia Department of Transportation. In December 2019, the route was restructured to serve OmniRide's new 1,000-space University Boulevard Commuter Lot and extend to the Navy Yard.

### Project Status

The Gainesville to Pentagon commuter bus service, which began service in December 2016, has been among OmniRide's most successful routes. OmniRide kept the route in operation throughout the COVID-19 public health emergency as a lifeline service for essential work commutes. Daily ridership has doubled from a low in January 2021 and future ridership growth is anticipated as the demand for travel options along the I-66 corridor continues to grow.

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### OMNIRIDE

OmniRide Linton Hall Metro Direct Bus Service Enhancement

Funding \$134,200

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supports transit operating costs of additional trips for two years.

### Project Description

Adds one morning and afternoon trip on OmniRide's Metro Direct route between Linton Hall and the Tysons Corner Metrorail station to serve more riders during I-66 construction and support transit and transportation demand management plans.

### Project Status

The additional trips began operating in July 2019 and will conclude at the end of FY 2021. Half-fare subsidies from the Virginia Department of Transportation during I-66 Outside the Beltway construction helped boost ridership in the first several months of service.

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### OMNIRIDE

Enhanced Bus Service from Gainesville to DC

Funding \$1,519,100

Funded in I-66 Round Three (FY 2020)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of two buses and two years of operations of additional trips on the route.

### Project Description

Adds two morning and two evening peak-direction buses between the Cushing Road Gainesville Commuter Lot and major employment areas in Washington, D.C. including, the State Department, the World Bank and the Ronald Reagan Building and International Trade Center.

### Project Status

Expanded service began in December 2019 with the opening of OmniRide's University Boulevard Commuter Lot. OmniRide suspended the Gainesville-DC route between April and June 2020 due to the impacts of the COVID-19 public health emergency, and since then has continued to adjust service levels on the route to align capacity with current low and slowly rebounding demand.

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### OMNIRIDE

New Bus Service from Haymarket to Rosslyn

### Funding \$913,800

Initially funded in I-66 Round Three (FY 2020) and was awarded continued funding in the I-66 Initial Round Four (FY 2021) Program

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support a total of three years of operations.

### Project Description

Express bus service from the Haymarket Park and Ride lot, with 230 available spaces, connects commuters in Haymarket and Gainesville to the Rosslyn-Ballston corridor. Additional points of interest include stops at the Ballston, Clarendon, Courthouse, and Rosslyn Metrorail stations and the Arlington campus of George Mason University.

### Project Status

The new service began in July 2019 with initial ridership of nearly 300 daily trips. Service was suspended between April and June 2020 due to the public health emergency. OmniRide temporarily reduced service from four trips to two trips in each direction in June 2021 due to sharply reduced travel demand. OmniRide will continue to evaluate the options to make the route attractive and responsive to changing travel needs in response to the ongoing COVID-19 public health emergency.

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## OMNIRIDE

Enhanced Bus Service from Dale City to Ballston

Funding \$251,600

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support approximately 20 months of operations of additional trips on the route.

### Project Description

Continues two morning and two evening trips from eastern Prince William County to employment areas in the Rosslyn-Ballston corridor and the Pentagon that were implemented with Commonwealth funding during I-395 construction. The route serves three commuter lots, including Horner Road, Telegraph Road and Dale City.

### Project Status

Commuter Choice funding for expanded service took effect in November 2019. The route was briefly suspended between April and June 2020 due to the COVID-19 public health emergency. As of spring 2021, the expansion trips were achieving about 60% of ridership targets - a function of continued and essential travel demand to the Pentagon, less casual carpooling (slugging) in the region, and growing congestion in the I-395/95 corridor. OmniRide received I-395/95 Round Two (FY 2022-FY 2023) funding to continue the expanded service.

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## OMNIRIDE

Enhanced Bus Service on Prince William Metro Express

Funding \$562,400

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support approximately 20 months of operation of expanded service.

### Project Description

Increases rush-hour service frequency on OmniRide's express route and connects to the OmniRide Transit Center in Dale City, Potomac Mills Mall and the Franconia-Springfield Metro station. Buses will now arrive every 20 to 25 minutes during peak periods rather than 35 to 40 minutes.

### Project Status

The additional service took effect in November 2019. OmniRide continued to operate the route as a lifeline service during the COVID-19 public health emergency. Afternoon ridership on the expansion trips remained robust as commuters continued to use the route to travel to and from

retail and other employment concentrations in the Potomac Mills area. OmniRide temporarily deployed commuter coach buses in place of standard 40-foot buses on busy trips to allow for additional capacity and passenger spacing. OmniRide received I-395/95 Round Two (FY 2022-FY 2023) funding to continue the expanded service.

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## OMNIRIDE

Enhanced Bus Service on Route 1 Local

Funding \$1,133,500

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support the purchase of one bus and approximately 20 months of operations of expanded service.

### Project Description

Increases rush-hour service on OmniRide's Route 1 local route between Woodbridge and Quantico, serving Prince William County's major north-south spine and linking residential and retail concentrations. The project includes the purchase of a bus to provide the additional service.

### Project Status

The expanded service took effect in November 2019 and continues through the COVID-19 public health emergency as a lifeline service for commuters with limited transportation options. OmniRide received I-395/95 Round Two (FY 2022-FY 2023) funding to continue the expanded service.

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## OMNIRIDE

New Bus Service from Staffordboro to Downtown D.C.

Funding \$3,569,200

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support the purchase of four buses and approximately 20 months of operations of the new route.

### Project Description

Introduces OmniRide commuter express bus service between the Staffordboro Commuter Lot, which previously only served slugs and carpools, and major employment areas in downtown Washington D.C. including Metro Center, Archives, Smithsonian and L'Enfant Plaza.



### Project Status

The new service took effect in November 2019 with a fare-free promotion through the end of the year and ridership well above projections. OmniRide suspended the route between March and June 2020. As of spring 2021, the route was achieving about 60% of its target ridership, partly a function of reduced casual carpooling (slugging). In June 2021, OmniRide took advantage of decreased travel times along the route to add a further daily round trip and support a growing demand for travel. OmniRide received I-395/95 Round Two (FY 2022-FY 2023) funding to continue the route.

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### OMNIRIDE

New Bus Service from Staffordboro to the Pentagon

Funding \$3,495,300

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support the purchase of four buses and approximately 20 months of operations of the new route.

### Project Description

Introduces OmniRide commuter express bus service between the Staffordboro Commuter Lot, which previously only served slugs and carpools, and the Pentagon.

### Project Status

The new service took effect in November 2019 with a fare-free promotion through the end of the year and ridership well above projections. OmniRide suspended the route between April and June 2020 due to the COVID-19 public health emergency. As of this spring, the route was again outperforming its ridership targets - a function of reduced casual carpooling (slugging) and a congestion-free nonstop trip between Stafford County and the Pentagon, which has continued to have robust demand for commuter services. In June 2021, OmniRide took advantage of reduced travel times along the route to add two daily round-trips to the schedule. OmniRide received I-395/95 Round Two (FY 2022-FY 2023) funding to continue the route.

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## Access to Transit Projects

Commuter Choice supports projects that improve pedestrian and bicycle access from residential areas to nearby transit stations, hubs and stops in the I-66 inside the Beltway and I-395/95 corridors. Access to transit projects include the construction of new trails/paths, capital and operating expenses of bike share expansions and the installation of bicycle parking facilities at stations.

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### CITY OF FAIRFAX

City of Fairfax Bike Share Implementation

Funding \$460,000

Funded in I-66 Initial Round Four (FY 2021) Program

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase, installation and operation of new bike share stations.

#### Project Description

Supports the addition of four bike share stations in the City of Fairfax within the two-mile 'bike shed' of the Vienna Metrorail station. The stations will help residents and visitors connect to Metrorail, commuter buses and regional trails and add to the extensive Capital Bikeshare network, including a nearly complete expansion project in Fairfax County.

#### Project Status

The City of Fairfax is finalizing locations for the four stations and will also begin engaging with Capital Bikeshare in late 2021 on other aspects of implementation of the bike share expansion.

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### CITY OF FAIRFAX

CUE Access and Technology Improvements

Funding \$965,000

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway are being used to evaluate, procure and implement access and technology improvements to the CUE bus system.

### Project Description

Improves access and comfort at CUE bus stops through the installation of shelters, benches, signage, and real-time transit information displays. The project included funding for a marketing campaign to increase awareness of CUE.

### Project Status

The City of Fairfax has prioritized bus stops for improvements and developed preliminary cost estimates for improvements at the highest-priority stops. As the cost estimates were higher than anticipated, the City is examining options to simplify the improvements at these stops and reduce right-of-way needs, which could allow for more stops to be improved. The City is also working with the Washington Metropolitan Area Transit Authority to implement signage improvements at the CUE bus stops at the Vienna Metrorail station and now expects to begin construction on the other CUE stop improvements early in 2022.

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## FAIRFAX COUNTY

I-66 Corridor Vienna/Merrifield Bike Share Expansion

Funding \$497,100

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase and installation of new bike share stations.

### Project Description

Adds 10 new bike share stations, connecting residents to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations and regional trails.

### Project Status

Fairfax County has acquired the bike share stations and bicycles needed for the expansion and obtained permits from the Virginia Department of Transportation (VDOT) for stations in VDOT's right-of-way. The County expects to begin station installation in fall 2021 and complete all construction activities by mid-2022.

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## CITY OF FALLS CHURCH

Expanded Transit Access, Bike Share

Funding \$500,000

Funded in I-66 Round One (FY 2017-2018)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support up to five years of operating assistance and maintenance for bike share stations along N. Washington St and S. Washington St. (Route 29), W. Broad St (Route 7) and the W&OD Trail in the City of Falls Church.

### Project Description

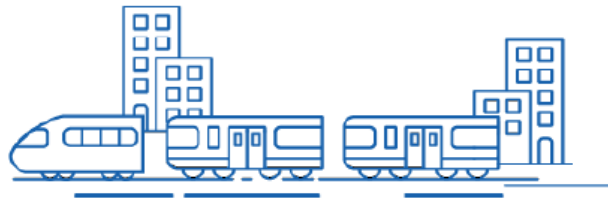
Supports operations of Capital Bikeshare stations in the City of Falls Church, near the East Falls Church and the West Falls Church Metrorail stations. Many areas in Falls Church are beyond a convenient walk to either of the Metrorail stations but are within a comfortable biking distance. The new bike share stations fill a gap in the regional bike share network, increase travel options and reduce demand on the local highway system.

### Project Status

The new bike share stations opened for use in May 2019. In April 2021, the new stations averaged about 30 trips per day and continue to provide a multimodal connection between the City, Metrorail stations, and activity centers in the I-66 corridor.

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## Rail Capital Projects

Commuter Choice supports rail capital improvements to Metro and/or VRE facilities, including new station entrances, access enhancements and other projects that contribute to moving more people along the I-66 Inside the Beltway and I-395/95 corridors.

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### FAIRFAX COUNTY

McLean Metro Station North Entrance

Funding \$1,000,000

Funded in I-66 Initial Round Four (FY 2021) Program

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support construction of a second street entrance on the north side of the existing station building.

#### Project Description

Supports the addition of a second entrance to the McLean Metrorail Station on Scotts Crossing Road, reducing the time needed to access the station from the north. With up to 2,000 prospective residents moving into the redeveloping area north of the current station, this project will create a shorter, more convenient walk to the Metro and increase its visibility.

#### Project Status

Fairfax County is working to execute an agreement with the Washington Metropolitan Area Transit Authority (WMATA) for construction of the second entrance. WMATA will carry out all construction work on the project. Once underway, construction is anticipated to take about a year.

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## Roadway Operations Projects

Commuter Choice supports strategies to improve roadways' operations and safety that parallel or connect with I-66 inside the Beltway or I-395/95. Such methods include capital projects to reconfigure roads and intersections for greater efficiency and safety and enhanced incident-response strategies to improve travel time reliability. Roadway operations projects also include bus-only lanes and other strategies to boost transit ridership by improving transit travel times.

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### ARLINGTON COUNTY

U.S. 29 HOV and Bus-Only Lane in Rosslyn

Funding \$400,000

Funded in I-66 Initial Round Four (FY 2021) Program

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support study, design and construction of the high-occupancy vehicle/bus only lanes.

#### Project Description

Supports the design and construction of peak-period, peak-direction high-occupancy vehicle (HOV)/bus-only lanes on U.S. 29 through pavement treatment, restriping, and signage. The project's focus is a segment of U.S. 29 between North Veitch Street and Rosslyn that carries a high volume of buses during the rush hour, including Arlington Transit (ART), Metrobus and Loudoun County Transit buses.

#### Project Status

Arlington County is preparing to begin work on the project, which will be coordinated closely with the Virginia Department of Transportation as the owner and operator of the U.S. 29 facility. Arlington County will also coordinate the project with its ongoing Plan Langston Boulevard comprehensive planning effort to improve the corridor.

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## ARLINGTON COUNTY

Traffic Management Center

Funding \$400,000

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support staff resources for the Traffic Management Center's monitoring and incident response for two years.

### Project Description

Upgrades to Arlington County's Traffic Management Center will allow the county to maximize its new intelligent transportation system (ITS) capabilities by centralizing data from field devices and responding to incidents as observed in real-time.

### Project Status

Arlington County has staffed the center during both the morning and afternoon rush hours. Since the project began, incident data collection has improved, and the collected data is more detailed and useful. County staff can more accurately monitor and improve incident management and will continue to refine procedures.

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## Transportation Demand Management Projects

Commuter Choice supports projects that reduce drive-alone commute trips in the I-66 Inside the Beltway and I-395/95 corridors through education and outreach on alternative options and incentives to entice changes in travel behavior. Many such campaigns are employer-based, while others aim to provide information to commuters in a specific area or attract new riders to a particular transportation mode, such as vanpools. Although transportation demand management (TDM) is a category of project, other project categories may incorporate TDM elements, such as an introductory fare-free period or localized marketing efforts at the start of a new bus service.

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### ARLINGTON COUNTY

Expanded TDM Outreach to the I-66 Corridor

Funding \$2,050,000

Initially funded in I-66 Round One (FY 2017-2018) and awarded continued funding in I-66 Round Two (FY 2019) and I-66 Round Three (2020)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway have supported marketing staff and program incentives.

#### Project Description

Enhanced the successful transportation demand management (TDM) program, now called Commute66, and targeted commuters bound for locations along the I-66 corridor inside the Beltway and Washington, D.C. Robust employer and residential outreach sought to reduce single-occupant car trips through the corridor. The current phase of the project, supported by Round Three (FY 2020) funds, has built on those relationships and focused on continuing to bolster use of transit and other non-drive alone options in the corridor, as well as promoting teleworking and vanpool formation.

#### Project Status

Arlington County's Commute66 team has continued its primarily employer-based work to encourage travel into and through the I-66 Inside the Beltway corridor by means other than single-occupancy vehicles (SOV). During FY 2021, the team's employer engagement focused



on encouraging employers to incorporate transit and ridesharing into their return to office plans and preparing to launch a commute subsidy program for smaller I-66 Inside the Beltway worksites, Sustain & Save, that is launching this summer. The Sustain & Save program will be the focus of the Commute66 team's work for the coming year.

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#### NORTHERN VIRGINIA REGIONAL COMMISSION (NVRC)

New TDM Outreach Campaign for Military Facilities

Funding \$396,184

Funded in Round One (FY 2020-FY 2021)

#### Project Support

Funds from Commuter Choice on the I-395/95 corridor support staffing and incentives for outreach to military facilities around increasing ridesharing and transit use.

#### Project Description

Provides outreach, marketing and educational services to specifically foster ridesharing and transit use by the 115,000 personnel working at local military bases, including Joint Base Myer Henderson Hall, Fort Belvoir/Fort Belvoir North and Marine Corps Base Quantico. More than 85% of personnel drive alone to work at each of the three facilities, and these trips contribute significantly to congestion along I-95 and U.S. Route 1.

#### Project Status

Outreach activities began in Fall 2019, focusing on in-person events and exploring opportunities to improve ride-hailing services' access to the military facilities for dynamic carpool trips. During the COVID-19 public health emergency, NVRC has shifted to online engagement to connect with the facilities' personnel around alternatives to driving alone in anticipation of returning to work. NVRC is preparing to launch a dedicated website for commuters to military facilities and is investigating opportunities to provide subsidies for ridesharing that would be introduced when more personnel at the facilities return to regular in-person work.

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#### PRINCE WILLIAM COUNTY

New TDM Outreach to the I-66 Corridor

Funding \$200,000

Funded in I-66 Round Three (FY 2020)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support production and advertising costs related to informing I-66 commuters about travel options.

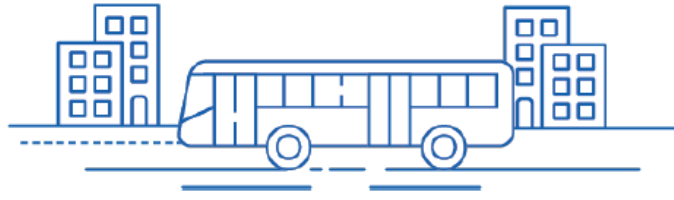
### Project Description

Establishes a commuter-focused transportation demand management (TDM) program, encompassing online, print materials and advertising, that will increase awareness and promote regional travel choices.

### Project Status

Prince William County is preparing to procure a consultant for the program, with the process delayed due to continued lower travel demand in the I-66 corridor. The County now anticipates beginning outreach activities in late 2021.

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# Projects Beginning in FY 2022

I-395/95 Round Two (FY 2022-FY 2023) –

Approved by the Commonwealth Transportation Board in June 2021

Recipient and Project	Approved Funding Amount	Overview
<p><b>OmniRide</b> Renewal of Enhanced Bus Service from Dale City to Ballston</p>	<p>\$291,831</p>	<p>This project provides continued support for the operation of two morning and two evening peak direction trips from the eastern Prince William County area to employment areas in the Rosslyn-Ballston corridor and the Pentagon. The route serves three commuter lots, including Horner Road, Telegraph Road and Dale City, allowing commuters to travel efficiently and avoid congestion.</p>
<p><b>Spotsylvania County</b> New Park and Ride Lot in Massaponax</p>	<p>\$1,100,000</p>	<p>This project expands the transportation network by completing the financing for a new 683-space park and ride lot near Route 1 and Spotsylvania Parkway, along with the funding awarded through the Virginia SMART SCALE program. Vanpools and carpools will be the primary users for the lot, with the potential for commuter bus service in future years.</p>
<p><b>Fairfax County</b> Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon</p>	<p>\$1,386,000</p>	<p>This project provides continued support for 12 inbound morning and 14 outbound evening express bus trips between the Backlick North Park and Ride Lot in Springfield and the transit center at the Pentagon.</p>

Recipient and Project	Approved Funding Amount	Overview
<b>OmniRide</b> Renewal of Bus Service from Staffordboro to the Pentagon	\$704,773	OmniRide launched this service in late 2019 as one of its first to originate in Stafford County, thus improving mobility and travel choices in the region. The project's renewal continues support for peak-period, peak-direction bus service between the Route 610 commuter lot in Staffordboro and the Pentagon's transit center.
<b>OmniRide</b> Renewal of Bus Service from Staffordboro to Downtown D.C.	\$968,308	This project continues support for peak-period, peak direction express bus service between the Route 610 commuter lot in Staffordboro and major employment areas in downtown Washington, D.C., including Metro Center, the Ronald Reagan Building and International Trade Center and L'Enfant Plaza. Launched as one of OmniRide's first services to originate in Stafford County, the project continues to expand the transit options in this car-dependent part of the region.
<b>DASH</b> Enhanced Bus Service from Van Dorn Metro to the Pentagon	\$5,734,000	This project expands DASH's restructured West End-Pentagon bus service to every 10 minutes on weekdays and 15 minutes on weekends along the entire route. Project support will also improve bus stop amenities, add real-time displays, and upgrade the existing signal priority equipment in Alexandria. The bus service will move more people by connecting riders to essential destinations, including Mark Center, the Northern Virginia Community College, and the Pentagon's transit center.
<b>OmniRide</b> Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	\$541,169	Critical during the COVID-19 public health emergency since it serves retail and employment areas along Route 1 and connects to OmniRide express buses and the Virginia Railway Express, this project continues support for expanded peak-period bus trips between Quantico and Woodbridge. The project's renewal will continue to enhance commuters' connectivity in this part of the region.

Recipient and Project	Approved Funding Amount	Overview
<p><b>OmniRide</b> Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro</p>	<p>\$434,776</p>	<p>This project's renewal will maintain service every 20-30 minutes during morning and evening peak periods from the OmniRide Transit Center to the Franconia-Springfield Metrorail station. One of the busiest routes in the OmniRide system, commuters have the opportunity to travel to the Potomac Mills area and connect to Metrobus, Amtrak, Fairfax Connector, the Virginia Railway Express and other OmniRide bus services.</p>
<p><b>FRED Transit</b> New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE</p>	<p>\$1,218,800</p>	<p>Commuter Choice support will create a nonstop bus service between the Route 208 Park and Ride lot in northeastern Spotsylvania County and the Fredericksburg VRE station. The project includes the purchase of two small buses, upgraded bus stop amenities and bicycle parking, providing better access to transit and mobility options for commuters.</p>
<p><b>DASH</b> Enhanced Bus Service from Mark Center to Potomac Yard</p>	<p>\$3,650,000</p>	<p>This project expands daily service on DASH's restructured West End-Potomac Yard route to every 15 minutes every day of the week and adds real-time arrival displays and other improvements to bus stops. With stops in key areas, including the INOVA hospital and the Virginia Tech Innovation Center, the enhanced bus service will provide connections to other transit routes serving the I-395 corridor at Mark Center, the Shirlington Transit Center and, coming in 2022, the Potomac Yard Metrorail Station.</p>
<p><b>OmniRide</b> TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive</p>	<p>\$604,800</p>	<p>This project will incentivize the formation of new and returning vanpools that travel through the I-395/95 corridor. The project establishes general subsidies of up to \$400 per month and, if applicable, parking costs of up to \$200 per month for trips using the I-395 corridor, including those terminating in downtown Washington, D.C.</p>

Recipient and Project	Approved Funding Amount	Overview
<p><b>Fairfax County</b> Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station</p>	<p>\$2,496,529</p>	<p>This project increases travel choices and mobility options by supporting bus service every 15 minutes on weekdays on the Fairfax Connector Route 371, which operates between the Lorton Park and Ride lot and the Franconia-Springfield Metrorail Station. Support for the project also includes purchasing a bus and adding four bike share stations to the Franconia-Springfield area to improve transit access and provide multimodal options between Metrorail and retail locations.</p>
<p><b>Prince William County</b> Horner Road Park and Ride Lot Expansion</p>	<p>\$2,800,000</p>	<p>Commuter Choice funding will provide capital support for an additional 100 parking spaces at the Horner Road commuter lot through new construction and the reconfiguration of existing facilities, including improved access for pedestrians. The project will improve the region's transportation network by connecting riders to several OmniRide bus services and supporting traditional and casual carpooling.</p>



## Completed Projects

The following projects have been completed or otherwise closed out. They include infrastructure improvements and technology deployments that are now in place, limited duration TDM programs that have ended, and transit service improvements that are now either being funded through other sources or have concluded.

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### ARLINGTON COUNTY

Peak Period Service Expansion to Metrobus Route 2A, Washington Boulevard-Dunn Loring

Funding \$1,000,000

Funded in Round One (FY 2017-FY 2018)

#### Project Support

Funds from Commuter Choice on the I-66 corridor supported two years of operating costs for the expanded bus service.

#### Project Description

Increased bus frequency and shorter route run times were designed to make the Metrobus 2A route more attractive. At the start of the project, half of the commuters in the 2A service area were destined for jobs in Washington, D.C., according to the Metropolitan Washington Council of Governments Household Travel Survey. The 2A operates on US 29 and Washington Boulevard, adjacent to I-66, and connects three jurisdictions with three Metrorail stations. The project increased rush-hour frequency to every 10 minutes from 15.

#### Project Status

Grant support for this project ended in June 2019. The service returned to prior service levels with rush-hour headways of 15 minutes. Overall ridership on the Metrobus 2A route decreased between 2017 and 2019, though it began to rebound between spring 2018 and spring 2019, from approximately 2,100 weekday trips to nearly 2,300.

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## ARLINGTON COUNTY

### Peak Period Service Expansion to ART Bus Route 55

Funding \$450,000

Funded in Round One (FY 2017-FY 2018)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported operating costs of expanded service for two years.

#### Project Description

Added buses to the ART 55 route during the morning and afternoon rush hours to provide extra round trips and attract new riders. The route runs along Lee Highway and connects commuters to the East Falls Church and Rosslyn Metrorail stations.

#### Project Status

Grant support for this project ended on June 30, 2019. At the end of funding support, the additional trips averaged nearly 200 weekday passengers. Arlington County continues to maintain the 12-minute peak-period service through its General Fund.

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## ARLINGTON COUNTY

### Bus Stop Consolidation and Accessibility Improvements, Lee Highway and Washington Boulevard

Funding \$462,000

Funded in I-66 Round One (FY 2017-FY 2018)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support capital costs related to the project.

#### Project Description

Consolidates underutilized and closely spaced bus stops along the Lee Highway and Washington Boulevard corridors to reduce travel times and attract new bus riders. Upon project completion, approximately 30 bus stops will be retrofitted with bus stop pads and pedestrian facilities - such as sidewalks, curb ramps, and crosswalks - that are compliant with the Americans with Disabilities Act (ADA). The upgraded bus stops will also add enhanced passenger amenities, including shelters, benches and new lighting fixtures.

#### Project Status

Arlington County completed improvements to 33 bus stops in the U.S. 29 and Washington Boulevard corridors in fall 2020. The improvements, depending on the stop, include the addition of ADA-compliant passenger landing pads and pedestrian facilities such as upgraded sidewalks, curb ramps and crosswalks.

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## ARLINGTON COUNTY

### Multimodal Real-Time Transportation Information Screens

Funding \$250,000

Funded in I-66 Round One (FY 2017-FY 2018)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of up to 50 screens and the first year of service costs.

#### Project Description

Provides real-time information on transit arrivals, the availability of Capital Bikeshare and Zipcar, and travel times and toll rates on I-66 to complement Arlington County's successful transportation demand management program. Multimodal real-time transportation screens, which provide dynamic information, are planned for Metrorail stations, high-utilization bus stops, and residential and office buildings in the Rosslyn-Ballston corridor.

#### Project Status

Arlington County concluded the project in early 2021 with 13 new screens installed and the I-66 toll information added to 11 existing information screens in the Rosslyn-Ballston corridor. The County encountered challenges finding hosts for the displays that were not anticipated at the time of application.

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## ARLINGTON COUNTY

### I-66 Corridor Intelligent Transportation System Enhancements

Funding \$400,000

Funded in I-66 Round Two (FY 2019)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support technology and equipment costs, including count stations, Bluetooth detectors and the installation of closed-circuit television (CCTV), and the costs to report and share data with partner agencies.

#### Project Description

Improves Arlington County's real-time traffic monitoring system by enhancing the intelligent transportation systems infrastructure so the county can better respond to special events and incidents in the corridor. When fully implemented, Arlington County will be able to share video feeds and data easily with county residents and regional partners like the Metropolitan Washington Council of Governments, and both the Virginia Department of Transportation (VDOT) and the District of Columbia Department of Transportation (DDOT).

### Project Status

Arlington County has concluded the project as the intelligent transportation system equipment has been installed, and the County has developed a platform for sharing the data.

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### ARLINGTON COUNTY

Commuter Store at the Pentagon Transit Center

### Funding \$211,962

Funded in I-395/95 Round One (FY 2020-FY 2021)

### Project Support

Funds from Commuter Choice on the I-395/95 corridor support capital costs related to the project.

### Project Description

Commuter Choice funding supports 12 months of operations of Arlington County's Commuter Store at the Pentagon Transit Center. The store provides travel information, sales and assistance to visitors, employees and commuters passing through the Pentagon Transit Center's bus terminal.

### Project Status

The store was open with Commuter Choice funding from January 2020 to January 2021. Designated as an essential service, the store remained open for transit pass sales and other assistance during the COVID-19 public health emergency, with distancing guidance in place.

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### CITY OF FALLS CHURCH

Metrobus Route 3T Extension and Service Expansion

### Funding \$845,754

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the route's extension.

### Project Description

The expanded 3T route features bi-directional, peak period service with 24-minute headways and restores direct Metrobus service between West Falls Church-VT/UVA and East Falls Church Metrorail stations.

### Project Status

Ridership on the Metrobus 3T extension was modest between January 2019, when the extension was implemented, and March 2020, when service was suspended. The project was closed out in spring 2021. The Washington Metropolitan Area Transit Authority's adopted

September 2021 service restoration plans include more frequent service and a revised routing on the Metrobus 28A that will address the local transportation needs that the Metrobus 3T extension was intended to serve.

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## CITY OF MANASSAS

### Bicycle Parking Improvements at Manassas VRE Station

Funding \$55,000

Funded in I-66 Round Two (FY 2019)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supports the acquisition and installation of bicycle racks, lockers and other amenities.

#### Project Description

Adds new sheltered bike racks, up to 10 bicycle lockers, and a bicycle repair stand to provide safe and convenient long-term bicycle parking, making bikes more attractive as a first- and last-mile option for Virginia Railway Express and Amtrak riders. The new bicycle amenities will also provide safe and convenient long-term bicycle parking options.

#### Project Status

The City of Manassas completed the project in October 2020, following the installation of a bicycle shelter and eight bicycle racks on the station platform and bicycle lockers and wayfinding signage inside the adjacent station garage.

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## LOUDOUN COUNTY

### Transportation Demand Management

Funding \$623,000

Funded in Round One (FY 2017-FY 2018)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supported program marketing and commuter incentives.

#### Project Description

Established a transportation demand management (TDM) program and successfully targeted Loudoun County commuters bound for locations along the I-66 corridor inside the Beltway and in Washington, D.C. The TDM program, called I SHARE 66, provided incentives - such as reduced fares on express buses into D.C. or to Orange and Silver Line Metrorail stations, a SmarTrip® card promotion for new transit riders, and financial rewards for new carpools and vanpools - to get commuters out of their single-occupant vehicles.

### Project Status

The I SHARE 66 TDM program supported over 190,000 fare-free Loudoun Metro Connection transit rides, established a vanpool and numerous carpools, and offered complimentary SmarTrip® cards for new commuter bus riders.

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### OMNIRIDE

On-Demand Commuter Lot Shuttles in Prince William County

### Funding \$1,087,796

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support the purchase of vehicles and support operating costs.

### Project Description

Links Gainesville/Haymarket neighborhoods to nearby commuter lots via free, on-demand shuttles. Funding will cover the purchase of vehicles, onboard vehicle hardware, transit operation, and promotion.

### Project Status

OmniRide opted in October 2020 against proceeding with the project given delays in initiating the procurement for technology for the shuttles and less need for the service given recent park-and-ride capacity expansions in the Gainesville/Haymarket area.

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### OMNIRIDE

Flexible Vanpool Program

### Funding \$317,600

Funded in I-66 Round Two (FY 2019)

### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support costs of software and hardware procurement and vanpool promotion.

### Project Description

Develops and provides rostering and fare payment software to allow riders registered with one vanpool to ride with another and unregistered riders to catch a one-time ride.

### Project Status

OmniRide opted in October 2020 against proceeding with the project given delays in initiating the procurement for the ridematching technology and diminished interest in dynamic ridesharing in light of the COVID-19 public health emergency.

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## OMNIRIDE

### I-66 Slug Line Campaign

Funding \$287,800

Funded in I-66 Round Three (FY 2020)

#### Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway were to support marketing and outreach around encouraging casual carpooling or slugging in the I-66 corridor in anticipation of the I-66 Outside the Beltway Express Lanes opening in 2022.

#### Project Description

Develop a marketing and communications plan to promote slug lines at four commuter lots, to encompass social media management, engagement with regional stakeholders and outreach to the public.

#### Project Status

OmniRide's governing body opted not to proceed with procurement for the project in June 2020. As such, the project has been canceled.