



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

DRPT/NVTC Presentation to CTB

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VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION



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
 - $\$35,225,687 = \text{FY26-27 ATI revenues available for NVTC's biannual program}$
 - $\$17,395,401 (\text{FY 26 ATI}) + \$17,830,286 (\text{FY 27 ATI})$
- 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

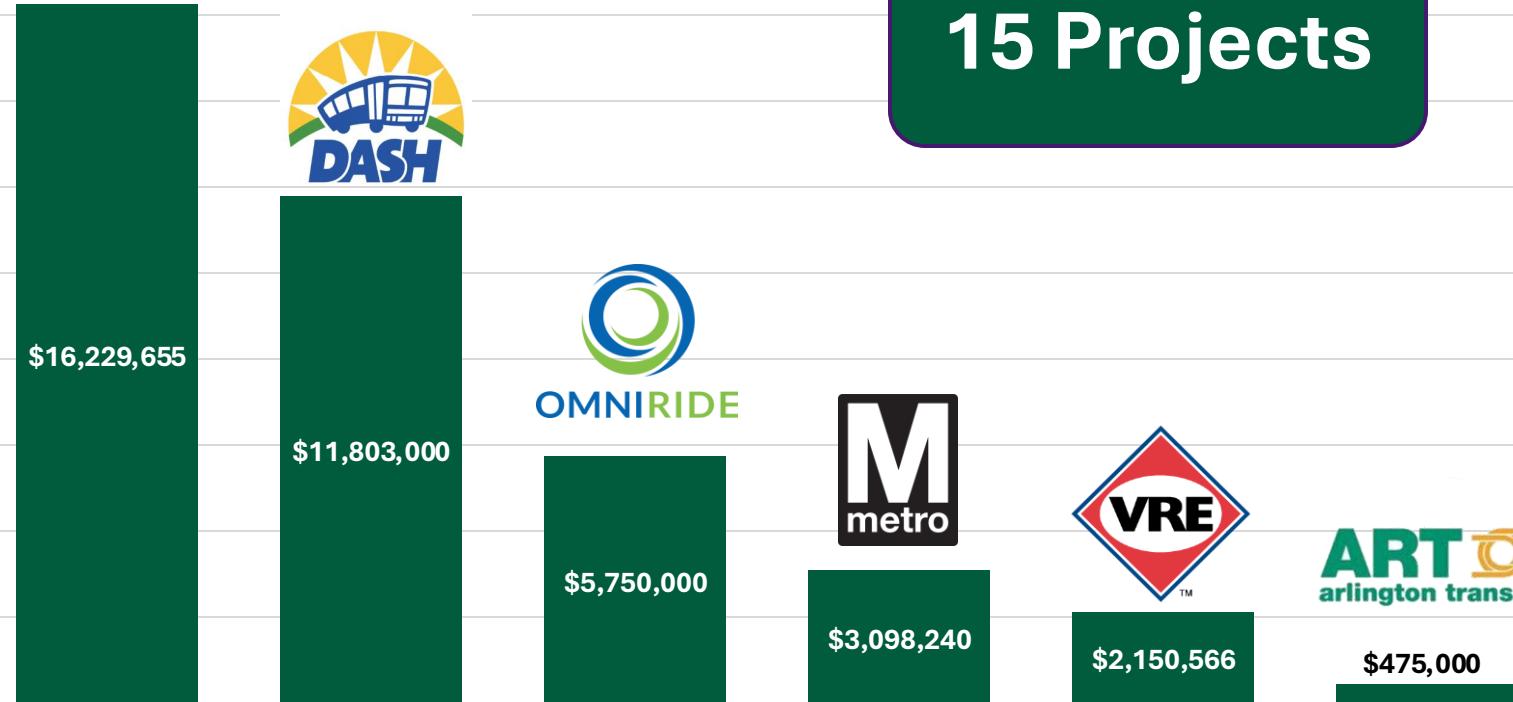
- **CTB** approves projects identified by NVTC via DRPT SYIP
 - Receives annual Commuter Choice report
-
- **VDOT** transfers toll revenue to DRPT
 - **DRPT** transfers toll revenue to NVTC, reviews projects for eligibility in coordination with OAG and forwards selected projects to CTB for inclusion 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



15 Projects

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	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station <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	Dale City to Rosslyn-Ballston Enhanced Bus Service (Continuation) <i>Continues two additional morning and evening trips from Dale City to the Rosslyn-Ballston corridor.</i>	\$555,400	78
WMATA	New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29) <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	Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (Continuation) <i>Continues enhanced commuter express service between Stafford County and the Pentagon.</i>	\$1,972,700	77
DASH	Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (Continuation) <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	Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (Continuation) <i>Continues 15-minute all-day service between the Mark Center, Shirlington and the Potomac Yard area.</i>	\$4,388,500	71
OmniRide	Route 1 Local Enhanced Bus Service (Continuation) <i>Continues enhanced peak-period local bus service along U.S. 1 in Prince William County.</i>	\$677,700	69
OmniRide	Prince William Metro Express Enhanced Bus Service (Continuation) <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	Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (Continuation) <i>Continues enhanced commuter express service between Stafford County and Downtown Washington.</i>	\$1,937,200	66
Arlington County	Route 87 (Shirlington to the Pentagon) Enhanced Bus Service <i>Provides enhanced service on ART Route 87, operating between Shirlington and the Pentagon Metro Station on weekdays.</i>	\$475,000	63
WMATA	Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25) <i>Provides enhanced service on WMATA Route A25, running from Landmark Transit Center in Alexandria to the Pentagon.</i>	\$741,040	62
Fairfax County	Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (Continuation) <i>Continues peak-period express bus service between Springfield and the Pentagon.</i>	\$1,958,651	59
Virginia Railway Express (VRE)	Leeland Road Station Improvement Project <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	Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service <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	Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (Continuation) <i>Continues enhanced service between the Lorton Park & Ride Lot, the Lorton VRE Station, and the Franconia-Springfield Metro Station.</i>	\$2,142,197	45
		Proposed Total Funding	\$39,506,461

Public Comment

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



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



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.



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



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

135M
fewer vehicle
miles traveled



200
automobile
crashes avoided



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

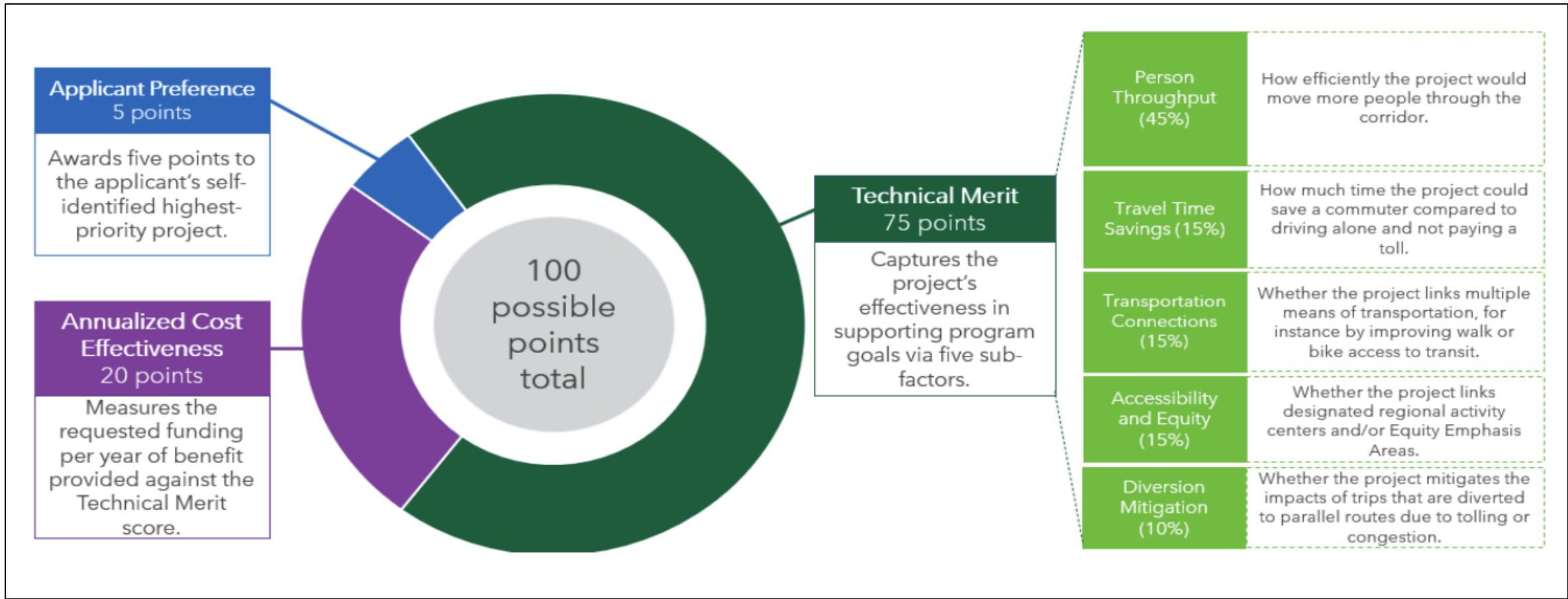


3 park-and-
ride lots



1 bus rapid
transit line

Application Scoring



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

APPENDIX: I-

395/95 Commuter Choice

FY 2026-2027 Project Profiles



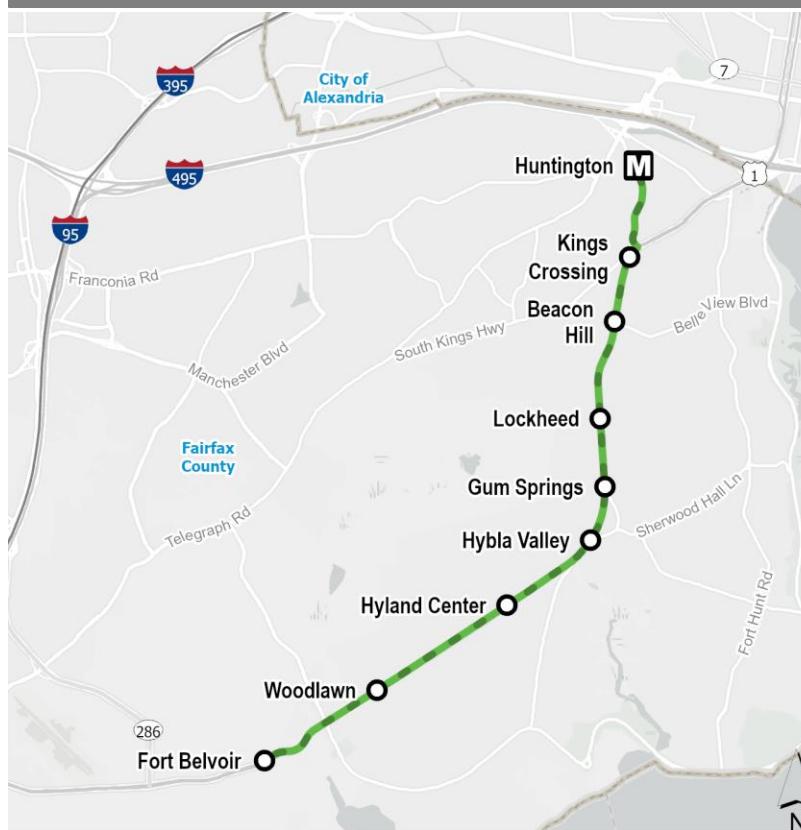
FAIRFAX COUNTY RICHMOND HIGHWAY BUS RAPID TRANSIT IMPLEMENTATION: FORT BELVOIR TO HUNTINGTON STATION



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

Funding Award: \$10,000,000 *



Application Score

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

OMNIRIDE

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



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

Funding Request: \$555,400

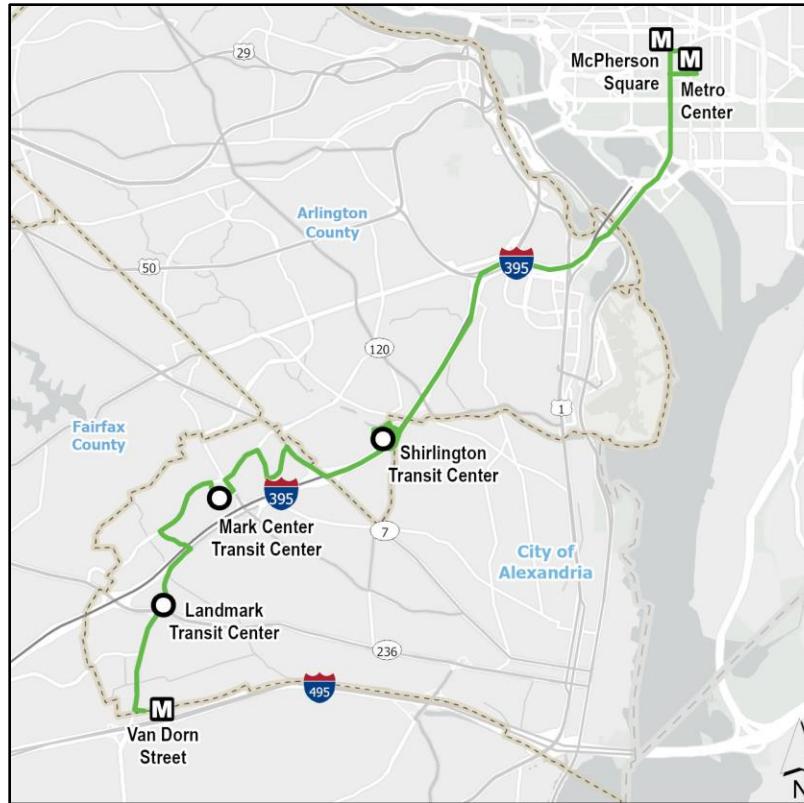


Application Score

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

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.

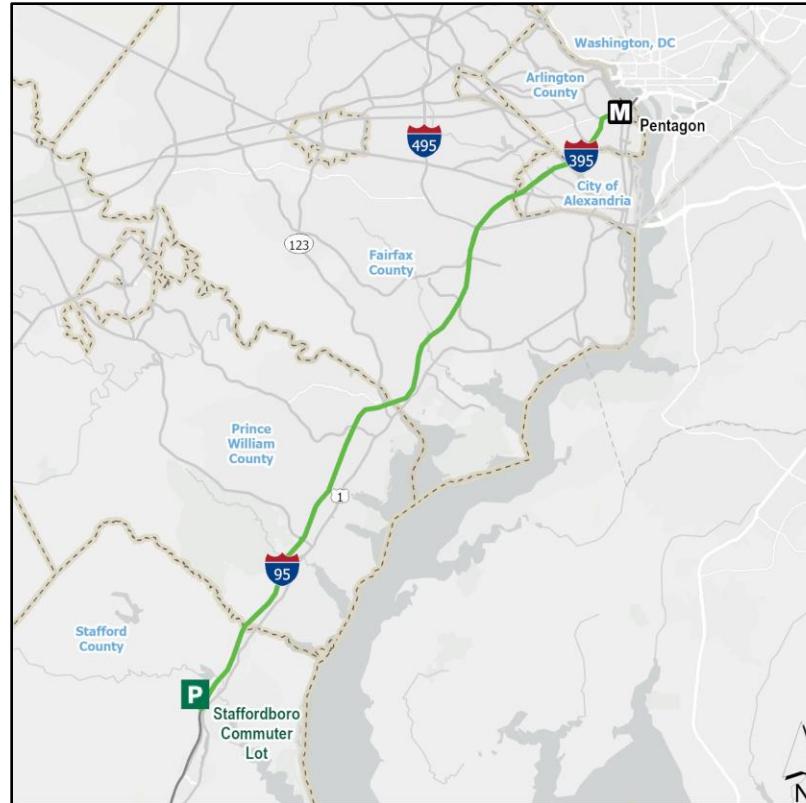
Funding Request: \$2,357,200



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

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

Funding Request: \$1,972,700



Application Score

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

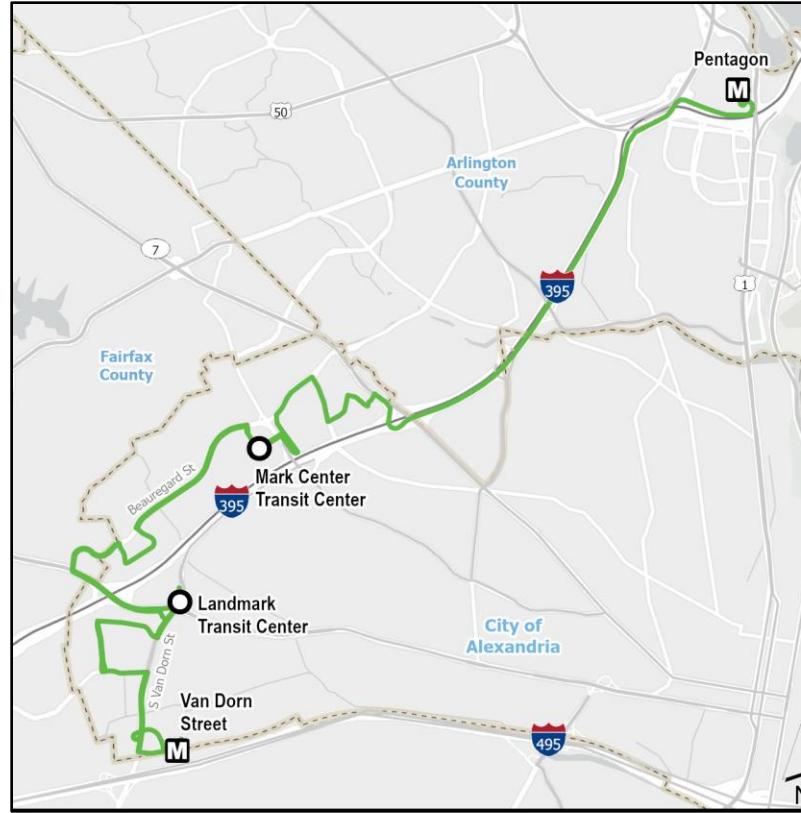
DASH

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

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



Funding Request: \$7,414,500



Application Score

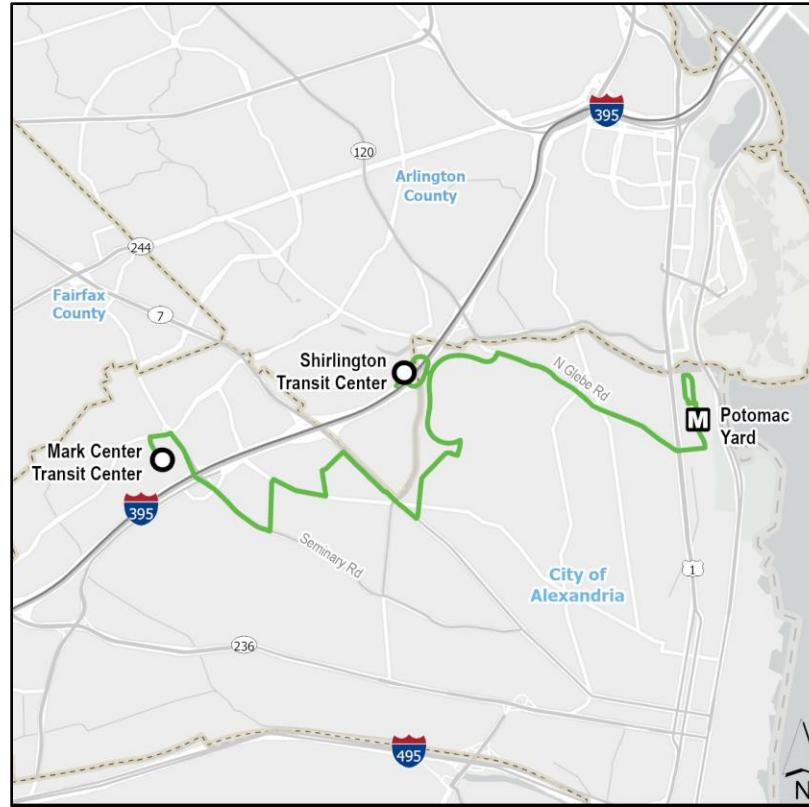
Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	76

DASH

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

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

Funding Request: \$4,388,500



Application Score

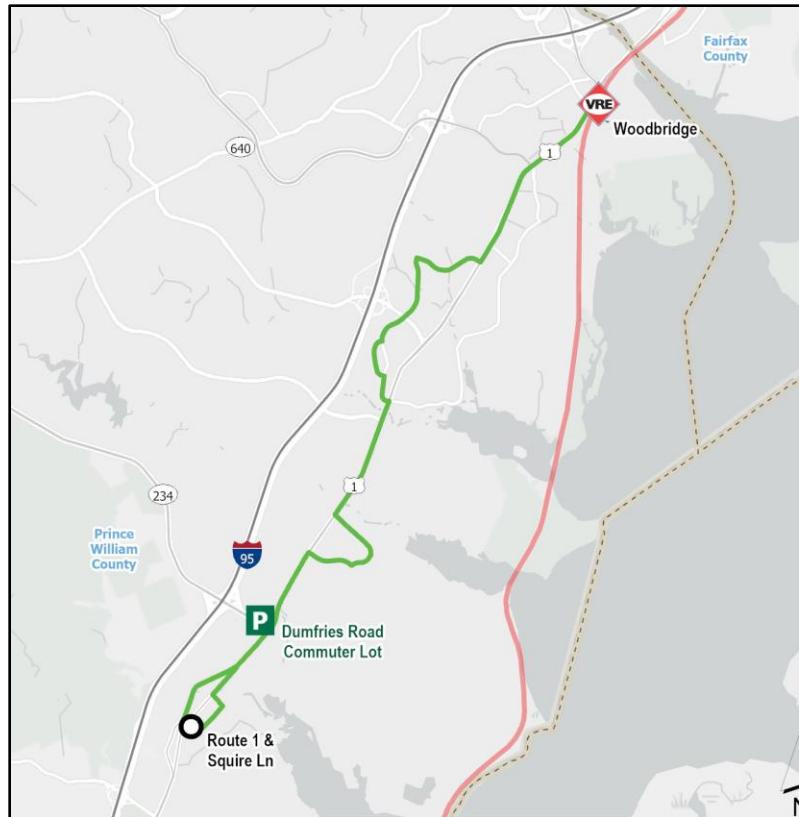
Measure	Score
Technical Merit (up to 75 points)	64
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	71

OMNIRIDE ROUTE 1 LOCAL ENHANCED BUS SERVICE (CONTINUATION)

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



Funding Request: \$677,700



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

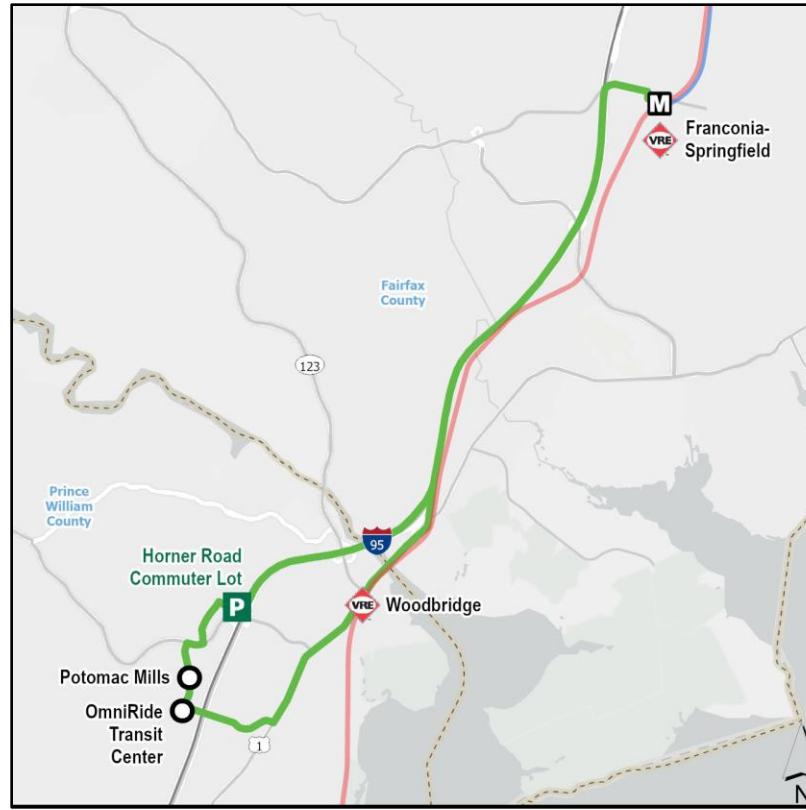
OMNIRIDE

PRINCE WILLIAM METRO EXPRESS ENHANCED BUS SERVICE (CONTINUATION)

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



Funding Request: \$607,000



Application Score

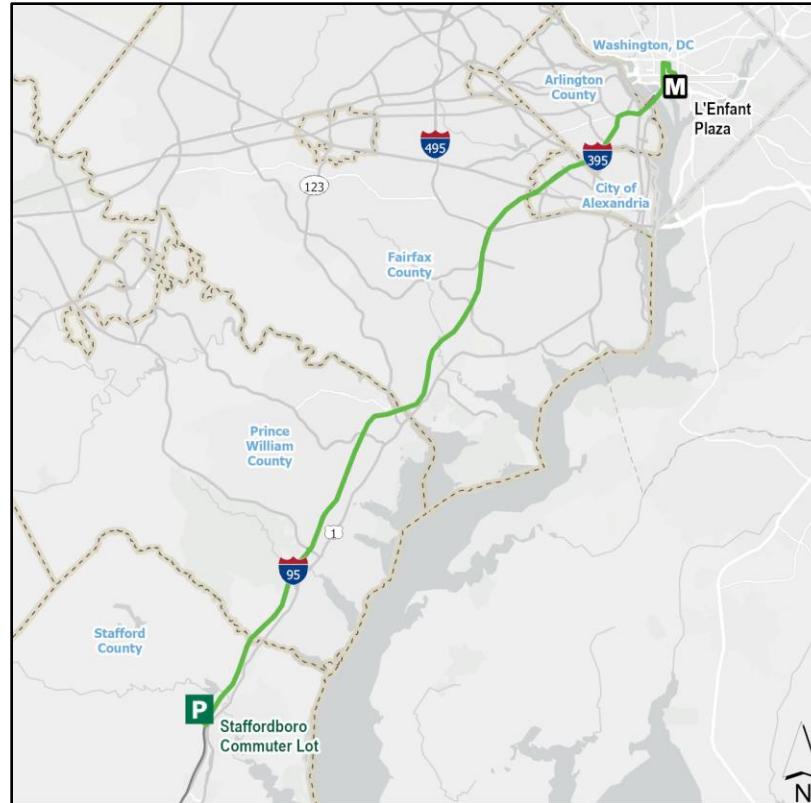
Measure	Score
Technical Merit (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	20
Applicant Preference (up to 5 points)	0
Total Application Score	69

OMNIRIDE

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

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

Funding Request: \$1,937,200



Application Score

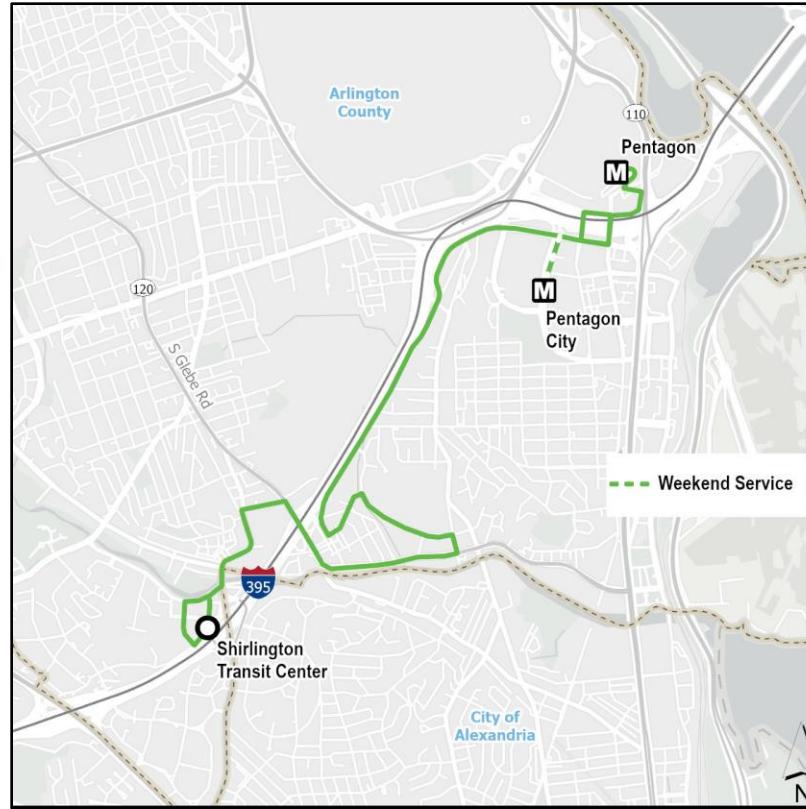
Measure	Score
Technical Merit (up to 75 points)	53
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	66

ARLINGTON COUNTY ROUTE 87 (SHIRLINGTON TO THE PENTAGON) ENHANCED BUS SERVICE

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



Funding Request: \$475,000



Application Score

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

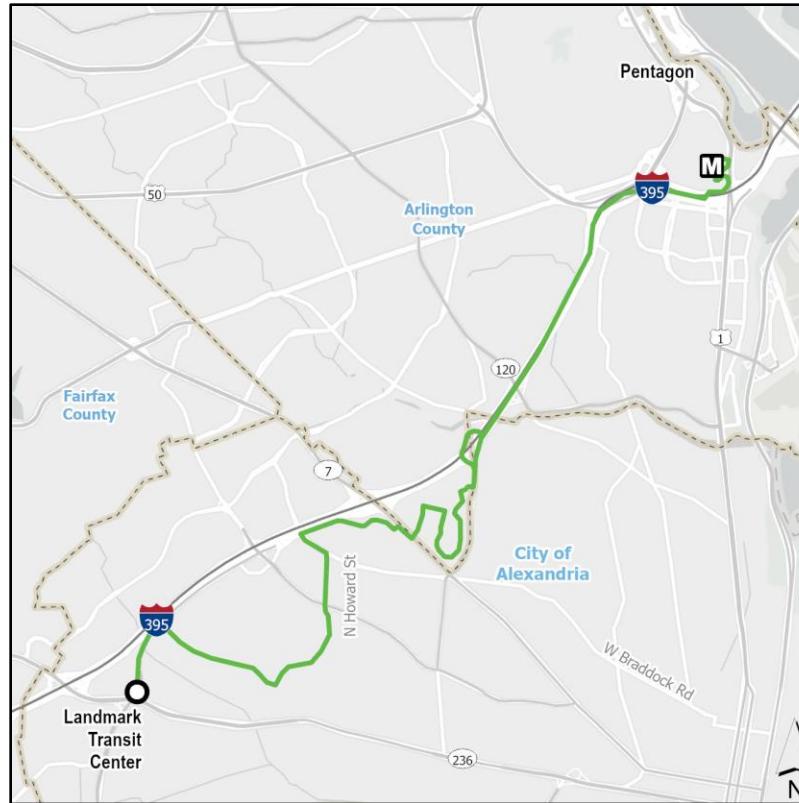


ENHANCED BUS SERVICE FROM LANDMARK AND SEMINARY VALLEY TO THE PENTAGON (ROUTE A25)

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 (up to 75 points)	49
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	0
Total Application Score	62

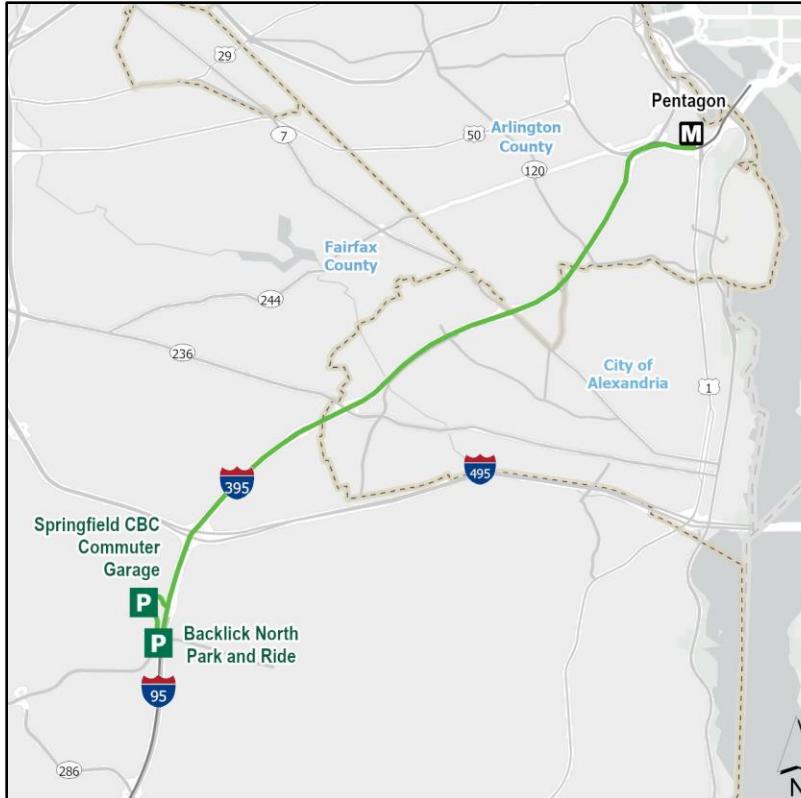
FAIRFAX COUNTY

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



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

Funding Request: \$1,958,651



Application Score

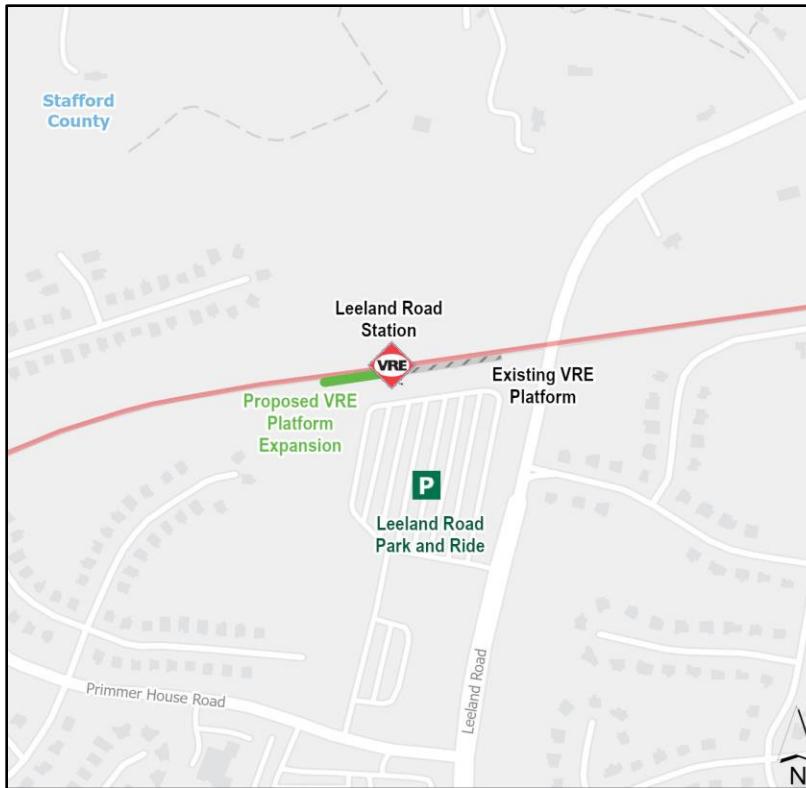
Measure	Score
Technical Merit (up to 75 points)	41
Annualized Cost Effectiveness (up to 20 points)	13
Applicant Preference (up to 5 points)	5
Total Application Score	59

VIRGINIA RAILWAY EXPRESS LEELAND ROAD STATION IMPROVEMENT PROJECT



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

Funding Request: \$2,150,566



Application Score

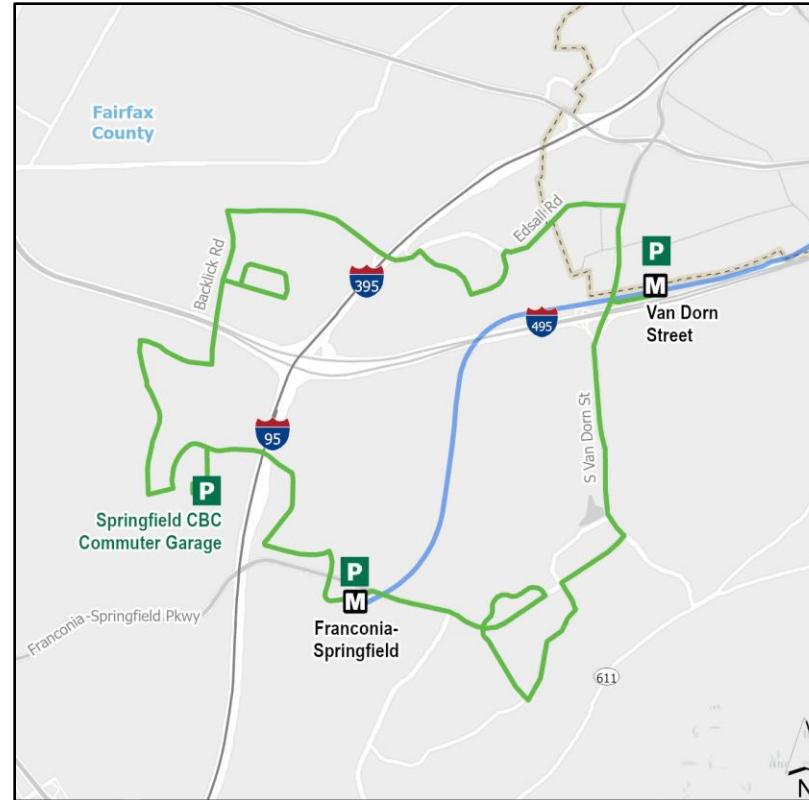
Measure	Score
Technical Merit (up to 75 points)	41
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	5
Total Application Score	53

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



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

Funding Request: \$2,128,807



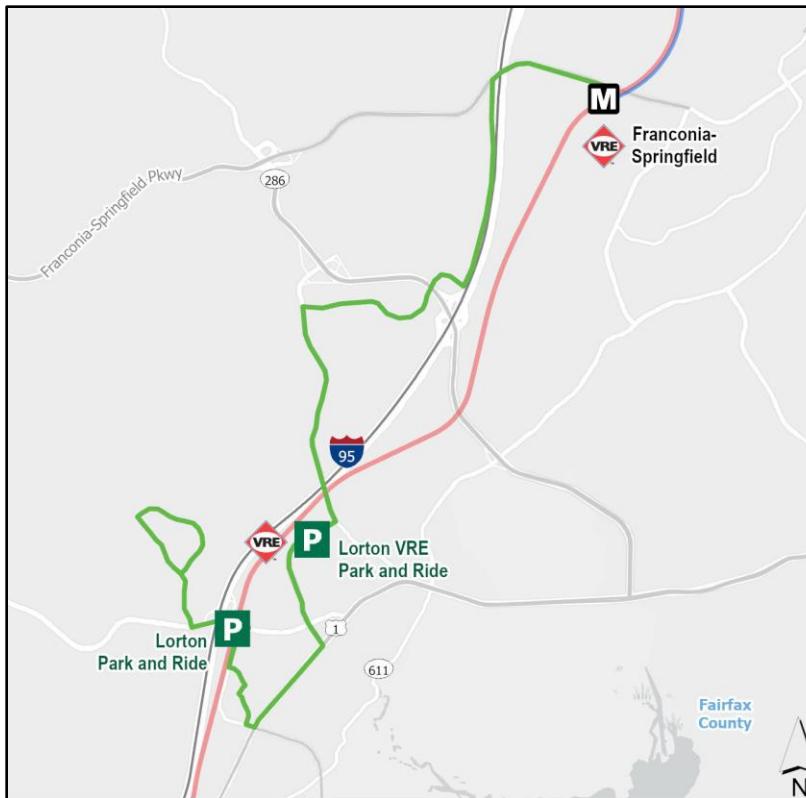
Measure	Score
Technical Merit (up to 75 points)	38
Annualized Cost Effectiveness (up to 20 points)	7
Applicant Preference (up to 5 points)	0
Total Application Score	45

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



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