



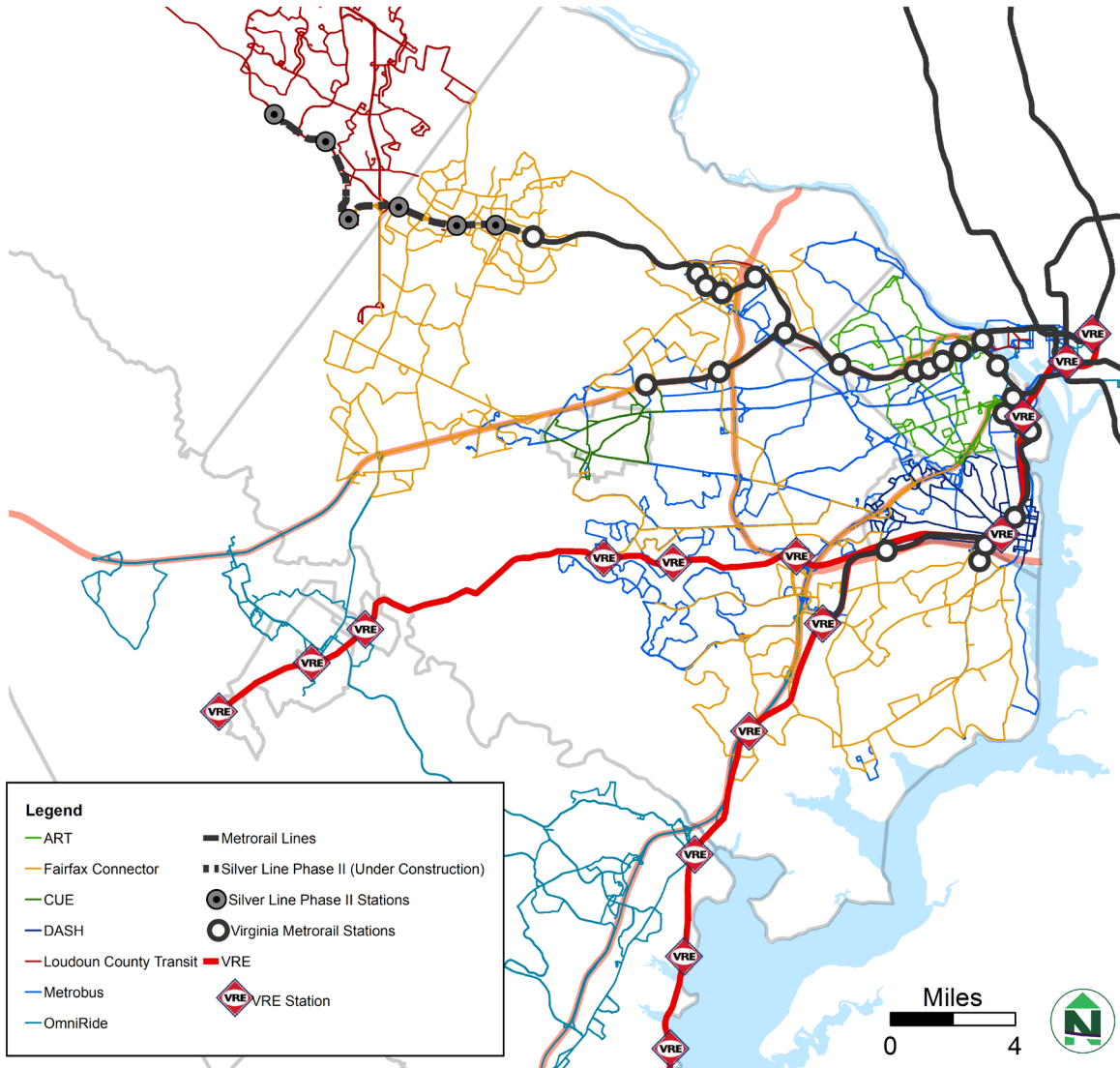
# Commuter Choice: Providing Transit Options for Northern Virginia's Managed Lanes

Presentation to the Hillsborough Planning Commission  
October 13, 2020

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# Northern Virginia Transportation Commission



Funding and stewardship of WMATA (Metrorail, Metrobus, MetroAccess) and Virginia Railway Express



Managing state and regional funding for five jurisdictional bus systems



Working across jurisdictional boundaries to coordinate transit service



Administering the Commuter Choice Program (I-66 Inside the Beltway and I-395/I-95)


# Northern Virginia's Express Lane Network

## LEGEND

### Operational

-  95 Express Lanes
-  I-66 Express Lanes Inside the Beltway
-  I-395 Express Lanes Extension

### Under Construction

-  I-66 Express Lanes Outside the Beltway



# Commuter Choice Program




## LEGEND

### Operational

-  95 Express Lanes
-  I-66 Express Lanes Inside the Beltway
-  I-395 Express Lanes Extension

### Under Construction

-  I-66 Express Lanes Outside the Beltway

The only interstate in the nation to be restricted to HOV-2 during peak Express Lane launch December 2017

History of 2-3 HOV and 6-8 GP lanes Express Lane launch November 2019

- Competitive transit/TDM program
- Metric-based project selection process
- Regionally-selected projects
- Multi-decade commitment for portion toll revenues
- Projects operated by local governments/transit systems



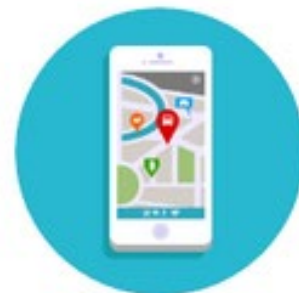
# About Commuter Choice



Move More People



Reduce Roadway Congestion



Increase Travel Options



Enhance Transportation



Improve Transit Service

## Eligible types of project include:

- Expanded transit services and related capital improvements
- Roadway improvements specific to the corridor
- Access to transit improvements
- Transportation system management strategies
- Transportation demand management (TDM) efforts



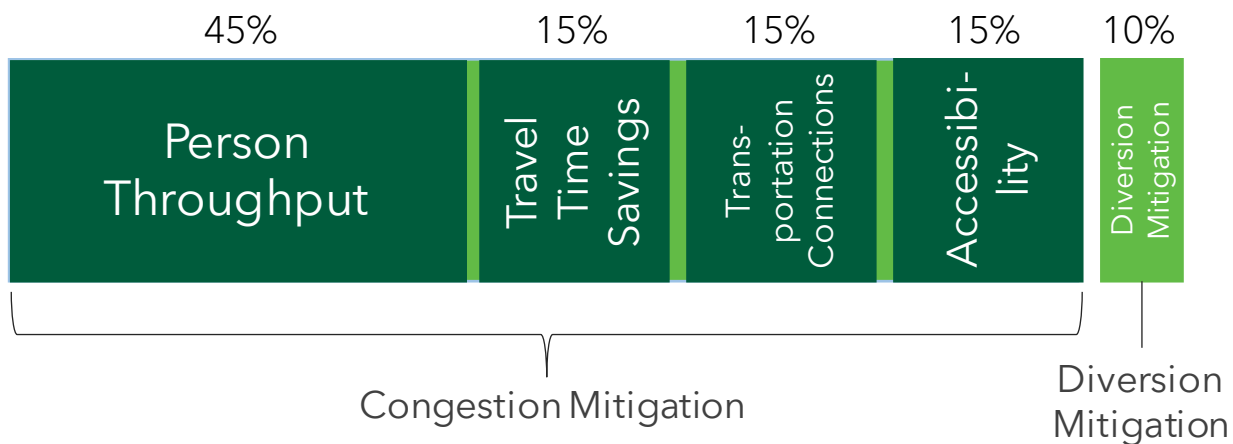
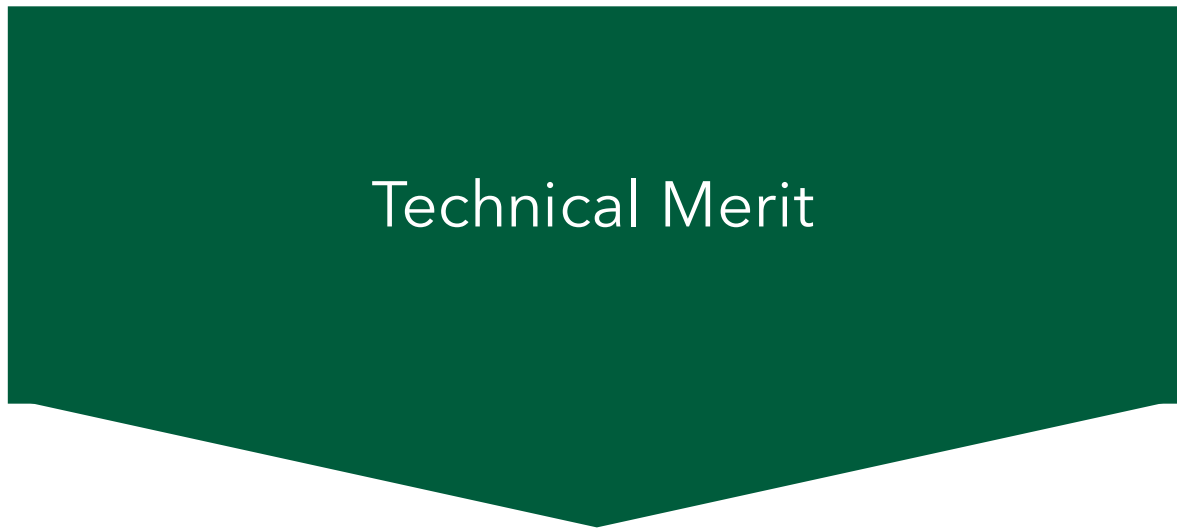
# Technical evaluation process

70 points

15 points

10 points

5 points

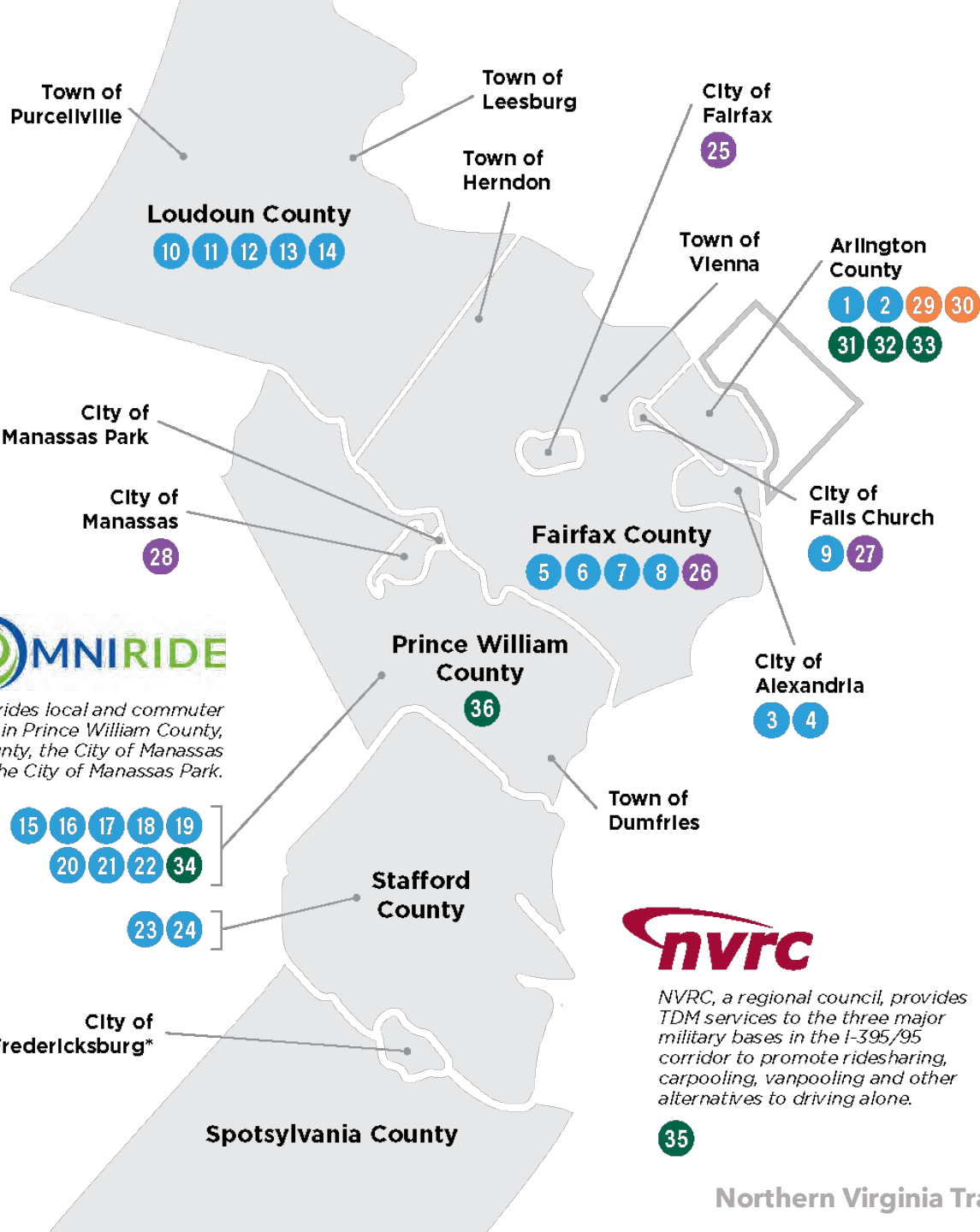


Results in a technical score (max 100 points) provided to Commission and public for consideration

# Current Projects

**Project Type**

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



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.



35 Projects

\$41.5 Million Investment



Nine new express bus routes

Added service to seven bus routes



Park and Ride Lot

Bus Stop improvements

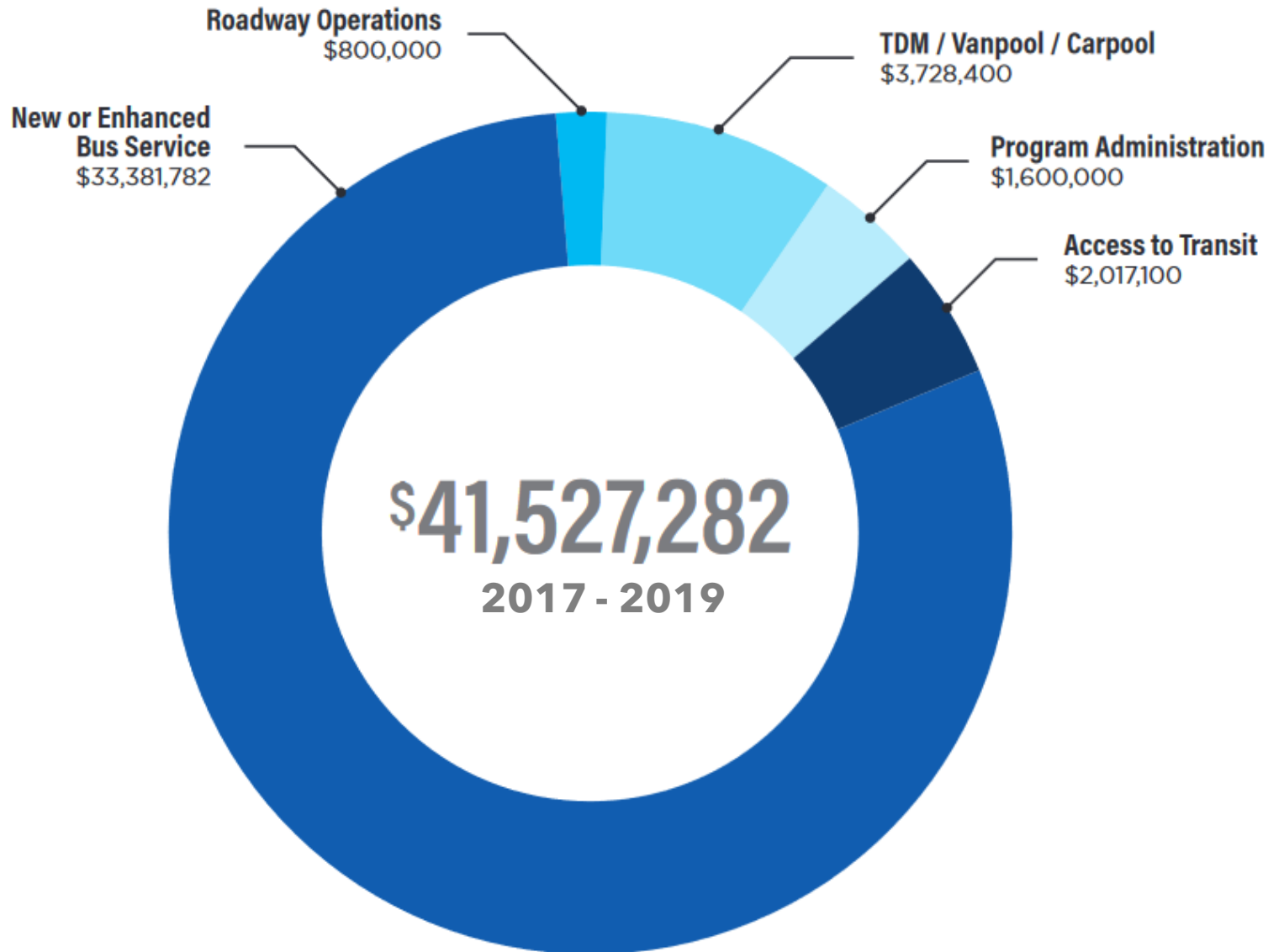
Bikeshare operations

Carpool and Vanpool incentives

ITS/Traveler information



# I-66 Commuter Choice







10 Projects

\$19 Million Investment



### Eight New or Enhanced Bus Services

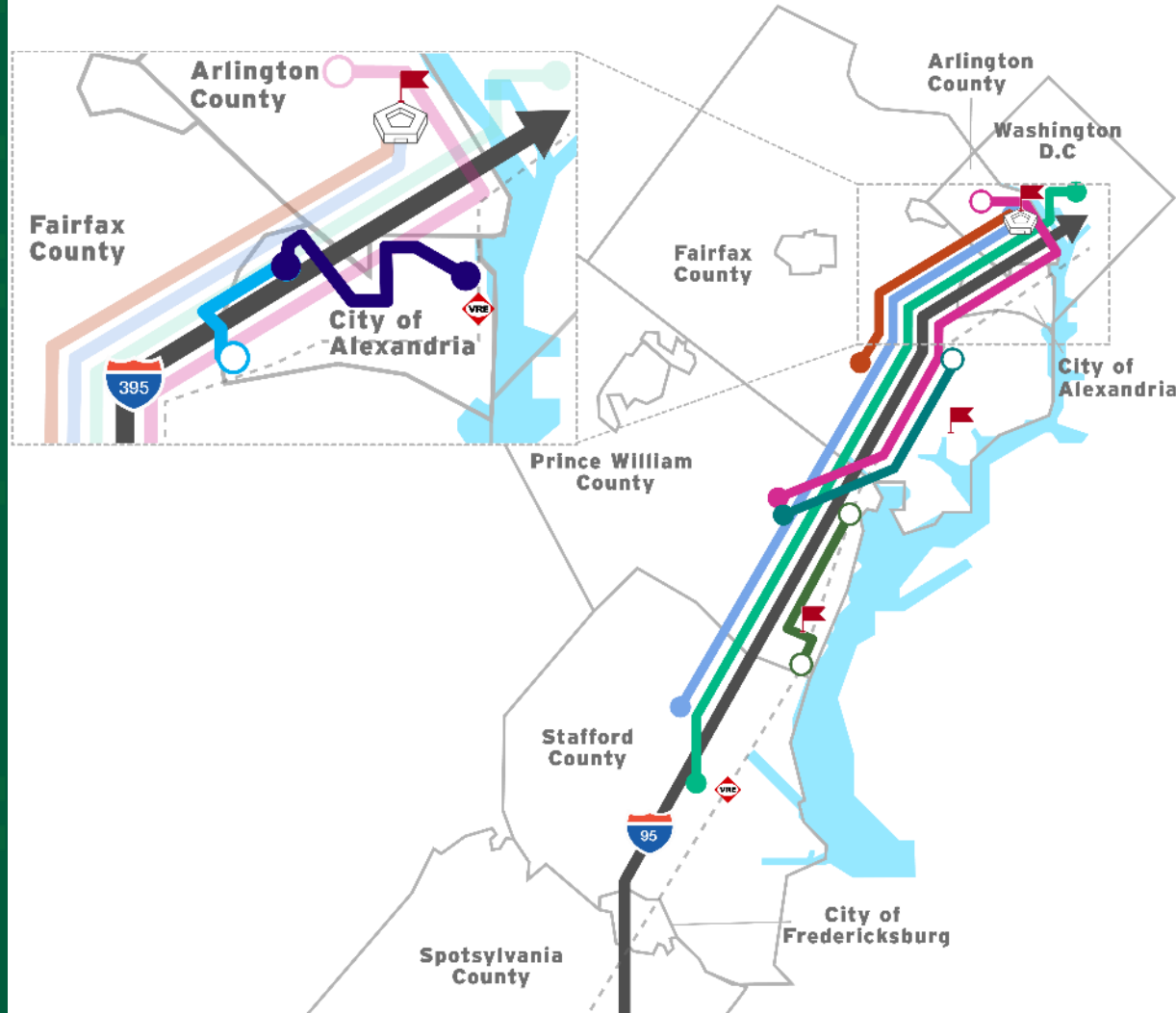
Including capital expenses (buses, stop improvements)



### Two Transportation Demand Management Campaigns

Providing information and incentives to commuters to choose non-drive alone modes

# I-395/95 Commuter Choice

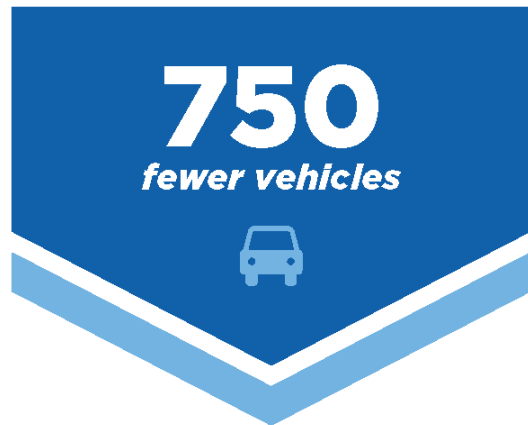


### Legend

- The Commuter Store<sup>SM</sup> Pentagon Commuter Store
- DASH AT1 Enhancements
- DASH AT9 Enhancements
- Fairfax Connector Gambrill/Backlick to Pentagon
- OmniRide Staffordboro to Pentagon Express
- OmniRide Staffordboro to Downtown D.C. Express
- OmniRide Dale City-Rosslyn-Ballston Enhancements
- OmniRide Route 1 Local Enhancements
- OmniRide Prince William Metro Express Enhancements
- NVRC TDM Outreach to Military Facilities
- Pentagon Transit Center
- Bus to Rail Transit Connection
- I-95/I-395
- Virginia Railway Express

Published October 2019 • Maps created from various sources by NVTC

## Changes in I-66 Throughput



# Performance to Date



**1500**   
**PEOPLE**

In the **I-66 corridor**, 16 projects move almost **1,500 people each morning**, within a reasonable range (77%) of their target.



**700**   
**PEOPLE**

In the **I-395/95 corridor**, eight projects move about **700 people each morning**, substantially outperforming their target (117%).



**69%**   
**meet or exceed the target**

Eleven of the 16 projects in the **I-66 corridor** meet (within 30%) or exceed their ridership targets.

**75%**   
**meet or exceed the target**

Six of the eight projects in the **I-395/95 corridor** meet (within 30%) or exceed their ridership targets.

COVID has made an impact on these corridors and our revenues.



## I-66 Corridor

- Restricted revenue source
  - Peak period tolls only
  - 11-mile corridor
- 40% loss in FY 2020 revenues (mostly April - June)
- Reduced \$15 M program to <\$4 Million
- Changed program selection approach to clear "wins"

## I-395/95 Corridor

- Less restricted revenue source
  - Full time tolling
  - 37-mile corridor
- Expect to meet funding commitments
- Will do two-year call for projects this fall



Commuter Choice program is administered by three FTE plus consultants.

## Staffing Support

- Analytical evaluation and public comment process
- Financial management and oversight
- Administration of project grant agreements
- Quarterly reporting to NVTC
- Annual and five-year performance reporting to the state
- Review and approval of programs by NVTC and State transportation Board

Commuter Choice program administration is typically 3-5 percent of program revenue.





## Final Thoughts

- Dedicated transit funding does provide toll-free options and may help with community buy-in/equitable access
- A competitive metric-based program gives public confidence of investment
- Oversight and performance reporting will ensure funding supports goals
- Revenue certainty will vary depending on corridor characteristics
- Dedicated staff and resources will be needed
- Don't forget to tell the public!



# Thank You.

**Kate Mattice**

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