

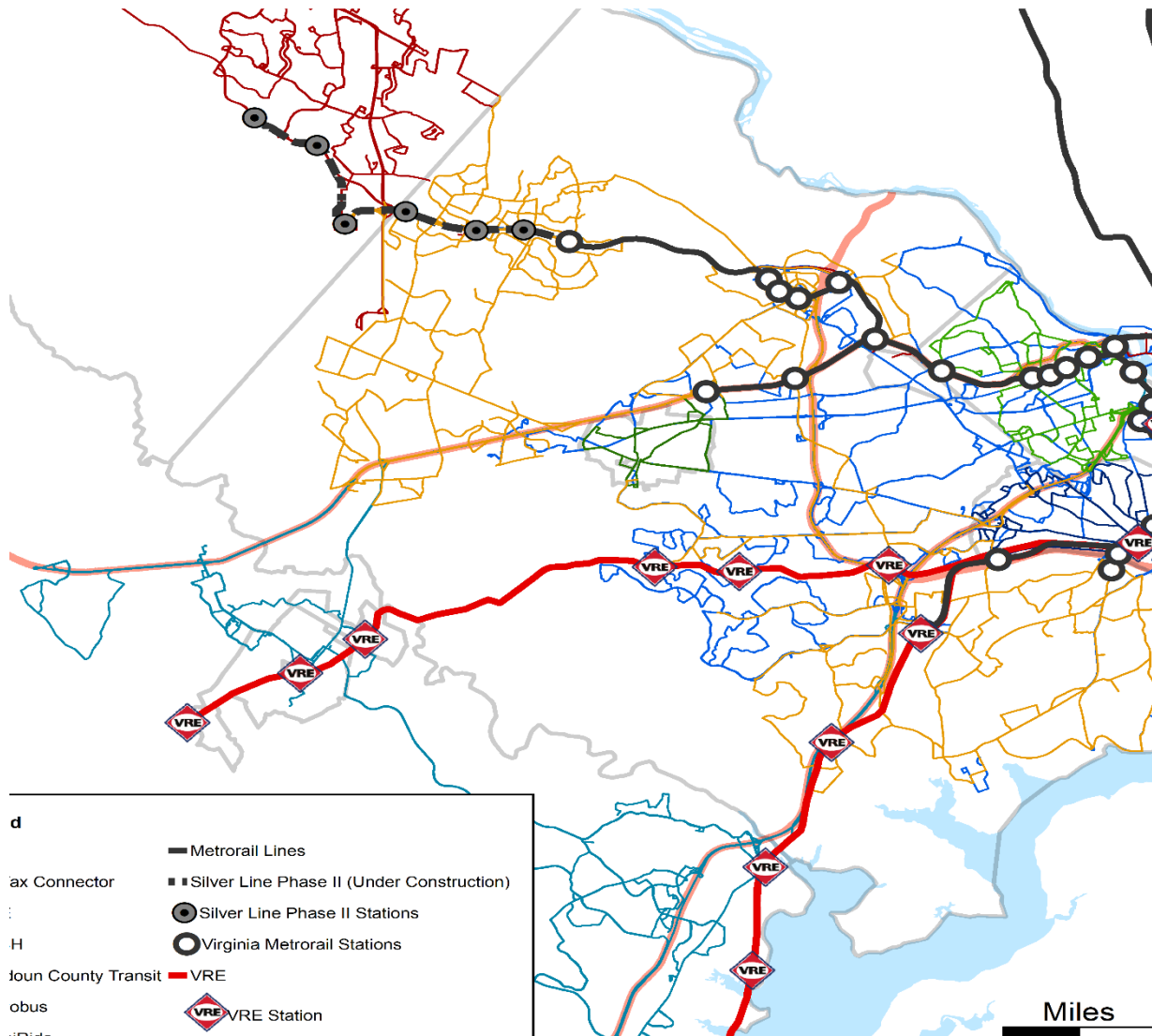


The Commuter Choice Program: Northern Virginia's Innovative Public-Private Mobility Partnership

October 10, 2021

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*Commuter Choice
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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

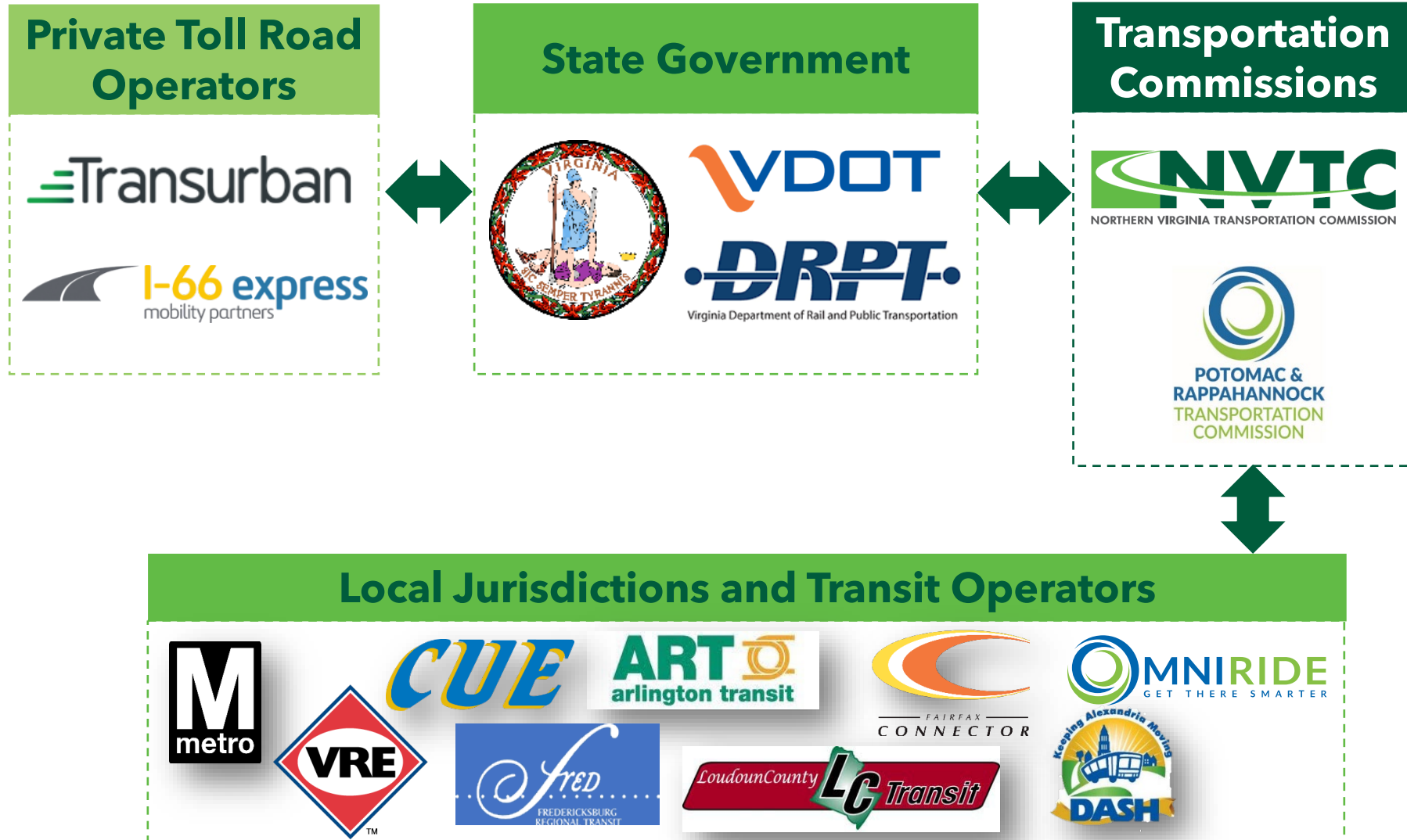
Under Construction

-  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

A new level of partnership for more transportation options



2 multi-decade agreements:

40 years (I-66) and

68 years (I-395/95)

\$3.6B

over the life of the program

Key roles and responsibilities



Private Toll Road Operators (Concessionaires)

- Provide transit payments to Commonwealth as stipulated in Express Lanes comprehensive agreements

State Government (Commonwealth of Virginia)

- Approve projects selected by Commission(s)
- Collect/receive and distribute funds
- Verify project eligibility
- Receive annual Commuter Choice report

Transportation Commissions

- Develop and adopt program policy
- Select multimodal improvements
- Oversee funded projects
- Develop and adopt annual report to Commonwealth

Local Jurisdictions and Transit Operators

- Apply for and carry out projects
- Report project performance

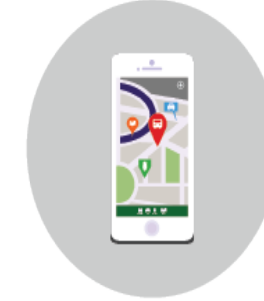


Eligible projects

Maximize Person Throughput & Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices



Enhance transportation safety and travel reliability

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

The program emphasizes projects that can be delivered quickly: funds must be expended within five years of allocation.

Data-driven process:

Technical evaluation

70 points

15 points

10 points

5 points

Technical Merit

Annualized
Cost
Effectiveness

Applicant
Preference

Interagency
Collaboration

45%

15%

15%

15%

10%

Person
Throughput

Travel
Time
Savings

Trans-
portation
Connections

Accessi-
bility

Diversion
Mitigation

Congestion Mitigation

Diversion
Mitigation

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

Data-driven process: Annual performance reporting

FY 2020

Performance Look Back

Commuter Choice offers a broad range of project categories that can be customized to fit the region's needs. NVTC provides this conservative approach to the performance analysis look back using data collected from local government and transit agency partners. As Commuter Choice is a relatively new program, it will continue to remain innovative and adaptive by ensuring that approved projects are measurable and provide tangible benefits to the region's toll road users.



24

Operational & Completed Transit & Access To Transit Projects

Commuter Choice's **24 operational and completed transit and access to transit projects move about 2,200 more people** through the I-66 Inside the Beltway and I-395/95 corridors each morning.

The number of trips provided by these projects is **86% of the total target** that was the basis for the projects' selection.

1500

PEOPLE

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

69% meet or exceed the target

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

700

PEOPLE

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

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.

FY 2021

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



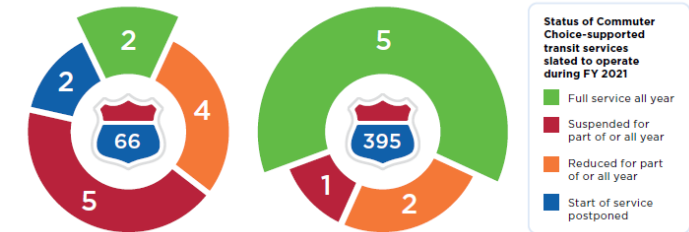
450

PEOPLE

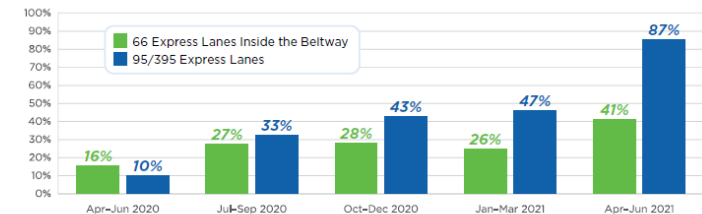
8 Projects

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.

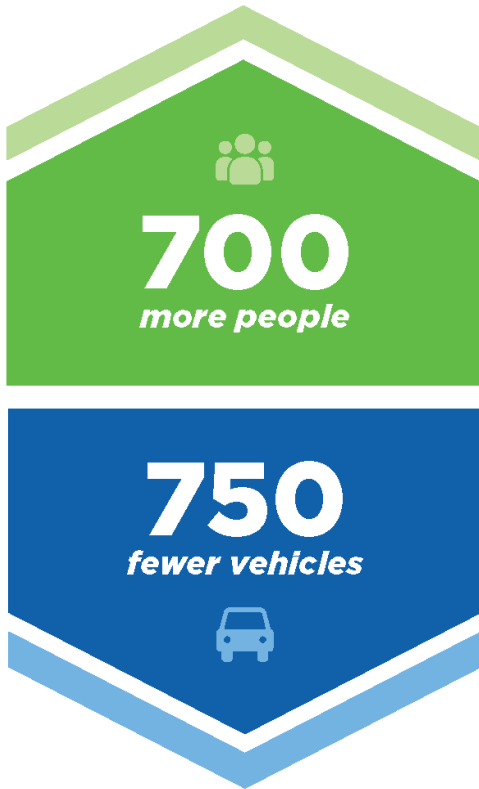


Quarterly Toll Revenues Relative to October–December 2019






Data-driven process: Biennial corridor travel volume counts

Since Commuter Choice funding began in 2017 on the I-66 corridor inside the Beltway, more people have moved in fewer vehicles.



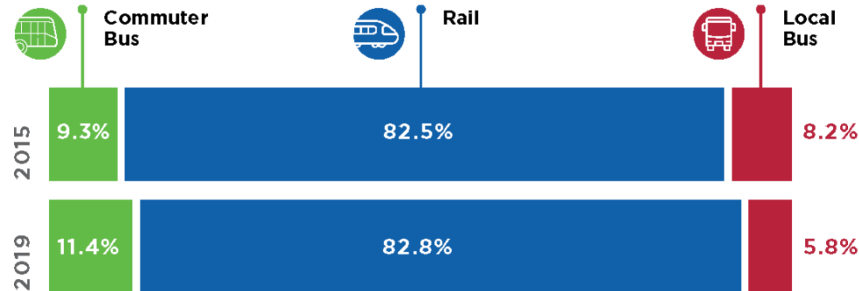
Each morning in 2019, **700 more people** and **750 fewer vehicles** moved through the corridor than in 2015.

More people used transit, carpools and vanpools to travel along the I-66 corridor during the morning peak period in 2019 than in 2015.

	 TRANSIT	 CARPOOL/VANPOOL	 DRIVING ALONE
2015	41.1%	22.5%	36.4%
2019	41.5%	23.7%	34.7%

-1.7% decrease in the mode share of people who drive alone in 2019

When using transit to commute, most people use Metro and VRE. More people, however, are adopting the long-haul Commuter Bus as their preferred travel mode.



+2.1% increase in Commuter Bus mode share



56 additional commuter buses move through the I-66 corridor each day with Commuter Choice funding

+26% Growth
in commuter bus ridership since 2015

Awards by the numbers



13 new express bus routes



14 improved local and express routes

34 buses to provide expanded service

6 routes with better bus stops

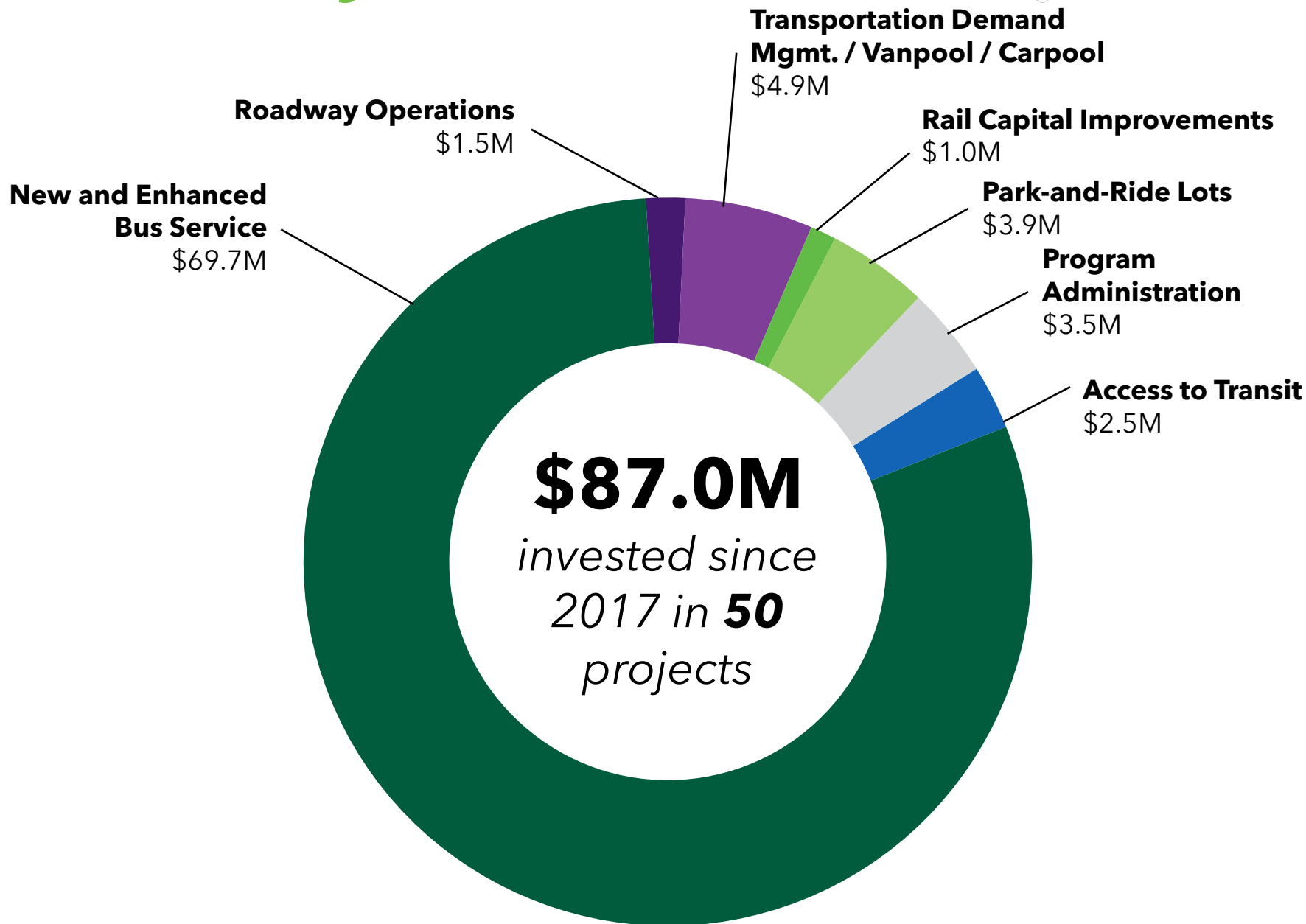


3 new and expanded park-and-rides

4 commuter incentive programs

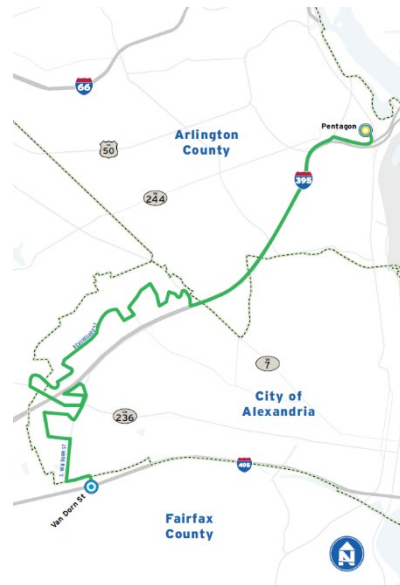
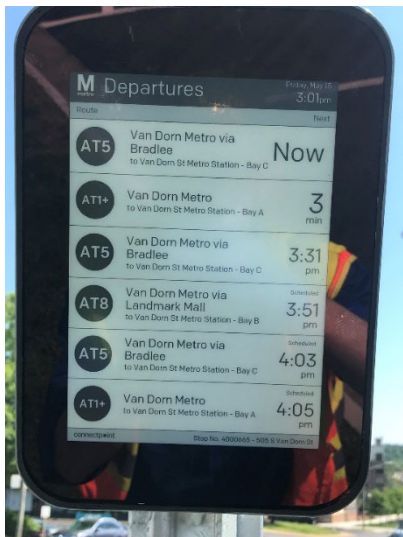


3 bikeshare network expansions



Highlights: New/Enhanced Bus Service

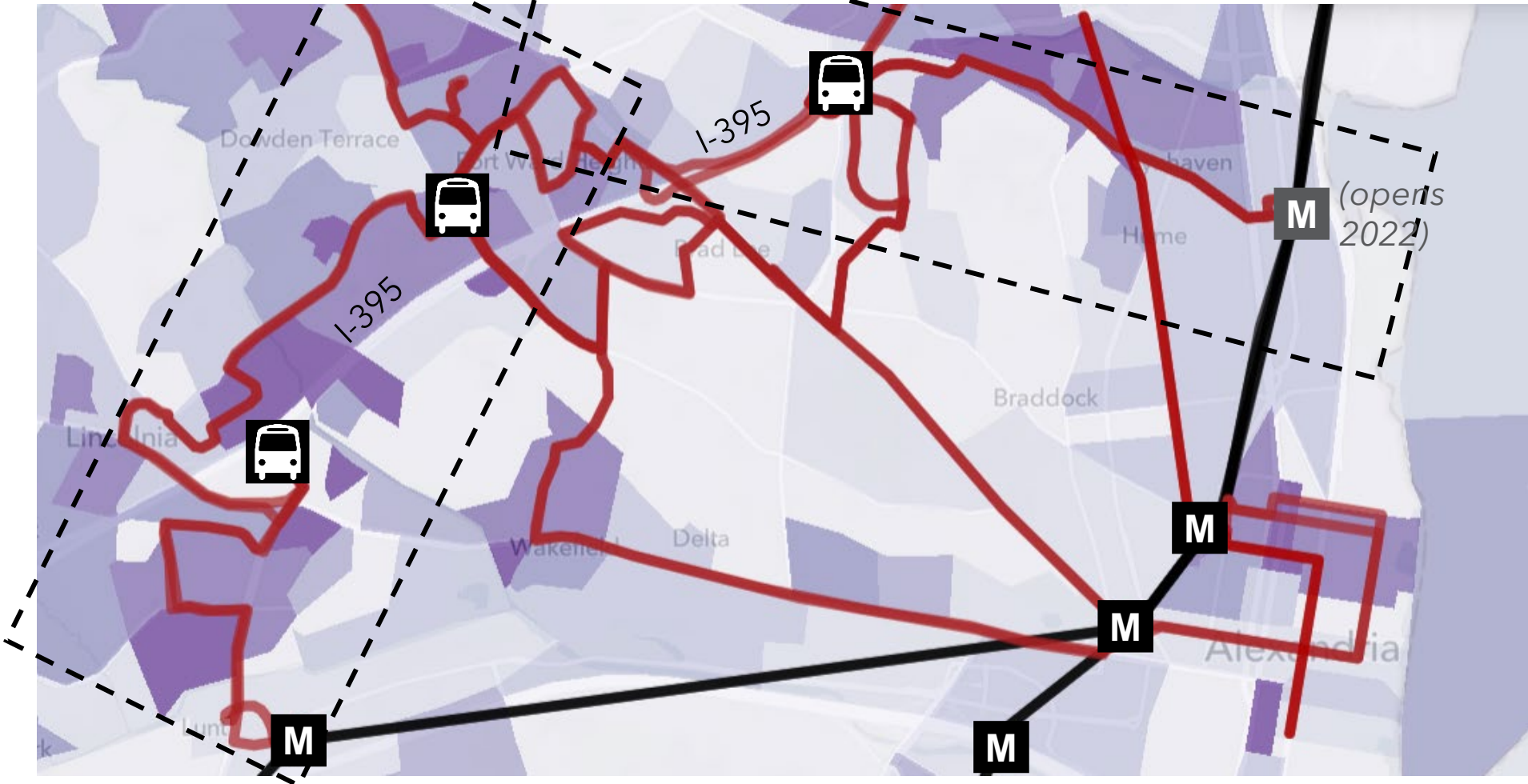
DASH Service Enhancements, City of Alexandria



- **\$14.4M for four years of expanded service on and bus stop improvements along two routes**
 - Incremental improvements from 20-60 minute service to 10-15 minutes all day including weekends
 - Installation of amenities and real-time arrival signs at numerous busy stops
 - Benefitting toll payers thru better connections with Metrorail and other I-395 corridor buses
 - But also serving significant transit-dependent populations
- **First set of improvements, pre-COVID: 39% and 77% weekly ridership growth on the two respective routes**
 - During COVID, the two routes significantly outperformed the DASH network in retaining almost all pre-improvement ridership

Highlights: New/Enhanced Bus Service

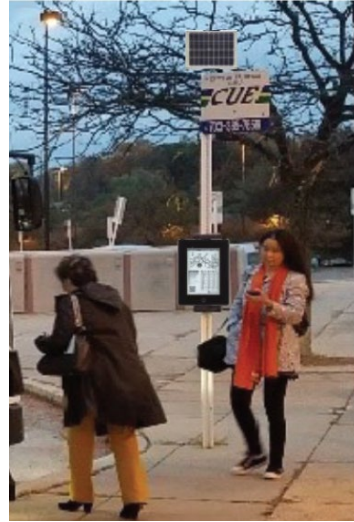
DASH Service Enhancements, City of Alexandria



Both enhanced routes serve concentrations of lower-income populations in the City of Alexandria and connect travelers with I-395 corridor rail and bus hubs.

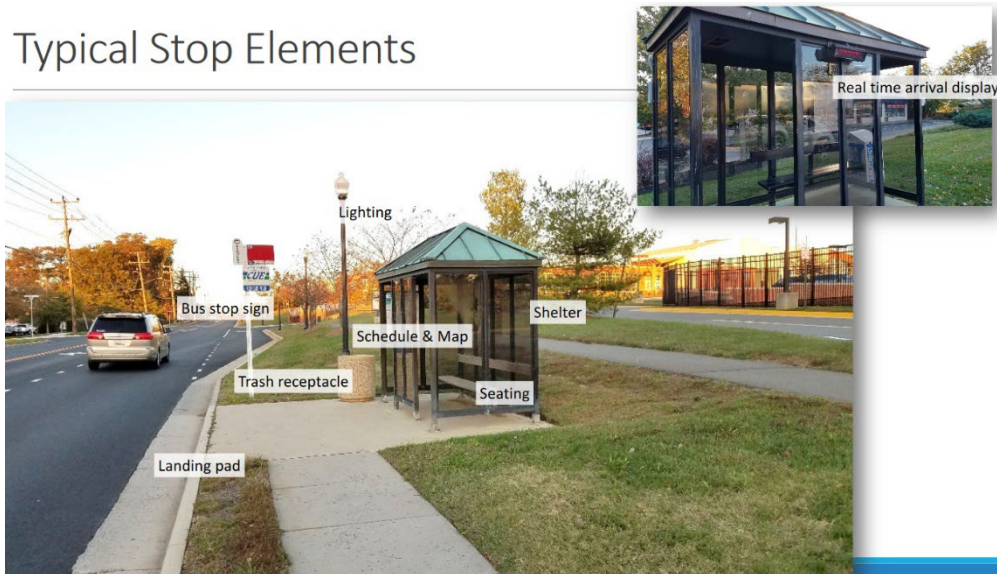
Highlights: Access to Transit

CUE Bus Stop Improvements, City of Fairfax



- **\$1.0M to improve local bus stops around the City of Fairfax**
- With shelters, benches, lighting, signage, real-time transit information (depending on stop)
- Most priority stops are near multi-family housing and retail/commercial
- Benefits toll payers by making bus connections to Metrorail in the I-66 corridor more attractive
- But will also benefit off-peak and weekend riders on CUE's two local routes

Typical Stop Elements



• **Implementation soon to begin**

Public engagement

- Comment periods as part of calls for projects
- Social media promotion, virtual town hall meetings, multiple ways to comment
- Looking to reach more people

FAIRFAX COUNTY
New Bus Service from Reston South to Crystal City

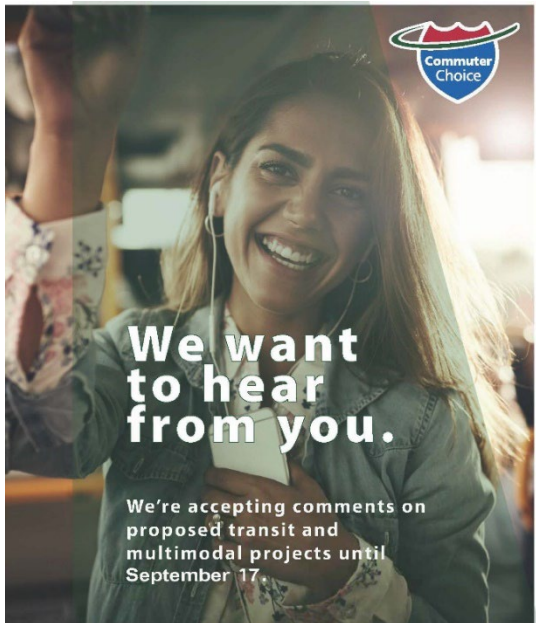
Commuter Choice funding would support two years of operating costs for express bus service between the Reston South Park and Ride lot and employment areas in Arlington, namely the Pentagon, Pentagon City and Crystal City. Funds would also support the purchase of six buses to service the 10 morning and 10 evening peak direction trips.

FUNDING REQUEST \$5,110,800

APPLICATION SCORES	
MEASURE	SCORE
Technical Merit (up to 70 points) Expected ability of the project to address some or all I-66 Improvement Goals	49
Annualized Cost Effectiveness (up to 15 points) The impact created per million dollars of toll revenue investment, taking into account the project's useful life	5
Applicant Preference (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
Interagency Collaboration (up to 5 points) Whether the project proposal was coordinated with other jurisdictions or agencies in the region	5
TOTAL APPLICATION SCORE (up to 100 points)	59

NEW BUS SERVICE

Page 11 | The information contained in this summary is subject to change pending further review. Published September 3, 2021.



- Eligible applicants, including local jurisdictions agencies, submit potential projects.
- Projects are evaluated, scored and shared with Commissioners, staff and the public.
- After the public comment period, Commissioners recommend a program of projects to the Commonwealth Transportation Board (CTB).
- The CTB approves a program of projects and includes the projects in the Six-Year Improvement Program (SYIP).
- Recipients of approved grants implement the projects and request reimbursements through the Commuter Choice program.

How does the program work?

zoom

Page 4 | This information is for informational purposes only. It is not intended to constitute an offer of any financial product or service. Please contact your advisor for more information. © 2021 Zoom Meeting

Public Comment for Commuter Choice on the I-66 corridor Round Four (FY 2021-2022)

* 5. Have you reviewed the [Project Profile Summary for Round Four \(FY 2021-2022\) of Commuter Choice on the I-66 corridor?](#) (Click link to review profiles)

No

Yes

I reviewed some of the projects

* 6. Do you have comments on specific proposed projects listed in the [Project Profile Summary for Round Four \(FY 2021-2022\) of Commuter Choice on the I-66 corridor?](#) (Click link to review profiles)

Yes, I only want to add comments about proposed projects.

No, I only have general comments about the Commuter Choice program.

Both, I want to add general comments about the Commuter Choice program and comments on specific projects.

Where we're headed



- **Encouraging capital projects with long-lasting benefits**
 - Such as rail capital improvements, park & ride lots, bus lanes
- **Ensuring quantifiable project benefits**
 - TDM in particular
- **Supporting recipients on new & innovative technologies**
 - Microtransit
 - Zero-/low-emission buses
- **Thinking beyond the commuter bus**

Thank You.

Ben Owen

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