



The Commuter Choice Performance Framework

MWCOG Regional Public Transportation Subcommittee
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Funds and stewards NoVa's investments in WMATA (Metrorail, Metrobus, MetroAccess) and Virginia Railway Express



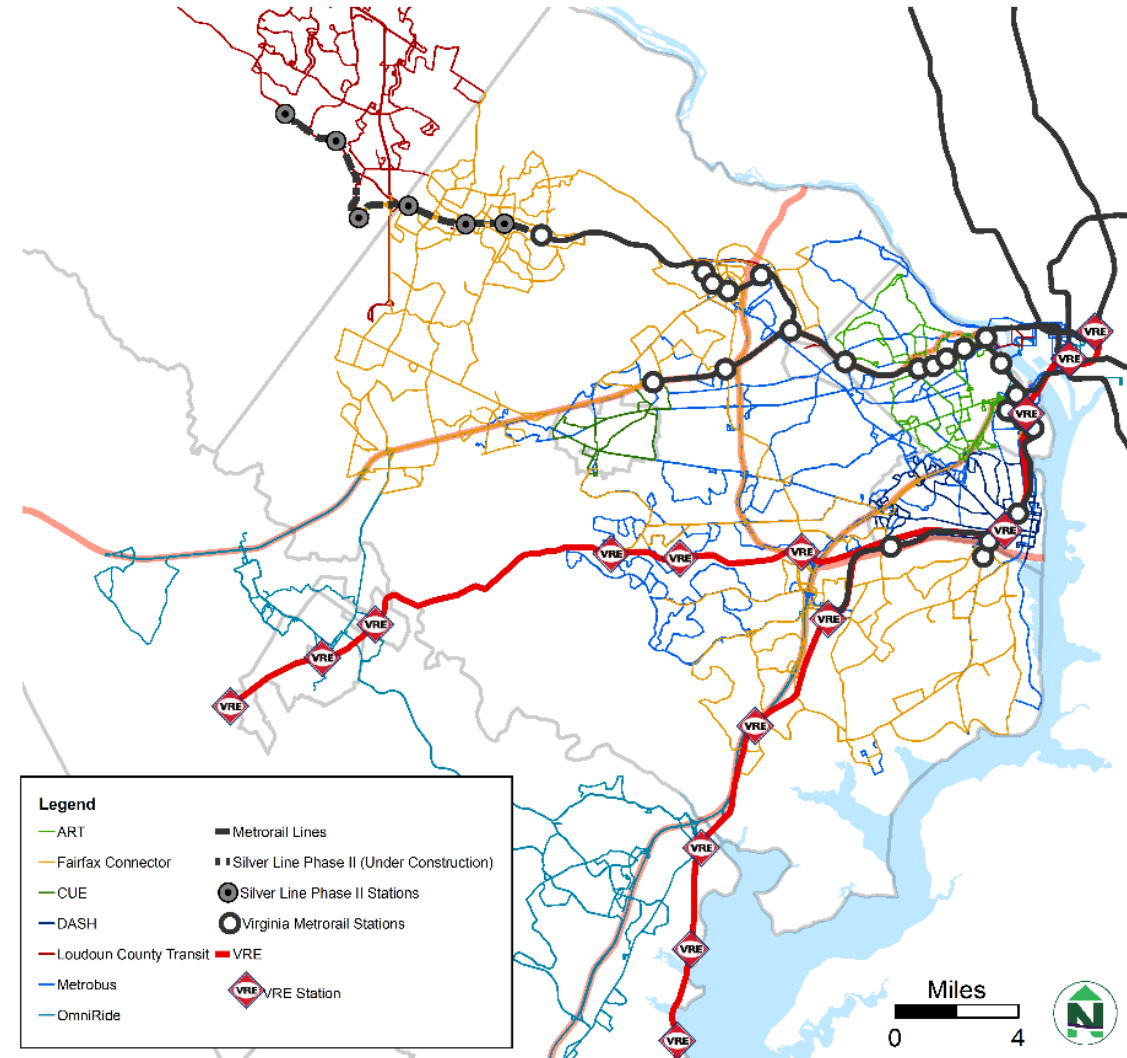
Manages state and regional funding for five jurisdictional bus systems



Works across jurisdictional boundaries to develop regional public transit strategies and policies



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






Northern Virginia's Express Lane Network





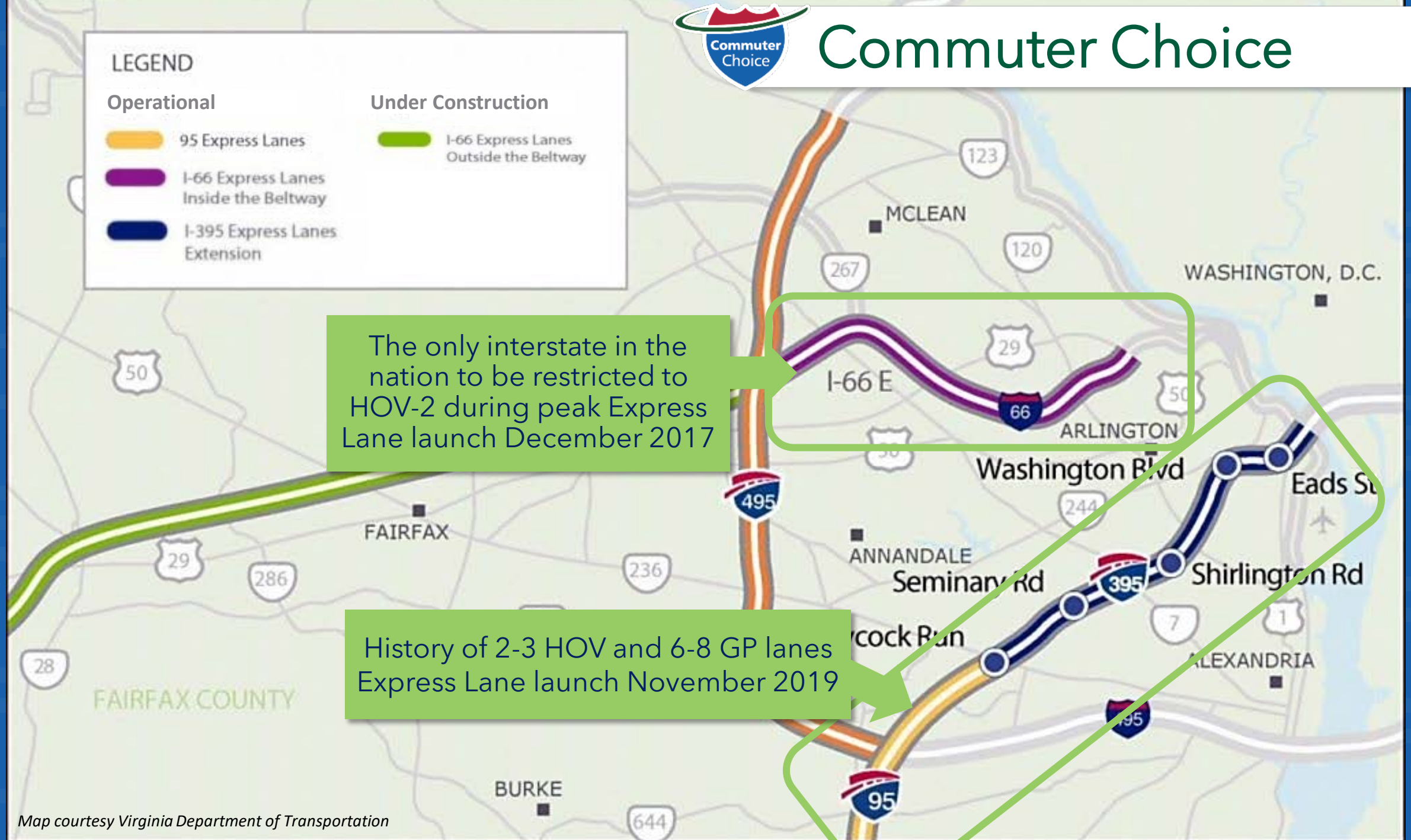
Commuter Choice

LEGEND

Operational	Under Construction
 95 Express Lanes	 I-66 Express Lanes Outside the Beltway
 I-66 Express Lanes Inside the Beltway	
 I-395 Express Lanes Extension	

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





About Commuter Choice



At-a-Glance

- Competitive funding for transportation improvements that benefit toll payers
- Data-driven project selection process
- Multi-decade agreements with Commonwealth of Virginia for a portion of toll revenues
- Projects proposed and carried out by towns, cities, counties, transit systems

Maximize Person Throughput + Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices



Enhance transportation safety and travel reliability

Eligible types of project include:



Transit service expansions including needed vehicles



Transit capital improvements - stops, stations, park & rides, dedicated lanes, signal priority



Roadway improvements in the corridor



Strategies to improve bike and walk access to transit



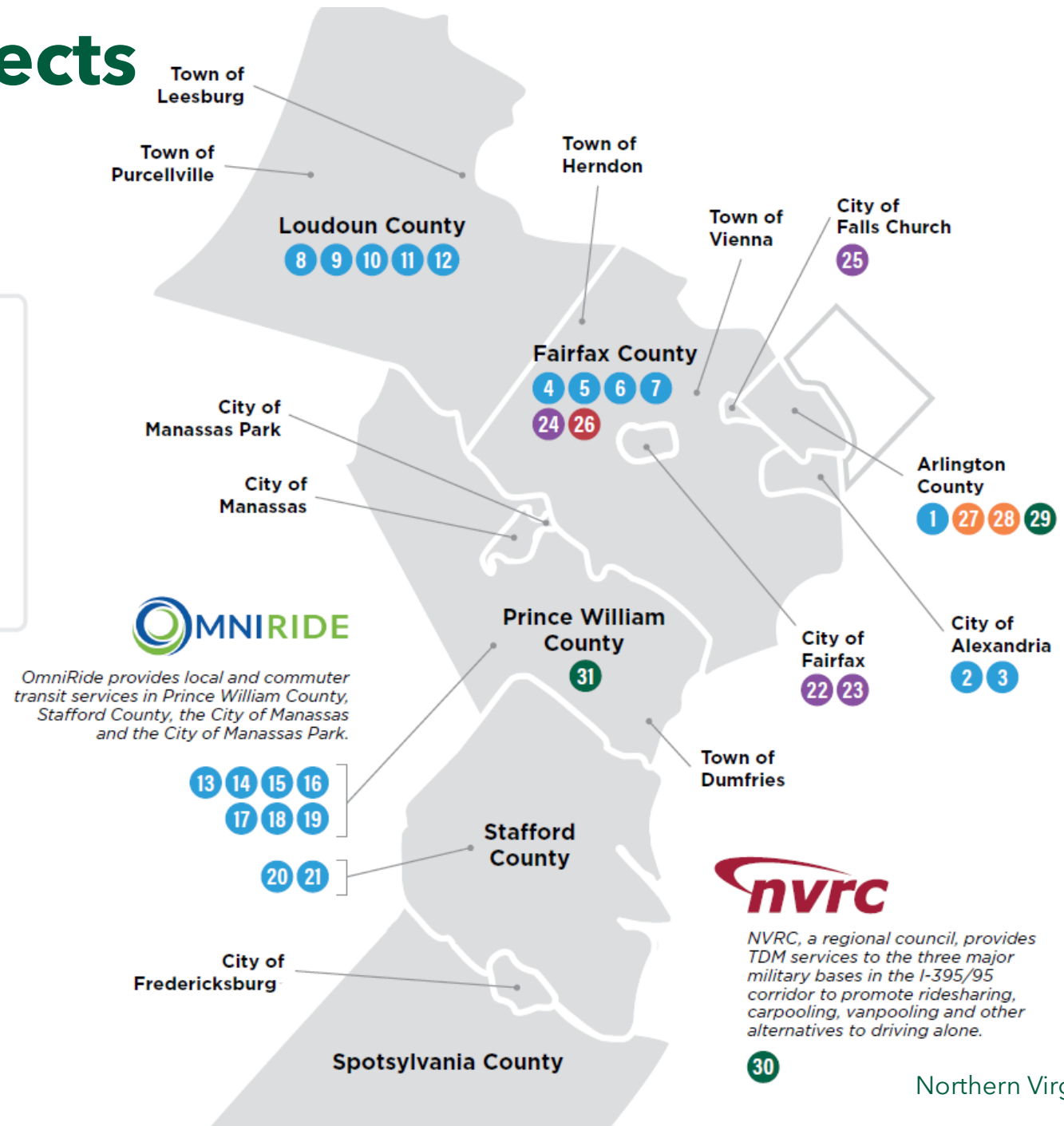
Commuter incentive programs

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.

14 new express bus routes



14 improved local and express routes

40 buses to provide expanded service

6 routes with better bus stops



3 new and expanded park-and-rides

5 commuter incentive programs



3 bikeshare network expansions



Our investments are expanding commuters' travel options and making transit more appealing.



on the I-395/95 corridor

\$41.7M
17 projects



on the I-66 corridor

\$51.0M
36 projects

Such as...



Frequent All-Day
DASH Connections to
Metro and Express
Buses

Second Station
Entrance at McLean
to Serve New
Development

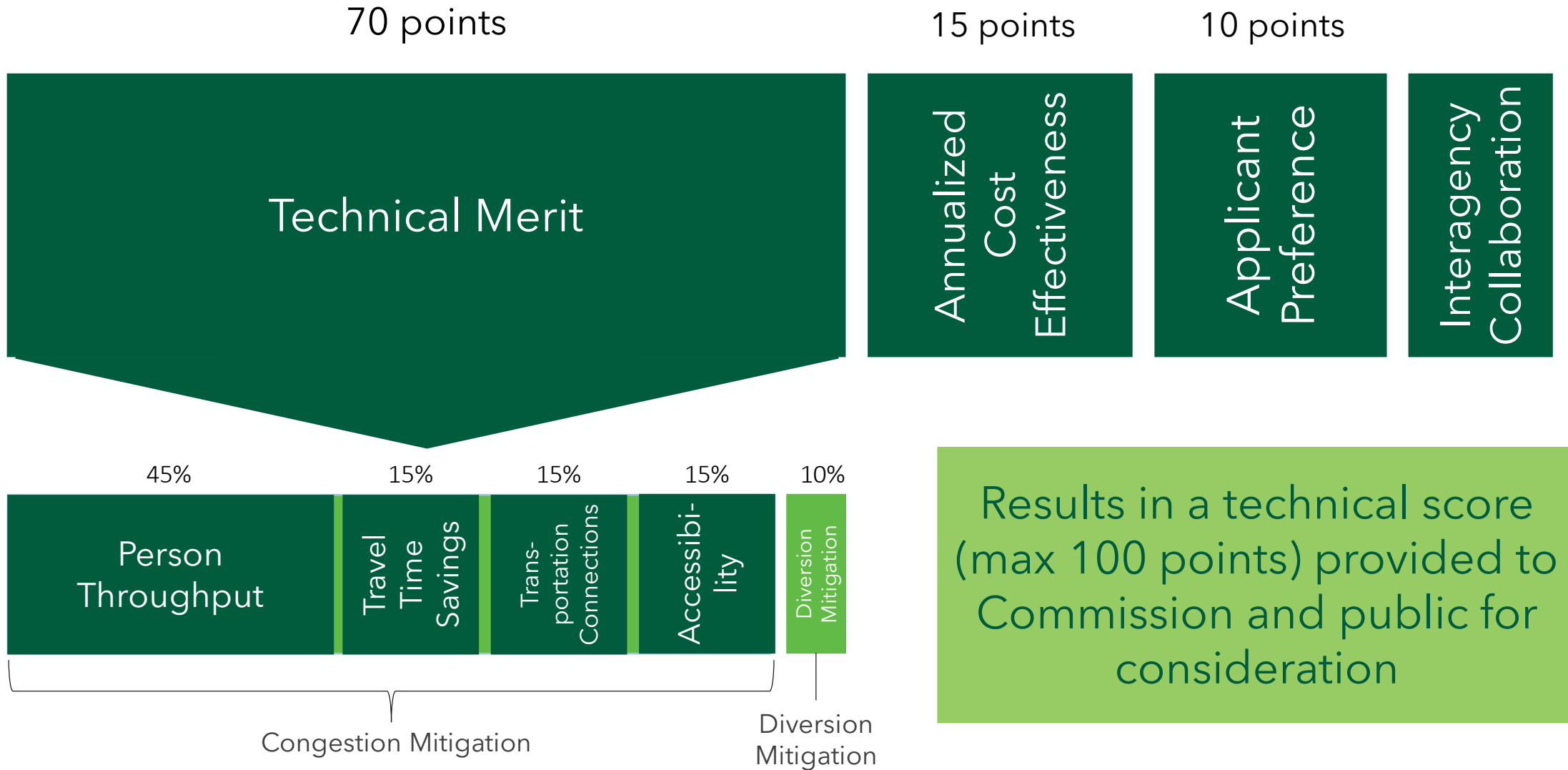


OmniRide's First
Stafford County
Commuter Routes

Faster Bus Trips to
and From Rosslyn
with a Dedicated
Peak-Period Lane



Technical evaluation process



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

Presenting the evaluation results

Scores and person throughput



Round Two (FY 2022-2023) Applications: Project Scores and Funding Requests

Ref. #	Applicant	Application Title	Application Score (max. 100 points)	Funding Request
1	OmniRide	Renewal of Enhanced Bus Service from Dale City to Ballston	86	\$291,831
2	Spotsylvania County	New Park and Ride Lot in Massaponax	77	\$1,100,000
3	Fairfax County	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	71	\$1,386,000
4	OmniRide	Renewal of Bus Service from Staffordboro to the Pentagon	71	\$704,773
5	OmniRide	Renewal of Bus Service from Staffordboro to Downtown D.C.	71	\$968,308
6	DASH	Enhanced Bus Service from Van Dorn Metro to the Pentagon	66	\$5,734,000
7	OmniRide	Renewal of Enhanced Bus Service on Route 1 Loop		
8	OmniRide	Renewal of Enhanced Bus Service on Prince William to Franconia-Springfield Metro		
9	FRED Transit	New Bus Service from Route 208 Park and Ride		
10	DASH	Enhanced Bus Service from Mark Center to Potomac		
11	OmniRide	TDM Strategy-I-395/95 Corridor Vanpool Monthly		
12	Fairfax County	Enhanced Bus Service for Route 371: Lorton to		
13	Prince William County	Horner Road Park and Ride Lot Expansion		

RENEWAL OF ENHANCED BUS SERVICE FROM DALE CITY TO BALLSTON

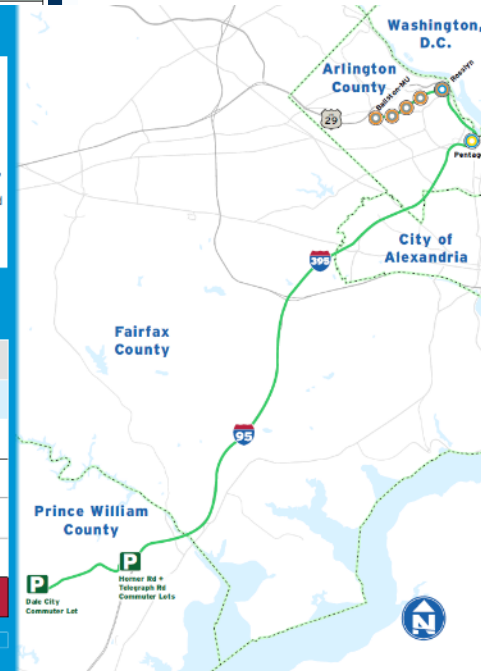
OMNIRIDE

initially funded in Round One (FY 2020-FY 2021) of Commuter Choice on the I-395/95 corridor, 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.

FUNDING REQUEST \$291,831

APPLICATION SCORES	
MEASURE	SCORE
Technical Merit (up to 70 points) Expected ability of the project to address some or all of the Corridor Improvement Goals	56
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	15
Applicant Preference (up to 10 points) How the project ranks in priority or preference among the other projects submitted by each specific applicant	10
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)	86

The information contained in this summary is subject to change pending further review. Published April 18, 2023.



\$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

Moving from theoretical to actual performance

- Project agreements identify:

- Target throughput increase (AM peak inbound)
- Performance measures and data collection approach

- Annual reports required for:

- Active transit, TDM and bikeshare operations projects
- Capital projects up to five years following implementation

Project Description

Commuter Choice funding is providing 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.

Project opening year inbound AM peak period increase in person throughput that was the basis for project evaluation: 100 persons.

Performance Measures and Reporting

Performance Measures

Report average weekday morning parking space occupancy of the park and ride lot.

Collection Period

Report parking occupancy collected over a two-week period in March or April. Chosen period should not include any holiday periods and the weekday average should be calculated from Tuesdays, Wednesdays, and Thursdays during the period. Provide baseline parking occupancy for a comparable period before the expansion is implemented.

After the project has been implemented, performance data shall be collected each year up to five years after implementation.

Reporting

Report data to NVTC in a technical memorandum outlining the following:

1. Data collection methodology
2. Data collection dates
3. Results – data
4. Notes (if necessary)

Reports are due each July 30th or as otherwise identified by NVTC. Submit reports by email to Ben Owen at NVTC at benowen@novatransit.org.

The outcomes

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

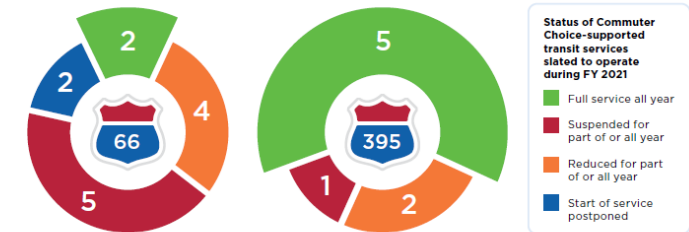
750
PEOPLE moved each weekday

300 PEOPLE
10 Projects

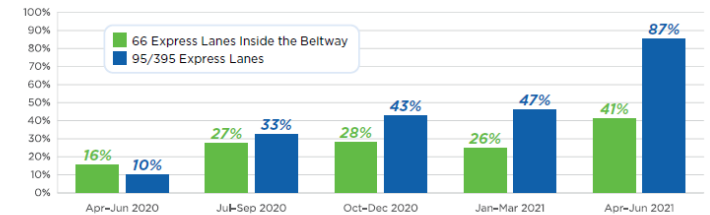
450 PEOPLE
8 Projects

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.

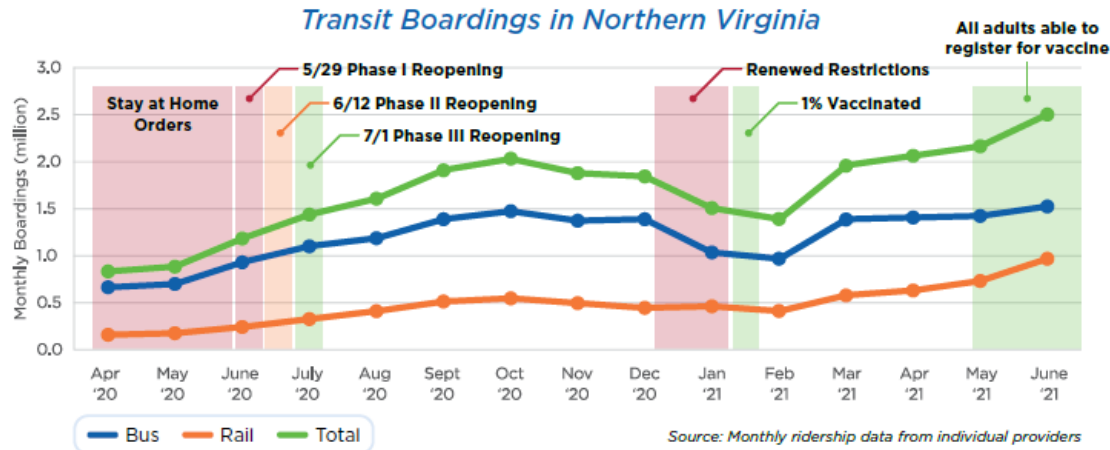


Quarterly Toll Revenues Relative to October–December 2019

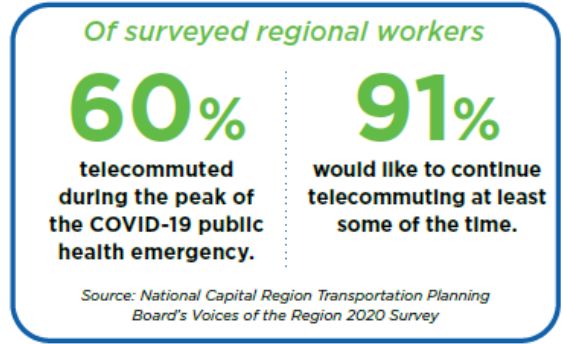


For 2021, context *really* mattered

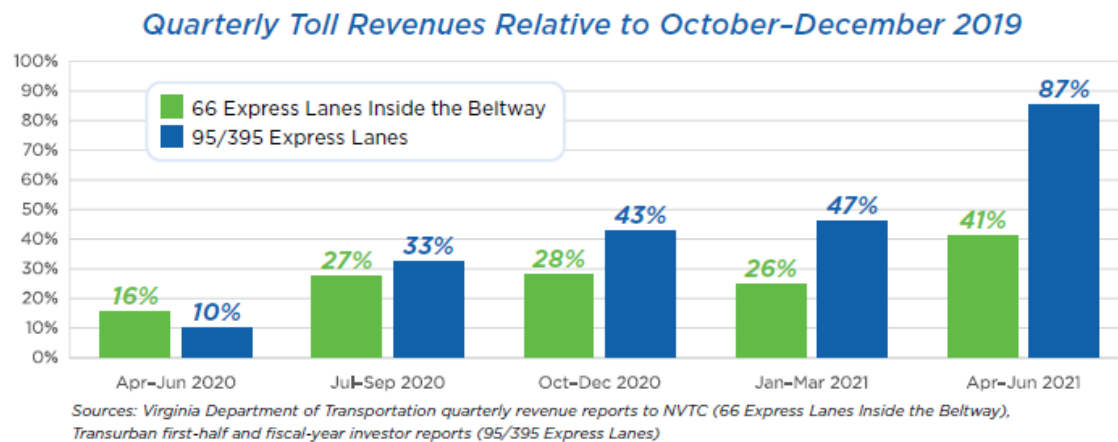
Regional transit ridership
(slow rebound)



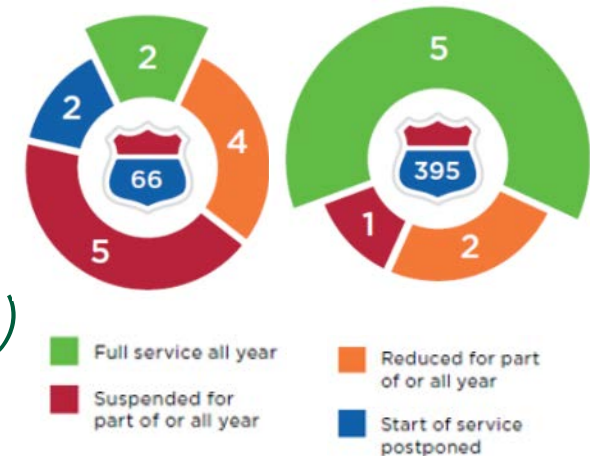
Telework
(lots of it)



Toll revenues
(uneven rebound)



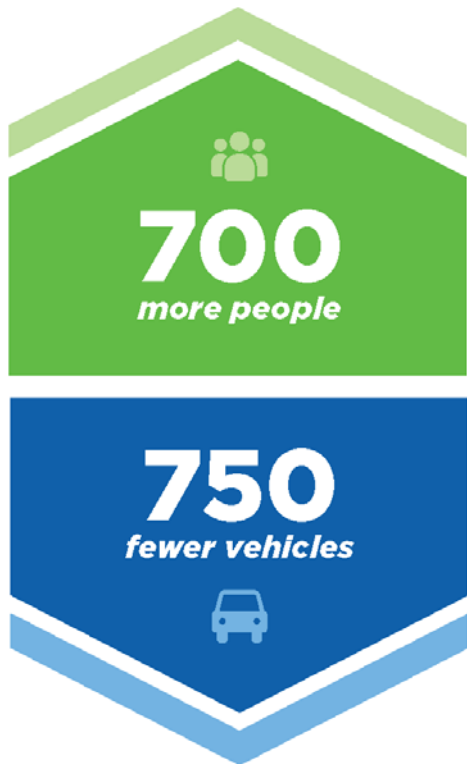
Service levels
(reduced)



Impacts to broader travel trends

Biennial corridor travel volume counts - 2019 highlights

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



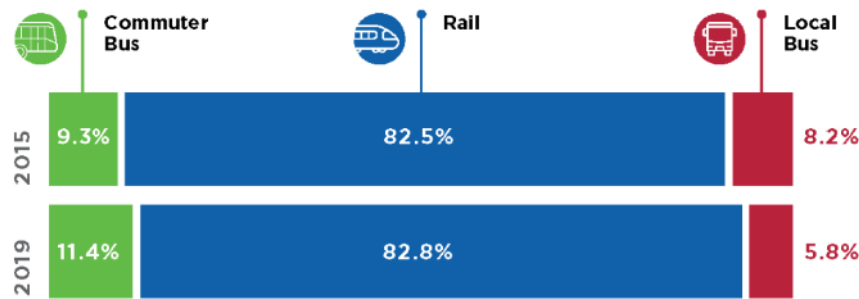
Each morning in 2019, **700 more people** and **750 fewer vehicles** moved through the corridor than in 2015.

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

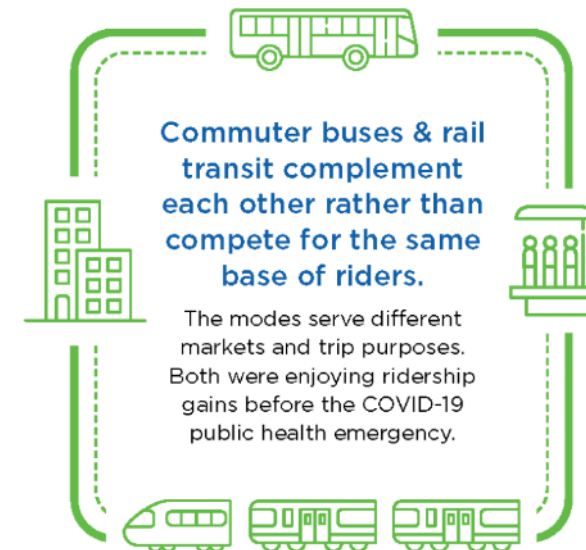
	TRANSIT	CARPOOL/VANPOOL	DRIVING ALONE
2015	41.1%	22.5%	36.4%
2019	41.5%	23.7%	34.7%

-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

Our strategies to maximize program benefits



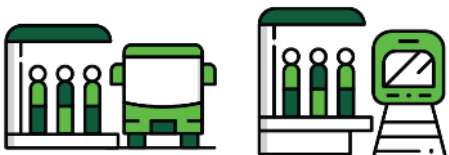
- **Maximum 24 months of operations subsidies at a time**

- Not just transit services - also TDM campaigns, bikeshare, etc.



- **Ensuring quantifiable project benefits through program policy**

- TDM: Standalone strategies must now be direct incentives targeted exclusively to corridor commuters (toll payers), no further generalized campaigns



- **Encouraging capital projects with long-lasting benefits**

- Such as rail capital improvements, park & ride lots, bus lanes

Thank You.

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