



Commuter Choice

2020 ANNUAL REPORT



NORTHERN VIRGINIA TRANSPORTATION COMMISSION



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OVERVIEW

Annual Report Fiscal Year 2020



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 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

To say that the Commuter Choice program grew exponentially in fiscal year 2020 would be quite an understatement. While continuing to administer projects on I-66, the Northern Virginia Transportation Commission (NVTC) launched the inaugural round of funding on the I-395/95 corridor. Though the reach of the overall program has expanded, the program goals remain the same. The Commuter Choice program maximizes the number of people traveling through each corridor and adds multimodal improvements that promote mobility, support new, diverse travel choices and enhance transportation safety and travel reliability.

In FY 2020, an additional 22 projects were funded that, when fully implemented, will move another 3,800 people through both the program’s expressway corridors each day. The Commuter Choice program provided over \$37 million in grant funding to support new and enhanced bus services, transit incentives and alternative travel options to eligible municipalities, transit agencies and regional organizations. NVTC, through the Commuter Choice program, continues to innovate and facilitate the best use of toll revenues in a manner that connects Northern Virginia residents to the places that they want to live, play and work.

When the first round of projects began moving people in 2017, we knew that this innovative idea to utilize toll revenues for increased transit and multimodal projects would influence travel. In our foremost five-year look back, we took a deep dive into the data and measured the impact for the first time. Through the analysis of the NVTC team of experts, we now know that more people are moving in fewer vehicles. Throughout this report and the more detailed review online, we’ll highlight the payoffs of the toll revenue investments that have increased travel options and enhanced connectivity for commuters and ultimately moved more people.

Of course, the COVID-19 public health emergency disrupted transportation just as it interrupted daily life in many other ways. By monitoring trends and working closely with our jurisdictional partners across the region, we’re ensuring that Commuter Choice funded projects remain adaptable and ready to respond to riders as needed. When Northern Virginia fully returns to work, the Commuter Choice program will continue to move people and improve the reliability and travel efficiency on both the I-66 and the I-395/95 corridors.



Kate Mattice
Executive Director



“In our foremost five-year look back, we took a deep dive into the data and measured the impact for the first time.”



Commonwealth Transportation Board approved the \$19.6 million slate of 12 projects recommended by NVTC

Commuter Choice on the I-66 corridor in FY 2020

In June 2019, the Commonwealth Transportation Board (CTB) approved the \$19.6 million slate of 12 projects recommended by NVTC for Round Three (FY 2020). An overwhelming majority of the approved projects added or continued bus service to the region while the remaining projects supported transit incentives and alternate travel options. Of the 12 projects, seven have launched as of the printing of this report.

In November 2019, the Commuter Choice team launched the Round Four (FY 2021-2022) Call for Projects with an application deadline in January 2020. Midway through the evaluation process for Round Four, the world began to face a global pandemic. Due to restrictions that limited public outreach and a sharp and sudden decrease in I-66 Inside the Beltway toll revenue collections, the process was paused until Fall 2020. NVTC anticipates presenting a recommended program to the CTB by the end of 2020, after resuming the public outreach period and gaining clarity around the availability of revenues.



87% of the \$18.9 million in approved grant funding supported new or enhanced bus service

Commuter Choice on the I-395/95 corridor in FY 2020

The Commuter Choice on the I-395/95 corridor program received approval by the CTB for its first round of projects in October 2019, ahead of the 395 Express Lanes opening. As toll day readiness was one of the evaluation areas for potential projects, nine of the ten total projects were operational by toll day one in mid-November 2019. Around 87% of the \$18.9 million in approved grant funding supported new or enhanced bus service, including the purchase of new buses and other capital updates. The remaining funds supported additional multimodal improvements.

The Commuter Choice program on the I-395/95 corridor is the result of a 68-year Memorandum of Agreement (MOA) between the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia authorizing NVTC to use required annual payments from Transurban, the 395 Express Lanes concessionaire, to fund multimodal transportation projects. NVTC plans to open the Round Two (FY 2022-2023) Call for Projects in November 2020.

A Global Crisis Hits Home

Since toll revenues support transportation infrastructure across Virginia, the immediate decline of toll road users on the region's major thoroughfares had an unprecedented impact on the transportation network.

Before the COVID-19 public health emergency and the resulting orders to shelter in place, Commuter Choice on the I-66 corridor anticipated a \$25 million grant cycle for Round Four (FY 2021-2022). However, with a nearly 50% decrease in tolled trips on the 66 Express Lanes Inside the Beltway, NVTC worked closely with partners at the Virginia Department of Transportation (VDOT) to evaluate the pandemic's effect on the program.

Due to anticipated shortfalls, NVTC postponed the recommendations for final awards until the available amount of funding could be confirmed. Fortunately, the program has sufficient revenue from prior years to continue funding existing projects. NVTC expects to present a recommended Round Four program to the CTB in the fall based on conservative revenue assumptions. NVTC also plans to apply unused funding balances from projects completed under budget to the Round Four program.

Through the final months of FY 2020 and the safer at home orders, NVTC worked with jurisdictional partners, transit agencies and other regional partners to ensure that existing toll revenues managed by the organization were used efficiently, effectively and within the guidelines of the program. As stakeholders faced service suspensions, outreach disruptions, temporary reductions and delays, and began to plan their returns to service, our team remained available to provide guidance and oversight. We will continue to work with grant recipients to ensure resilience and adaptability around programming and project performance as issues arise.

Notably, the COVID-19 public health emergency reached full force in Northern Virginia after much of the performance data presented in this report was collected. However, the lengthy duration of the phased safer at home restrictions will likely affect travel volumes and behavior in the region for the foreseeable future, particularly for the public and shared transportation options that Commuter Choice supports. Future reports may present a markedly different picture of travel patterns on the two corridors.

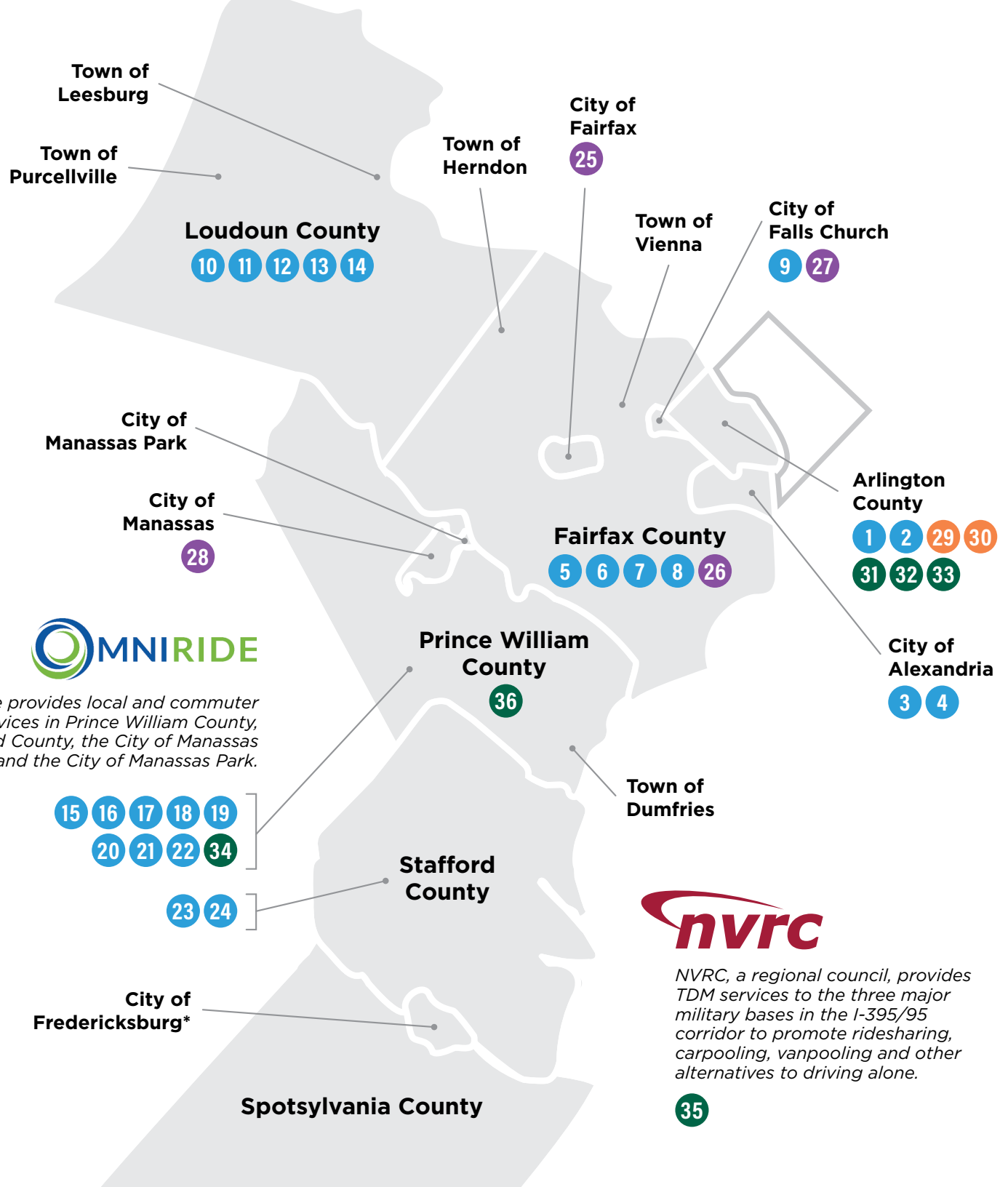
“ the lengthy duration of the phased safer at home restrictions will likely affect travel volumes and behavior in the region for the foreseeable future, particularly for the public and shared transportation options ”



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

NEW OR ENHANCED BUS SERVICE PROJECTS

- 1 **Arlington County - Bus Stop Consolidation and Accessibility Improvements, Lee Highway and Washington Boulevard** I-66
Funding: \$462,000
- 2 **Arlington County - Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square** I-66
Funding: \$1,040,000
- 3 **City of Alexandria/DASH - Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro** I-395
Funding: \$3,040,000
- 4 **City of Alexandria/DASH - Enhanced Bus Service on AT-9: Mark Center to Potomac Yard** I-395
Funding: \$1,949,000
- 5 **Fairfax County - New Bus Service from Stringfellow to L'Enfant Plaza** I-66
Funding: \$4,326,000
- 6 **Fairfax County - New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements** I-395
Funding: \$3,540,903
- 7 **Fairfax County - Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations** I-66
Funding: \$3,452,618
- 8 **Fairfax County - Fairfax Connector Government Center -Downtown DC, Route 699** I-66
Funding: \$5,276,336*

- 9 **City of Falls Church - Metrobus Route 3T Extension and Service Expansion** I-66
Funding: \$845,754
- 10 **Loudoun County - Loudoun County Transit Metro Connection from New Purcellville Park and Ride** I-66
Funding: \$1,065,960
- 11 **Loudoun County - Loudoun County Transit Metro Connection Route 88X Extension to Dulles South** I-66
Funding: \$1,706,040
- 12 **Loudoun County - Stone Ridge Enhanced Transit** I-66
Funding: \$2,472,970*
- 13 **Loudoun County - New Bus Service from Purcellville to DC** I-66
Funding: \$949,482
- 14 **Loudoun County - New Bus Service from Stone Ridge to Pentagon** I-66
Funding: \$1,257,226
- 15 **OmniRide - Gainesville to Pentagon Commuter Service** I-66
Funding: \$5,559,600*
- 16 **OmniRide - OmniRide Linton Hall Metro Direct Bus Service Enhancement** I-66
Funding: \$134,200
- 17 **OmniRide - On-Demand Commuter Lot Shuttles in Prince William County** I-66
Funding: \$1,087,796
- 18 **OmniRide - Enhanced Bus Service from Gainesville to DC** I-66
Funding: \$1,519,100

- 19 **OmniRide - New Bus Service from Haymarket to Rosslyn** I-66
Funding: \$776,700
- 20 **OmniRide - Enhanced Bus Service from Dale City to Ballston** I-395
Funding: \$251,600
- 21 **OmniRide - Enhanced Bus Service on Prince William Metro Express** I-395
Funding: \$562,400
- 22 **OmniRide - Enhanced Bus Service on Route 1 Local** I-395
Funding: \$1,133,500
- 23 **OmniRide - New Bus Service from Staffordboro to Downtown D.C.** I-395
Funding: \$3,569,200
- 24 **OmniRide - New Bus Service from Staffordboro to the Pentagon** I-395
Funding: \$3,495,300

ACCESS TO TRANSIT PROJECTS

- 25 **City of Fairfax - CUE Access and Technology Improvements** I-66
Funding: \$965,000
- 26 **Fairfax County - I-66 Corridor Vienna/Merrifield Bike Share Expansion** I-66
Funding: \$497,100
- 27 **City of Falls Church - Expanded Transit Access, Bike Share** I-66
Funding: \$500,000
- 28 **City of Manassas - Bicycle Parking Improvements at Manassas VRE Station** I-66
Funding: \$55,000

ROADWAY OPERATIONS PROJECTS

- 29 **Arlington County - I-66 Corridor Intelligent Transportation System Enhancements** I-66
Funding: \$400,000
- 30 **Arlington County - Traffic Management Center** I-66
Funding: \$400,000

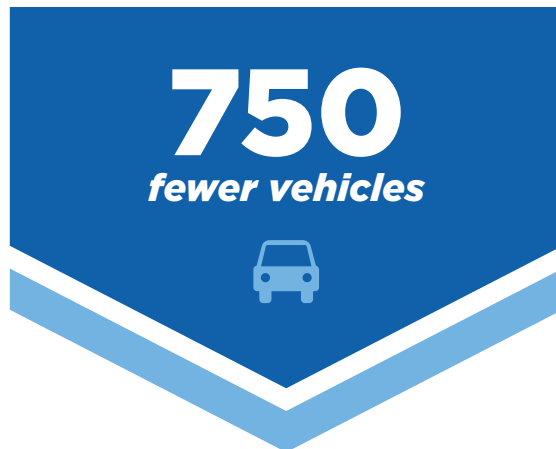
TDM PROJECTS

- 31 **Arlington County - Commuter Store at the Pentagon Transit Center** I-395
Funding: \$211,962
- 32 **Arlington County - Expanded TDM Outreach to the I-66 Corridor** I-66
Funding: \$2,050,000*
- 33 **Arlington County - Multimodal Real-Time Transportation Information Screens** I-66
Funding: \$250,000
- 34 **OmniRide - Flexible Vanpool Program** I-66
Funding: \$317,600
- 35 **NVRC - New TDM Outreach Campaign for Military Facilities** I-395
Funding: \$396,184
- 36 **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




PROGRAM HIGHLIGHTS

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

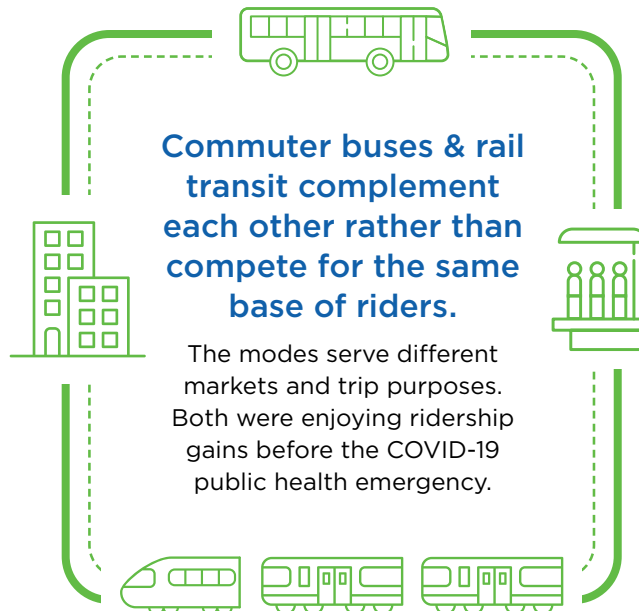
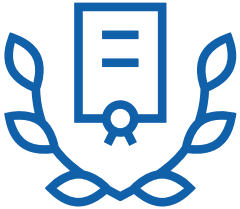


Each morning in 2019, **700 more people** and **750 fewer vehicles** moved through the corridor than in 2015.

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%

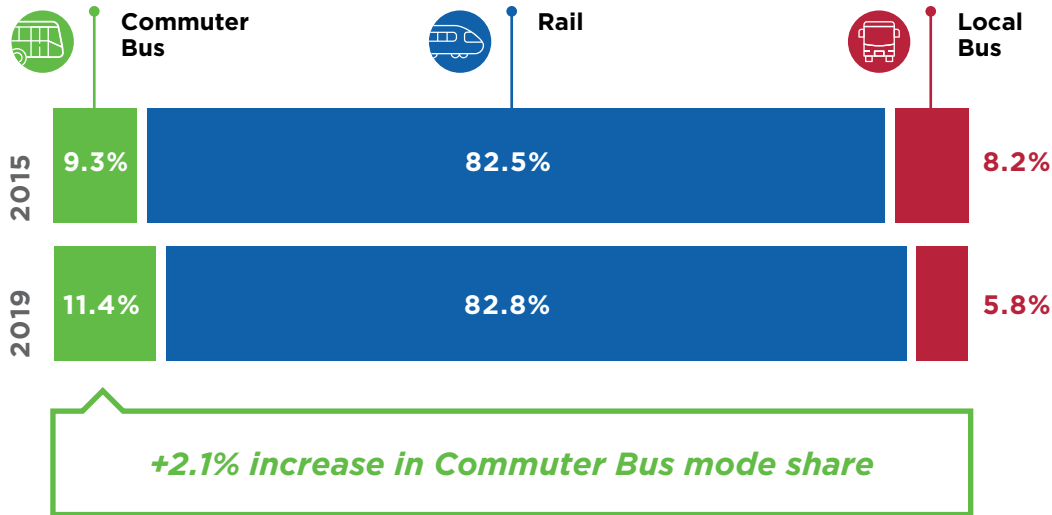
-1.7% decrease in the mode share of people who drive alone in 2019

\$60,477,331
awarded to transit & multimodal projects in Northern Virginia

PROGRAM HIGHLIGHTS

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.

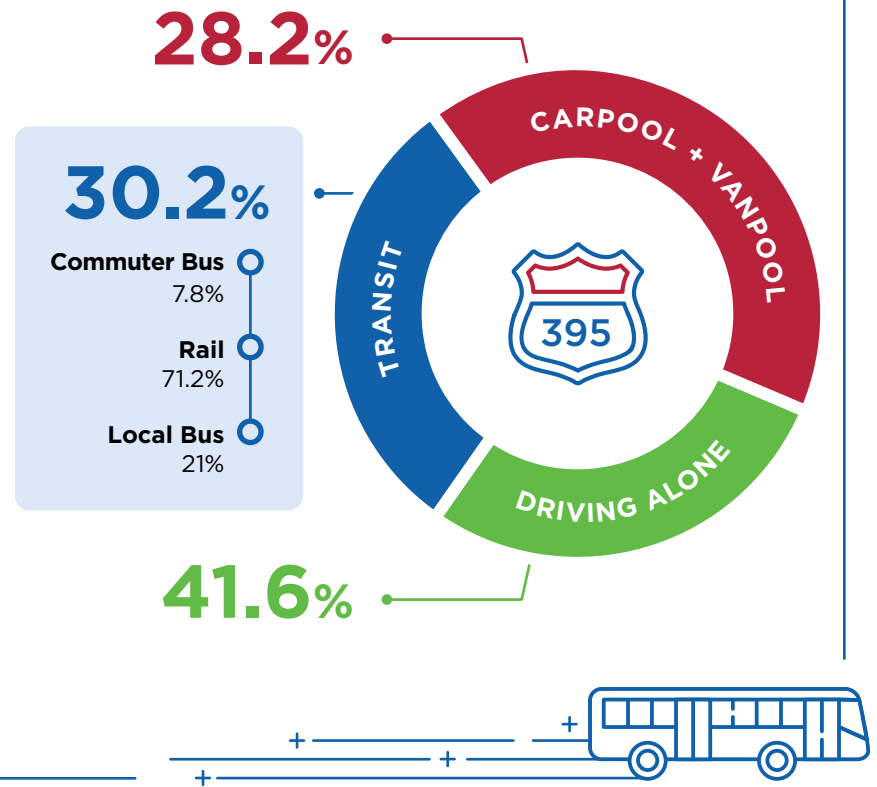


36 approved projects 

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

Establishing a Baseline on the I-395 Corridor

The 2019 data estimates that **93,000 people and 44,000 vehicles** move inbound through the I-395/95 corridor each weekday during the morning peak period. This data establishes a baseline for future corridor performance reports. The next data collection will occur in 2021.



+26% Growth
in commuter bus ridership since 2015

Lessons Learned

NVTC ensures that the Commuter Choice program delivers projects with substantial benefits to toll payers by moving more people and fostering viable, attractive alternatives to driving alone.



We're advocating for a more diverse set of projects that advance Commuter Choice goals.

So far, we've mostly supported new and enhanced bus services that have helped move many more commuters efficiently through the I-66 Inside the Beltway and I-395/95 corridors. However, the near-term demand for additional transit services is likely to be modest due to travel pattern changes brought about by the COVID-19 public health emergency. Though transit services will continue to be an indispensable part of the program, we are now encouraging a broader array of proposals, including large infrastructure projects that could shape commuting for decades. We'll also be working more closely with applicants to help them identify and develop project proposals that fit within the goals of Commuter Choice.



We're ensuring that project benefits are readily measurable.

The Commuter Choice program framework emphasizes projects that deliver measurable and relatively quick benefits to toll payers in both corridors. We're approaching transportation demand management efforts in a new way and focusing on discrete activities that deliver rapid, easily measurable benefits.

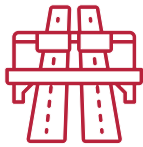


We're encouraging applicants to coordinate project ideas with other agencies in the region.

Transportation improvements do not align neatly within jurisdictional boundaries, and it is vital to evaluate project impacts through a regional lens. Our scoring process now encourages applicants to coordinate their project proposals with neighboring jurisdictions. Many projects that we support involve multifaceted government agencies like the Virginia Department of Transportation (VDOT) or the Washington Metropolitan Area Transit Authority (WMATA) in their execution. We now require clear upfront documentation of third party support to ensure successful implementation within the five-year expenditure deadline for Commuter Choice funds.

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 move 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.

Leading the Way

SUCCESS STORIES ON THE I-66 CORRIDOR

ARLINGTON COUNTY

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

During Round One (FY 2017-2018) of Commuter Choice on the I-66 corridor, Arlington County received funding to improve and combine 30 bus stops along Lee Highway and Washington Boulevard, parallel roads to I-66 Inside the Beltway. Served by both Metrobus and Arlington Transit (ART) routes, the two major thoroughfares connect riders with Metrorail stations and job centers.

All improved stops received Americans with Disabilities Act-compliant sidewalks and boarding areas for enhanced access for people with disabilities. Some stops also received upgraded passenger amenities such as shelters, benches and lean bars to create a more pleasant walking and waiting environment. The added amenities will quicken bus service, attract new riders and elevate the experience of existing riders for years to come.

Due to efficient project management, three extra stops were added, bringing the project total to 33. Arlington County had completed 32 of the 33 as of June 2020. Early in the same year and before the COVID-19 public health emergency, ridership was trending upward at several of the improved bus stops.



FAIRFAX COUNTY

Fairfax Connector Government Center – Downtown DC, Route 699

With free parking at the Fairfax County Government Center and a hassle-free, nonstop express bus ride into downtown Washington, D.C., the Fairfax Connector's Route 699 is one of the Commuter Choice program's most successful transit services. Service began in December 2017 with 10-morning inbound trips and 10-afternoon outbound trips under Round One (FY 2017-2018) funding from Commuter Choice on the I-66 Corridor. Continued support under Round Three (FY 2020) provides the resources to expand service to 13 trips in each direction. Using the program's support, Fairfax County has also purchased five new buses to support the expanded service. Some of the buses feature memorable branding to spread the message of the route's ease and convenience.

Even in the early days of service in 2018, the 699 route demonstrated strong patronage with around 200 daily riders. Ridership grew steadily to an average of nearly 600 daily passenger trips in February 2020, with morning ridership more than double Fairfax County's original target.

Leading the Way

SUCCESS STORIES ON THE I-395/95 CORRIDOR

OMNIRIDE

New Bus Service from Staffordboro to the Pentagon

For the first time in OmniRide's 33-year history, the transit agency launched a bus service with an origin outside of Prince William County and in Stafford County. With approved funding under Round One (FY 2020-2021) of Commuter Choice on the I-395/95 Corridor, OmniRide implemented the new commuter bus service from the Staffordboro Park and Ride lot, near the intersection of Route 610 and I-95, to the Pentagon. Most of the nonstop trip journeys through the free-flowing 95 and 395 Express Lanes creating a quick, reliable ride for commuters. Besides supporting the operational costs for the four-morning inbound trips and four-afternoon outbound trips, Commuter Choice backed the capital costs for four new motorcoaches to support the service.

OmniRide began its new Staffordboro service in November 2019, just before the 395 Express Lanes opened, and offered free rides for the first two months. The very first trip on the first day of service attracted about 30 passengers that had previously made their commute via casual carpool. By early March 2020, ridership on the route had reached an average of 200 daily passenger trips. Morning ridership on the bus service was almost two times OmniRide's proposed ridership target listed in the grant application.



CITY OF ALEXANDRIA/DASH

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

DASH and the City of Alexandria received Round One (FY 2020-2021) funding from Commuter Choice on the I-395/95 corridor to improve service on the AT-1. This local bus route parallels I-395 in Alexandria. The City of Alexandria plans to develop the route into a bus rapid transit line over the next several years, with dedicated bus lanes, priority for buses at traffic signals and other passenger amenities. Commuter Choice funding supports the interim improvements, branded as the 'AT-1 Plus,' to help build ridership when more significant capital improvements become operative in the corridor.

DASH expanded service every day of the week, which is permitted for Commuter Choice projects in the I-395/95 corridor since tolls are always active on the 395 Express Lanes and installed real-time bus arrival information displays at several stops. Additionally, DASH incorporated specially branded buses, a common feature of bus rapid transit lines, on the expanded AT-1 Plus service to increase recognition and champion the diversity of Alexandria's West End.

DASH implemented the AT-1 Plus service enhancements in October 2019, and ridership responded well over the first few months. Overall weekly ridership on the route increased by nearly 40% between early March 2019 and early March 2020. Sunday ridership more than doubled as buses increased frequency from every 60 minutes to every 30 minutes. DASH has maintained limited service during the safer at home orders, with temporarily suspended fares, to support essential trips.

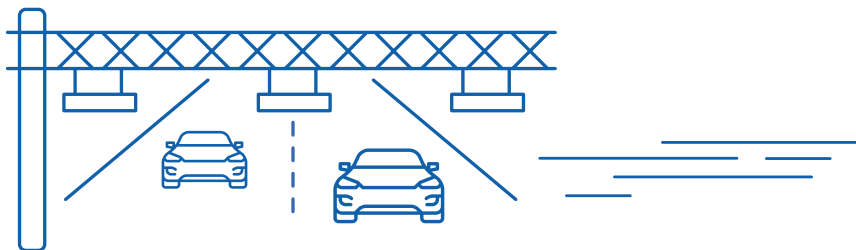
Toll Revenues at Work

The new, popular travel options created by Commuter Choice have reduced traffic congestion and fuel consumption while improving Northern Virginia's air quality. Since peak-period tolling on the I-66 Inside the Beltway corridor began in 2017, more people traveled through the corridor using public transportation, including new and expanded bus services funded by Commuter Choice. More people also moved using carpools and vanpools, which Commuter Choice funding has helped promote since the program's inception.

As the program continues to grow, NVTC will analyze future traffic and transit ridership counts and capture the impact of added multimodal investments in the I-66 corridor and the expansion of Commuter Choice on the I-395/95 corridor.

Across the I-66 Inside the Beltway corridor: More travelers, fewer vehicles, more use of alternatives to driving alone.

Between 2015 and 2019, people traveling east into Arlington each morning along I-66 Inside the Beltway, parallel roads and transit lines grew by about 700. Simultaneously, the number of vehicles used for those trips decreased by about 750. Due to expanded travel options, more commuters used public transportation, carpools and vanpools for their journeys into and through the corridor in 2019 than in 2015. Overall, the total share of corridor trips by these means grew to 65% from 63% between 2015 and 2019.



Commuter Choice funding fueled a sharp growth in commuter bus options and ridership.

Commuter Choice funded an additional 56 daily Fairfax Connector, Loudoun County Transit and OmniRide commuter bus trips on the I-66 Inside the Beltway corridor in 2019 relative to what was in place in 2015. Total morning ridership on the corridor's commuter and express bus routes grew by nearly 26% over the same period due to this expanded service. Ridership on Metrorail on the I-66 corridor grew as well, indicating that the expanded bus services complement rather than compete with rail.

Commuter Choice funding for outreach and incentive campaigns supported growth in travel by carpools and vanpools.

Over 900 more people moved through the I-66 Inside the Beltway corridor each morning in carpools or vanpools in 2019 than in 2015. Several projects funded by Commuter Choice supported outreach and incentive campaigns and helped to spread the message of carpooling, vanpooling, and using alternatives to driving alone.

More travel options led to less driving on major parallel commuter routes.

The total number of morning inbound vehicle trips along major parallel commuter routes to I-66, such as Lee Highway, Wilson Boulevard and Arlington Boulevard, dropped by about 6% between 2015 and 2019. Most of these were drive-alone trips that shifted to other means of travel rather than on I-66, which only recorded about 300 more vehicles. The Commuter Choice program funds attractive alternatives to driving alone that helps to reduce traffic diversions onto parallel routes and local roads, most notably when toll rates are high.

To read the full 2020 annual report
with detailed project information, visit

CommuterChoiceAR.org



The screenshot shows the homepage of the Commuter Choice 2020 Annual Report. At the top, there are logos for NVTC and Commuter Choice, and a search bar labeled "Search Projects". Below the logos is a navigation menu with items: "2020 Report", "Bus Service", "Access to Transit", "Roadway Operations", "TDM", and "Completed". The main header features the Commuter Choice logo and the text "2020 ANNUAL REPORT" over a background image of a transit station. Below the header is a blue banner with the text: "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." Below this banner is a section titled "Letter from Executive Director, Kate Mattice" with a small portrait of Kate Mattice. The text of the letter describes the program's growth and goals. At the bottom of this section is a "Read Full Letter" button.

66
Commuter Choice on the I-66 corridor in FY 2020

CTB approved the \$19.6 million slate of 12 projects recommended by NVTC... [Read More](#)

395
Commuter Choice on the I-395/95 corridor in FY 2020

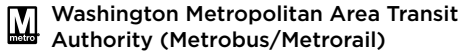
87% of the \$18.9 million in approved grant funding supported new or enhanced bus service... [Read More](#)


The screenshot shows the "Search Projects" page. It features the same navigation menu as the homepage. Below the navigation is a large heading "Search Projects" and a "Search by..." section with three dropdown menus: "Project Type", "Jurisdiction/Agency", and "Project Status". Below these are two buttons: "Browse All Projects" and "Search". Below the search filters is a list of project results, each with a jurisdiction name and a project description, followed by a dropdown arrow:


- ARLINGTON COUNTY**
Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square
- CITY OF ALEXANDRIA/DASH**
Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro
- CITY OF ALEXANDRIA/DASH**
Enhanced Bus Service on AT-9: Mark Center to Potomac Yard
- FAIRFAX COUNTY**
New Bus Service from Stringfellow to L'Enfant Plaza
- FAIRFAX COUNTY**
New Bus Service to the Pentagon with Gambrell and Backlick North Park and Ride Improvements


Eligible Applicants

Transit Agencies

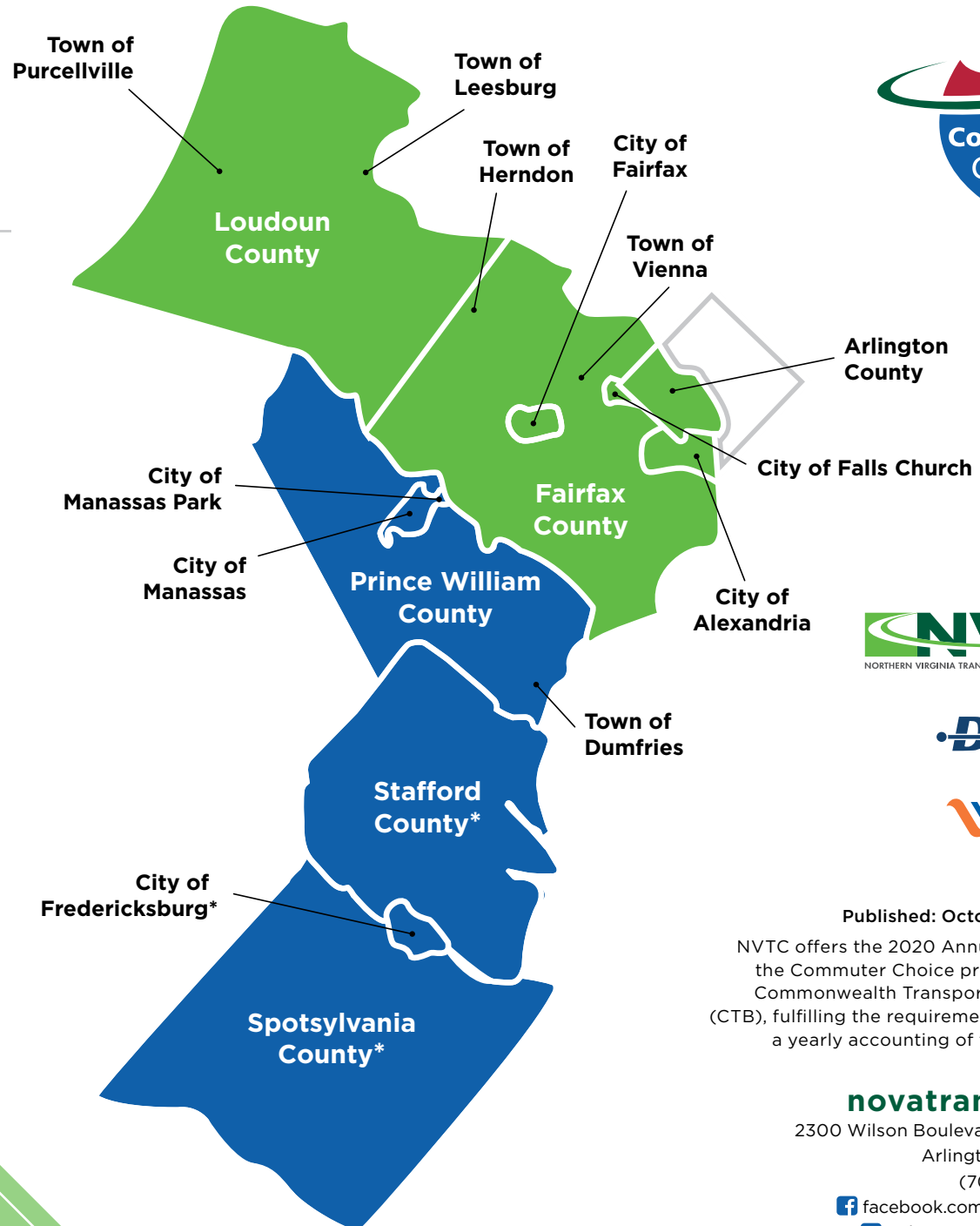


 NVTC Jurisdiction

 PRTC Jurisdiction

 Non-Eligible Jurisdiction

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





Published: October 31, 2020

NVTC offers the 2020 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

2300 Wilson Boulevard, Suite 230
Arlington, VA 22201
(703) 524-3322

 facebook.com/NoVaTransit

 twitter.com/NoVaTransit





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 leasing of spaces at park-and-ride lots, construction and improvements to bus stops to improve passenger comfort and information.

ARLINGTON COUNTY

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

Funding \$462,000

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

Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support 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

Of 33 planned bus stop improvements, 32 are complete, including the addition of ADA-compliant passenger landing pads and pedestrian facilities such as upgraded sidewalks, curb ramps and crosswalks. Renovations to the remaining stop should be complete by 2021.

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 experienced an increase in ridership after the implementation of the expanded service in December 2019. Service was temporarily suspended in mid-March 2020 due to the COVID-19 health emergency. The anticipated return to service date is December 2020.

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 2020-2021)

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

Bus service improvements have been implemented, buses have been wrapped with distinctive branding and real-time info displays at high-ridership stops have been installed. Overall weekly ridership grew by about 40% between early March 2019 and early March 2020. Service across the DASH system was temporarily reduced in mid-March 2020 due to the COVID-19 public health emergency.

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 2020-2021)

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

Bus service improvements have been implemented and real-time info displays at high-ridership stops have been installed. Overall weekly ridership grew by almost 80% between early March 2019 and early March 2020. Service across the DASH system was temporarily reduced in mid-March 2020 due to the COVID-19 public health emergency.

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

Buses for the service have been purchased and service is expected to begin in August 2020, as part of Fairfax Connector's reintroduction of express routes that were suspended in April due to the COVID-19 public health emergency.

FAIRFAX COUNTY

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



Funding \$3,540,903

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

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

Service was implemented in January 2020 with strong initial ridership but was temporarily suspended along with all other Fairfax Connector express routes in April 2020 due to the COVID-

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

A successful and well-utilized bus service, Route 698, launched in January 2019. The route showed consistent growth in ridership through early 2020. Service was temporarily suspended in April 2020 along with other Fairfax Connector express routes due to the COVID-19 public health emergency and is anticipated to resume in August 2020.

CITY OF FAIRFAX

Fairfax Connector Government Center — Downtown DC, Route 699 

Funding \$5,276,336

Initially funded in I-66 Round One (FY 2017-2018) 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

Ridership on Route 699 has been steady and continued to grow into early 2020, with some trips exceeding seating capacity. The project was awarded Round Three (FY 2020) funding that supports additional peak period trips. Service was temporarily suspended in April 2020 along with other Fairfax Connector express routes due to the COVID-19 public health emergency and is anticipated to resume in August 2020.

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 has been modest since service returned in January 2019, and the extension is expected to terminate when the project's funding runs out. Service was temporarily suspended along with that on many other Metrobus routes in mid-March 2020.

LOUDOUN COUNTY

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Funding \$1,065,960

Initially funded in I-66 Round Two (FY 2019)

Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway supports the leasing of Park and Ride lot spaces and covers the new service's operating costs for two 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 initially included a minimum of 80 leased commuter parking spaces and the operation of nine morning and nine afternoon trips.

Project Status

The new 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 an additional 45 parking spaces, for a total of 125 spaces, to meet the lot's growing use. Loudoun County has kept the route in service as a lifeline route during the COVID-19 public health emergency, but ridership has dropped substantially.

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

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 temporarily reduced service on the route to about one-third of the usual schedule due to the public health emergency.

LOUDOUN COUNTY

Stone Ridge Enhanced Transit



Funding \$2,472,970

Initially funded in I-66 Round One (FY 2017-2018) 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. Loudoun County Transit temporarily suspended service on this route and other express commuter routes in April 2020.

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

The bus for the new service has been ordered. The anticipated start for service on this route is early 2021.

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 ordered. Service is currently anticipated to begin in early 2021

OMNIRIDE

Gainesville to Pentagon Commuter Service



Funding \$5,559,600

Initially funded in I-66 Round One (FY 2017-2018) 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 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.

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 is among OmniRide's most successful routes. From May 2017 to early 2020, before the COVID-19 public health emergency, ridership grew from approximately 200 daily trips to over 500. The route has remained in service during the public health emergency as a lifeline service for essential journeys.

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. Half-fare subsidies from the Virginia Department of Transportation during I-66 Outside the Beltway construction have helped boost ridership. OmniRide continues to run its Metro Direct bus services during the COVID-19 public health emergency.

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 is continuing preliminary work to procure an operator for the shuttles.

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 new University Boulevard Commuter Lot. Service was suspended in late-April 2020 due to the COVID-19 public health emergency and resumed in June 2020.

OMNIRIDE

New Bus Service from Haymarket to Rosslyn

Funding \$776,700

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 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 steady ridership of nearly 300 daily trips until the COVID-19 public health emergency. Service was suspended in late-April 2020 and resumed in June 2020.

OMNIRIDE

Enhanced Bus Service from Dale City to Ballston



Funding \$251,600

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

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 took effect in November 2019. Ridership on the trips was robust between the start date until early 2020. Service was suspended in late-April 2020 due to the COVID-19 public health emergency and resumed in June 2020.

OMNIRIDE

Enhanced Bus Service on Prince William Metro Express



Funding \$562,400

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

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 has continued to operate the route as a lifeline service during the COVID-19 public health emergency.

OMNIRIDE

Enhanced Bus Service on Route 1 Local



Funding \$1,133,500

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

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. Ridership soared through February to nearly 250 daily trips, well above projections. OmniRide suspended the route in late March 2020 due to the COVID-19 public health emergency and resumed service in June 2020.

OMNIRIDE

New Bus Service from Staffordboro to Downtown D.C.



Funding \$3,569,200

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

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. Ridership soared through February to nearly 250 daily trips, well above projections. OmniRide suspended the route in late March 2020 due to the COVID-19 public health emergency and resumed service in June 2020.

OMNIRIDE

New Bus Service from Staffordboro to the Pentagon



Funding \$3,495,300

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

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. Ridership rose quickly through February to almost 200 daily trips, well above projections. OmniRide suspended the route in late-April 2020 due to the COVID-19 public health emergency and resumed service in June 2020.

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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.

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 completed a study to identify and prioritize bus stop improvements along CUE's two routes. More detailed cost estimation work and site studies are now underway in anticipation of beginning right-of-way acquisition and construction improvements in 2021.

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, installation and operation 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

Design work and property negotiations for the 10 stations have been completed. Equipment acquisition is underway and will continue into early 2021. The installation of the new stations is expected to be complete by mid-2022.

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 early March 2020, the new stations averaged about 25 trips per day.

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 bicycle shelter and eight bicycle racks have been installed. The installation of the bicycle lockers and the repair station is expected to be completed in September 2020.

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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.

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

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.

ARLINGTON COUNTY

Commuter Store at the Pentagon Transit Center

Funding \$211,962

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

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

Commuter Choice funding took effect in January 2020, and the Commuter Store served over 2,000 customers in both January and February. Designated as an essential service, the store has remained open for transit pass sales and other assistance during the COVID-19 public health emergency, with distancing guidance in place.

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 Two (FY 2019) funds, has built on the relationships and focused on outreach related to teleworking and implementing flexible work schedules.

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 the COVID-19 public health emergency, the team has assisted employers in the I-66 corridor to establish and further telework policies that will help reduce SOV trips when employees begin returning to their worksites.

ARLINGTON COUNTY



Multimodal Real-Time Transportation Information Screens

Funding \$250,000

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

Project Support

Funds from Commuter Choice on the I-66 corridor Inside the Beltway support 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 will conclude the project in early FY 2021 with approximately 15 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.

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 is continuing preliminary work to procure a software platform that will allow for flexible vanpooling.

NORTHERN VIRGINIA REGIONAL COMMISSION (NVRC)

New TDM Outreach Campaign for Military Facilities



Funding \$396,184

Funded in Round One (FY 2020)

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.

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 and anticipates beginning outreach activities in early 2021.

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Completed 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 leasing of spaces at park-and-ride lots, construction and improvements to bus stops to improve passenger comfort and information.

ARLINGTON COUNTY

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

Funding \$1,000,000

Funded in Round One (FY 2017-2018)

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.

ARLINGTON COUNTY

Peak Period Service Expansion to ART Bus Route 55



Funding \$450,000

Funded in Round One (FY 2017-2018)

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 is continuing to fund the service expansion through its General Fund.

LOUDOUN COUNTY

Transportation Demand Management



Funding \$623,000

Funded in Round One (FY 2017-2018)

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.

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.

Commuter Choice 2020 Annual Report Overview

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Commuter Choice 2020 Annual Report

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NVTC offers the 2020 Annual Report of the Commuter Choice program of the Commonwealth Transportation Board (CTB) and fulfills the requirement to provide a yearly accounting of the program.

