



**NVTC PROGRAM ADVISORY COMMITTEE**  
**THURSDAY, SEPTEMBER 15, 2022**  
**Via Electronic Participation**  
**Public Streaming Via [YouTube](#)**  
**5:00 p.m.**

*This meeting is an **all-virtual public meeting** as permitted under the Virginia Freedom of Information Act and NVTC's Electronic Participation Policy. The meeting may be viewed via the [NVTC YouTube Link](#).*

*If the livestream transmission fails, please contact NVTC staff via email at [support@novatransit.org](mailto:support@novatransit.org), which will be monitored during the meeting.*

**AGENDA**

1. Welcome and Opening Remarks
2. Summary of the April 14, 2022 Program Advisory Committee Meeting
3. Commuter Choice Program
  - A. Proposed Technical Evaluation Process Refinements
4. Transit Resource Center
  - A. Envision Route 7 BRT Update – Public Outreach and Strategic Implementation Plan
5. Transit Technology Program
  - A. Zero-Emission Bus Strategic Plan Update
6. Other Business
7. Future Meetings

**Members:**

David Snyder, Chair  
Sarah Bagley  
John Foust  
Libby Garvey  
David Meyer  
Michael R. Turner

**NVTC PROGRAM ADVISORY COMMITTEE  
MEETING SUMMARY  
NVTC Suite #230 Conference Room  
2300 Wilson Blvd., Arlington, Virginia  
Public Streaming via YouTube  
April 14, 2022**

**NVTC Program Advisory Committee Members Present:**

David Snyder, Chair  
Sarah Bagley (*via electronic participation*)  
John Foust  
Libby Garvey (*via electronic participation*)  
David Meyer  
Mike Turner

**Staff and Others Present:**

Kate Mattice, NVTC Executive Director  
Monique Blyther  
Allan Fye  
Matt Friedman  
Rhonda Gilchrest  
Adam Hager  
Patricia Happ  
Xavier Harmony  
Ben Owen  
Sophie Spiliotopoulos  
Silas Sullivan  
Melissa Walker  
Takis Karantonis (Arlington County Board)

Program Advisory Committee Chair Snyder called the meeting to order at 8:40 a.m. but noted no quorum was present at the start of the meeting. Chair Snyder indicated that the meeting was being live streamed for the public and presentation slides are posted along with the meeting materials on the NVTC website. Chair Snyder asked Mr. Fye to conduct the roll call. Mr. Fye called the roll but said a quorum would not be present until Mr. Meyer's arrival. He then introduced staff. Chair Snyder noted that two committee members would be participating remotely if a quorum was reached (Ms. Garvey for a personal reason and Ms. Bagley for a medical reason).

Chair Snyder asked for any changes to the summary of the February 23, 2022 Program Advisory Committee meeting. Committee members accepted the summary with no changes. Chair Snyder then outlined the meeting agenda's topics: endorsement of the I-66 Commuter Choice FY 2023-

24 Program of Projects, NVTC's regional fare collection coordination efforts, regional Zero-Emission Bus working group and the Envision Route 7 bus rapid transit project.

#### I-66 Commuter Choice FY 2023-2024 Application Eligibility Results and Programming Approach

Mr. Owen introduced the Commuter Choice item by noting that staff is seeking the committee's endorsement of the draft I-66 Commuter Choice FY 2023-2024 Program of Projects. He first presented the scores for the nine eligible applications and noted that \$21.8 million had been requested from the Commuter Choice program. He explained the elements that make up a project's score and then reviewed staff's assumptions behind the \$14.1 million expected to be available in the fiscal year 2023-24 period.

Mr. Meyer arrived at 8:45 a.m. and quorum was established. At this time, Ms. Garvey and Ms. Bagley began participating remotely via Zoom.

Mr. Owen explained that staff is recommending moving forward with the top six scoring projects, which have a total funding request of \$12.4 million that can be accommodated fully within the funding expected to be available. The six projects are made up of two rail capital proposals, continuation of three established commuter bus routes, and a half-fare campaign for five OmniRide commuter routes from western Prince William County into Arlington and D.C. He highlighted the benefits of the six proposals, noting that compared to single-occupant vehicle commutes, they would reduce commuters' greenhouse gas emissions by 84%, annual fuel expenditures by over \$2 million, time spent in traffic delays by 83,000 hours each year, and annual vehicle miles traveled by 16 million. The projects would support a total of 4,000 daily trips in the I-66 corridor.

Ms. Bagley asked whether projects could receive only 10 or no points in the applicant preference measure in the technical evaluation. Mr. Owen confirmed this was correct, that each applicant may only designate one of its applications to receive the 10 points and any others do not receive any points on this criterion.

Mr. Turner asked who performs the scoring and Mr. Owen said staff and NVTC's technical consultant carry out this task.

Mr. Foust noted that the Trail Access to Vienna Metrorail Station project scored just below the lowest-scoring project included in the staff-recommended Program of Projects and that the project, with a \$2.2 million funding request, appears nearly to fit within the available funding. Mr. Owen clarified that staff is working to determine program administration costs for the two-year period which will account for a portion of the difference between the available funding and the recommended Program of Projects. Mr. Foust asked staff to provide the Commission its best projection of available revenue prior to seeking a vote on the Program of Projects, in the event that additional projects could reasonably be funded.

Mr. Karantonis asked how staff measured the vehicle miles traveled (VMT) impact of the proposed TDM strategy. Mr. Owen said that the TDM strategy proposal included a throughput estimate of 200 additional riders each morning across approximately 30 bus trips. Assuming

those riders shift from driving alone to riding the bus, it is possible to estimate the distance those commuters would no longer be driving for each one-way trip. Mr. Owen said that staff then doubled that estimated distance to account for each day and annualized the figure.

Ms. Garvey asked if project performance is monitored over time which Mr. Owen confirmed. Chair Snyder asked if formal action was being requested of the committee. Ms. Mattice said that no action is required but staff wanted to make sure the committee was able to discuss the staff recommended Program of Projects prior to a vote at the Commission.

Mr. Owen also summarized the forthcoming public comment period in which all informational materials would be available in both English and Spanish for the first time. He said the public would be able to provide comments in several ways including completing a short survey, participating in a virtual town hall, emailing staff, and leaving a voicemail message.

Chair Snyder asked if all nine projects are being included in the public comment period which Mr. Owen confirmed. Chair Snyder asked if the public would see the staff recommended list. Mr. Owen said that the staff recommendation is not included in the informational materials for public comment.

Chair Snyder asked staff for more information on the rationale for the Manassas Park VRE Station Parking Garage project given that VRE ridership remains down. He also observed that due to the program's framework, trails are often rated lower despite local interest in advancing such projects. He then asked staff to evaluate potential programmatic changes that could make such projects more competitive for funding. Mr. Owen and Ms. Mattice indicated that they would follow up with him on both matters by e-mail.

#### Transit Technology Program Update

Ms. Happ highlighted several components of NVTC's Transit Technology Program including recent Regional Fare Collection Program accomplishments, Zero-Emission Bus Program, and NVTC's Zero-Emission Bus Working Group. She noted the Regional Fare Collection Program has guided a regional strategy for fare collection and created forums for partners across the region to collaborate and exchange information.

Mr. Karantonis asked about the difference between new farebox technology and the older technology. Ms. Happ responded that the newer technology can support rear-door boarding by separating the validator from the actual farebox.

Ms. Happ then described the Zero-Emission Bus Program which has several components including a roundtable, symposium, working group, and strategic plan. She said the Zero-Emission Bus Working Group met for the first time on March 31 and was a great kick-off event.

Ms. Happ noted that NVTC held a Zero-Emission Bus Symposium and Commissioner roundtable in 2021 which were well received and built on partner interest in developing regional capacity in zero-emission buses. As a result, NVTC has applied for a technical assistance grant to develop a

strategic plan which, if awarded, would commence in fall 2022. Ms. Mattice noted the enthusiasm of transit operators in the region regarding the forthcoming strategic plan.

Ms. Garvey noted the importance of working regionally on this topic. She asked whether zero-emission vehicle technology was continuing to improve which Ms. Happ confirmed and said that these improvements will be a critical component of the strategic planning process. Ms. Garvey also inquired whether there were conversations being held with counterparts in Maryland and DC which Ms. Happ confirmed.

Chair Snyder asked if Metro was participating and, if so, at what level. Ms. Happ said Metro's Director of Zero-Emission Vehicles Amy Mesrobian and Zero-Emission Vehicles Project Manager Maya Alunkal are part of the working group.

Chair Snyder asked whether NVTC is aware of federal funding opportunities related to zero-emission bus. Ms. Mattice said that all NVTC jurisdictions are aware of the FTA's Low and No-Emission Bus Program and other federal opportunities. Chair Snyder reiterated importance of tying into federal process.

Ms. Mattice said that if the technical assistance grant is awarded, staff would come back requesting approval in June.

#### Envision Route 7 BRT Update

Mr. Fye introduced Transit Resource Center Senior Program Manager Xavier Harmony who recently joined NVTC from Metro.

Mr. Harmony said that today's briefing on the Envision Route 7 BRT project is informational in nature and highlighted the scope, timeline and elements of the overall project. He noted the project will connect Tysons to Mark Center via East Falls Church and has completed three phases to date. He said staff will seek approval to release an RFP for the Strategic Implementation Plan at the May Commission meeting. The plan would be led by staff and address project governance, phased implementation and strategic funding decisions.

Mr. Foust asked about the completion dates for the next phases of the project. Ms. Mattice said that is one of the purposes of doing the strategic plan so that more certainty can be added to the project's timeline.

Ms. Garvey asked about models that might be considered for project governance. Mr. Fye said that those details will be discussed in the strategic plan by asking experts who have implemented successful projects elsewhere in the country.

Ms. Garvey asked about the southeastern portion of the project's map and whether the route could extend into Arlington County. Mr. Fye said that the map in the presentation is just one planned BRT route; there are many other planned routes in Northern Virginia.

Mr. Karantonis asked about whether the stops on the map were estimations or actual stops and discussed the trade-off between travel time and connectivity to the transportation network. Mr. Fye said they were selected in Phase III of the project based on analysis conducted at that point and that travel times are currently being studied.

Mr. Turner asked whether projects like bike lockers at Metrorail stations would be eligible for Commuter Choice. Mr. Fye said that there is a wide variety of eligible project types, but projects must be able to demonstrate increased person throughput in the I-66 corridor. Mr. Fye said staff is always willing to engage with jurisdictional staff on project ideas.

Mr. Fye said this is likely the last time the Program Advisory Committee would meet this year. He said the Joint Commission Working Group, a committee with NVTC and PRTC members, would convene in the fall for the next I-395 Commuter Choice cycle.

#### Other Business / Future Meetings

Chair Snyder asked if there is there any other discussion for the committee. There was no further discussion.

Chair Snyder adjourned the meeting at 9:34 a.m.