



I-395/95 Commuter Choice FY 2024-2025 Application Eligibility

March 2, 2023

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The I-395/95 FY 2024-2025 Call for Projects

18

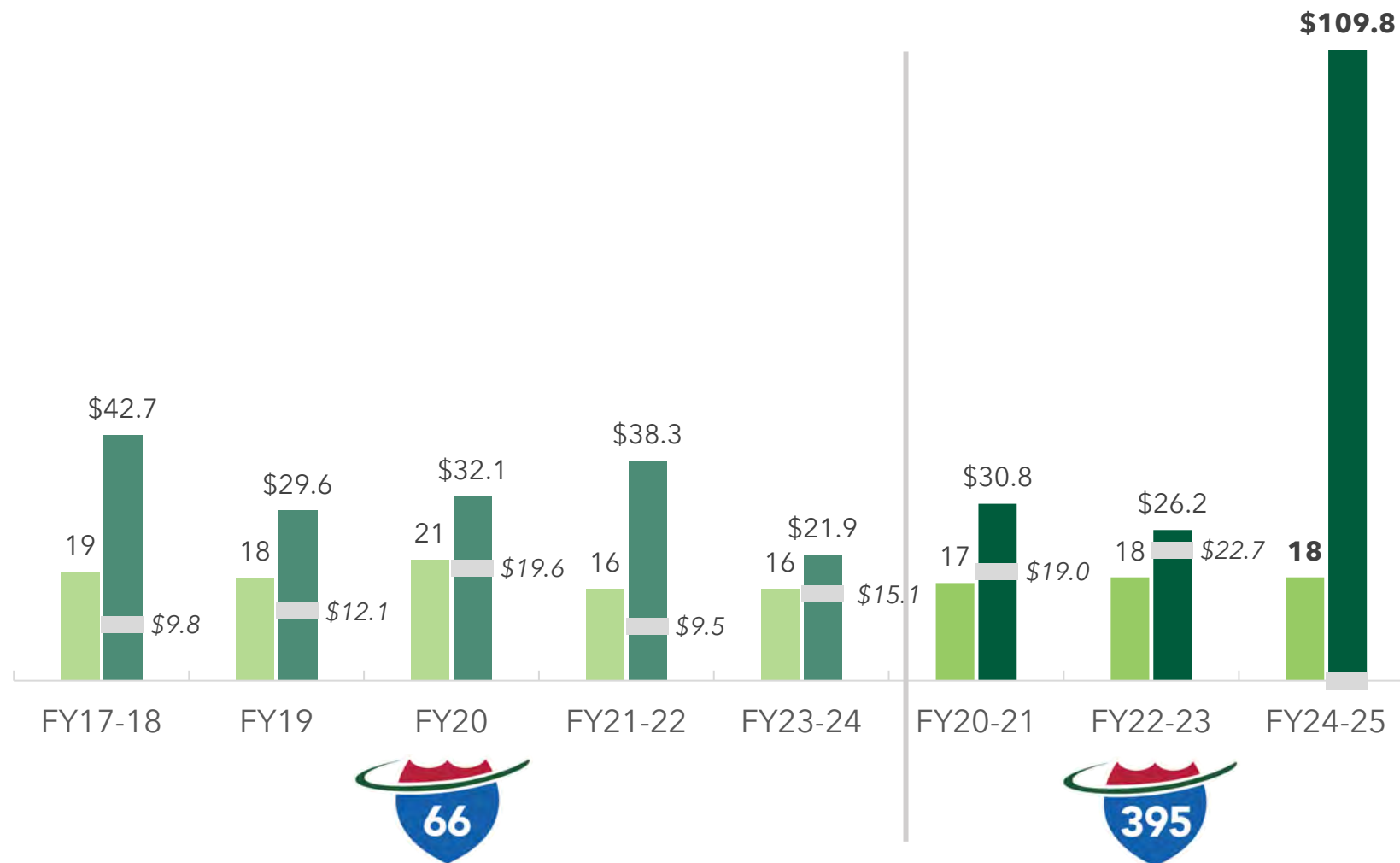
applications
received

\$110M

funding request

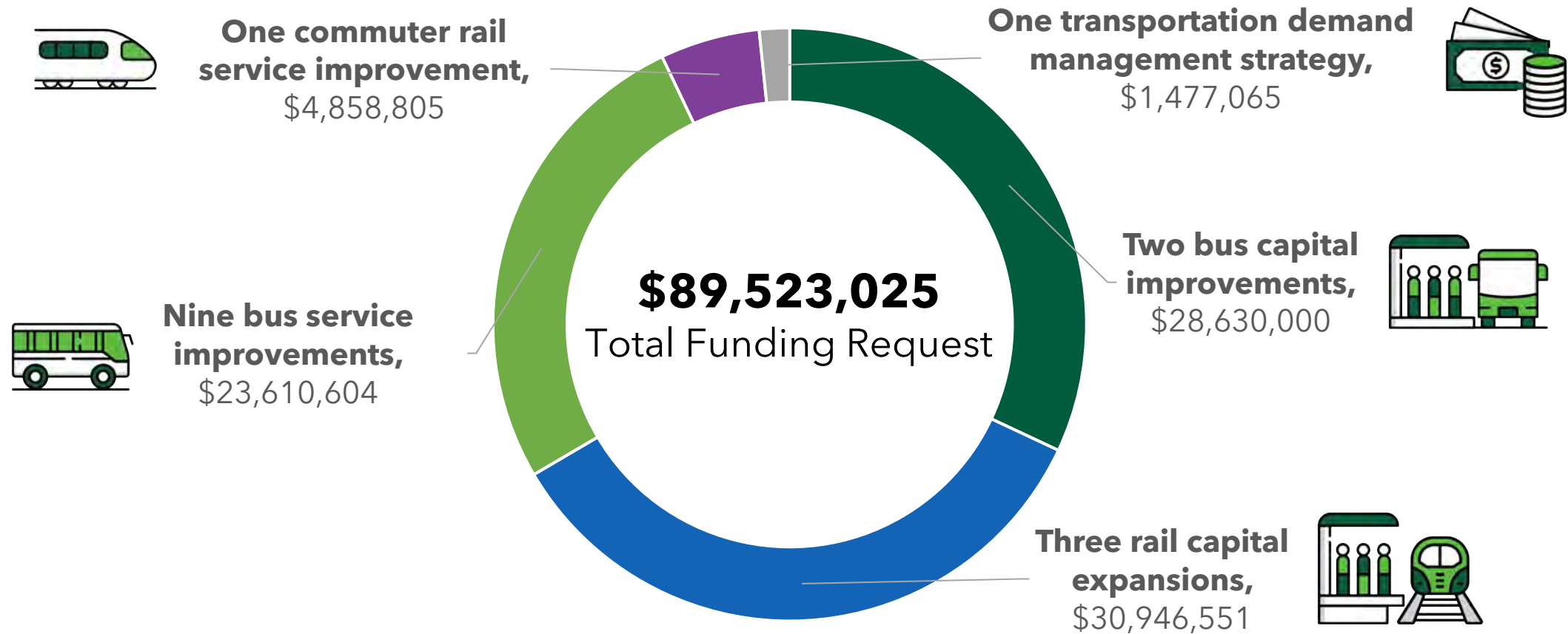
*(the largest in Commuter
Choice program history,
by far!)*

■ Number of Applications ■ Total Funding Request (\$M) ■ Funding Approved (\$M)



I-395/95 FY 2024-2025 Eligible Applications

Total Funding Request by Project Type



I-395/95 Commuter Choice FY 2024-2025: Next Steps



March

- Technical evaluation of all eligible applications

April

- JCWG Meeting, April 20: Endorse draft Program of Projects
- Public comment opens April 14

May

- Commission and CTB Rail and Transit Subcommittee briefings on proposed Program of Projects
- Public comment concludes May 15

June

- Approval of Program of Projects by Commissions and (via DRPT's Six Year Improvement Program) CTB
- Distribution of project agreements

July

- Implementation of funded projects begins



ENVISION  ROUTE 7

Envision Route 7 BRT Project Update

Allan Fye, Director of Programs and Policy

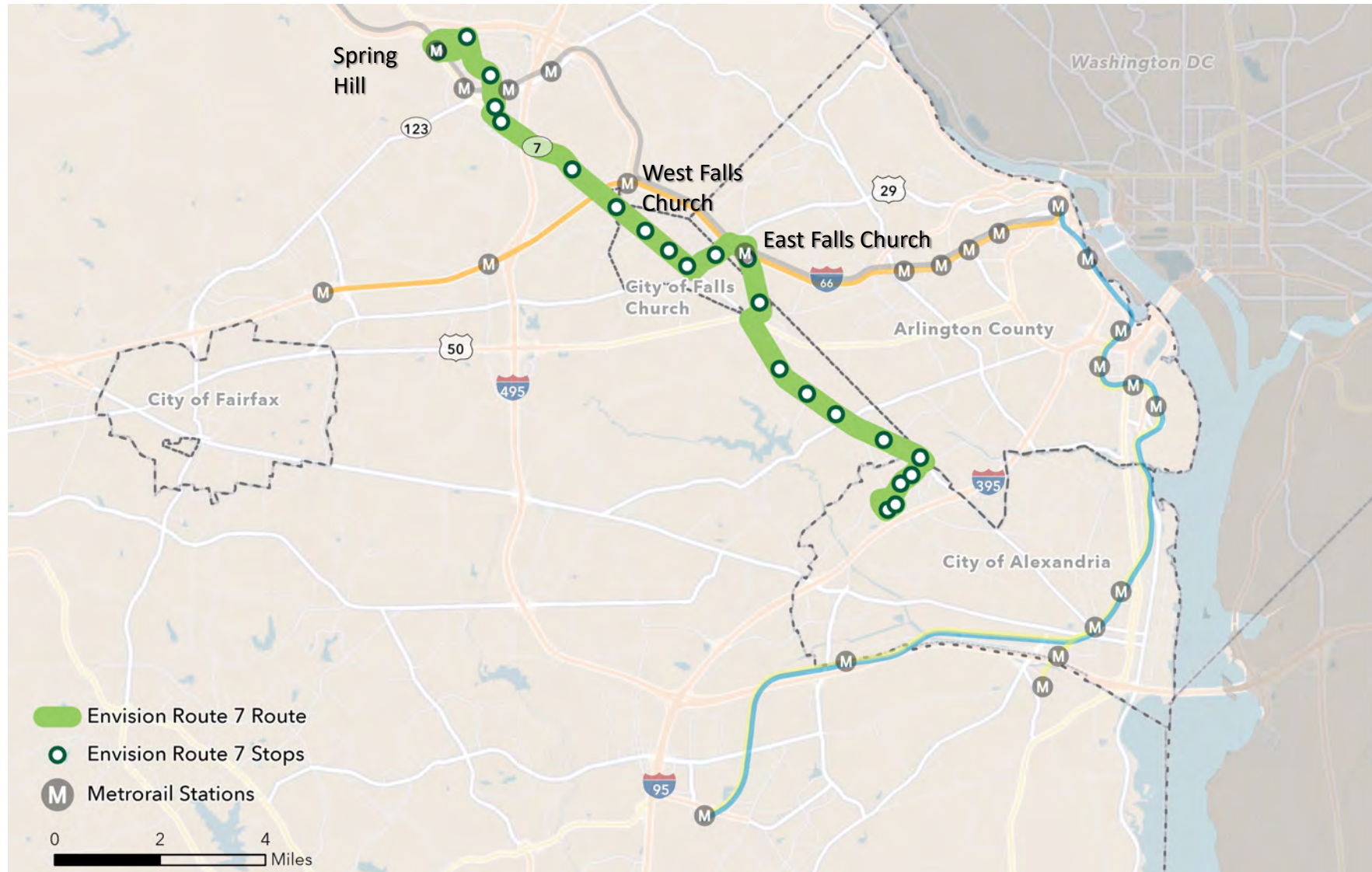
Connecting Tysons to Alexandria



Bus
Rapid
Transit...

connects
Tysons
and Mark
Center...

and
serves
East
Falls
Church





Project Timeline



- Phase I - Feasibility Study (2014)
- Phase II - Travel Demand Analysis Mode and Alignment (2017)
- Phase III - Conceptual Engineering (2019)
- **Phase IV - Mobility Study**
- Phase V - Preliminary Design and Environmental Analysis
- Phase VI - Final Design
- Phase VII - Construction
- Phase VIII - Service Planning
- Phase IX - Operation

Included in the Strategic Implementation Plan

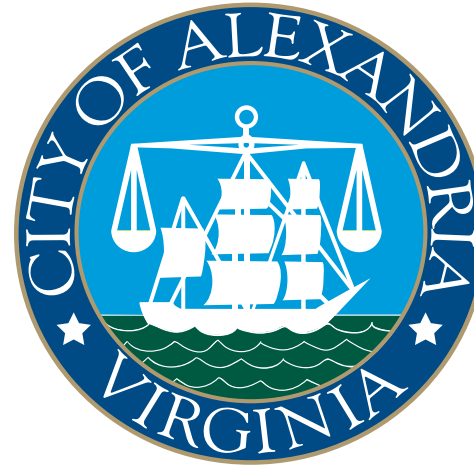
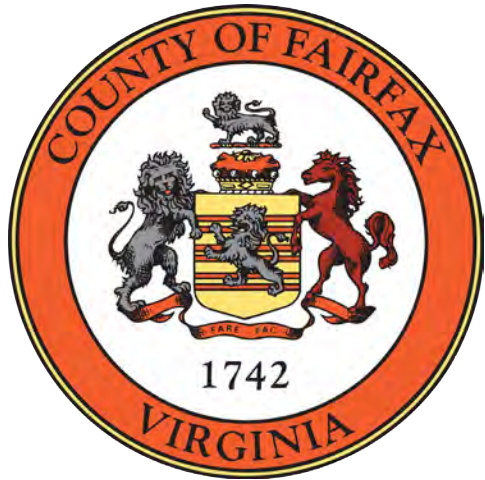


Phase 4-1 Mobility Study (Falls Church)



- Consultant team is modeling future year (2045) scenarios:
 - No Build (no BRT infrastructure)
 - Up to three (3) Build Scenarios, based on results of analysis
- Second round of public outreach begins in April
 - Pop up event locations are being identified in the City of Falls Church and Fairfax County
- Public Meeting
 - Tuesday, May 16 2023 at Mary Riley Styles Public Library
 - 120 N. Virginia Avenue, Falls Church, VA 22046

Strategic Implementation Plan



Strategic Implementation Plan: Key Questions



1. Who's best suited to lead the design and construction of the project?



2. Who has the capacity and ability to be the operator?



3. What's the best scenario for ownership and maintenance of the stations and ROW?



4. How might the lead agency advance the project to insure its timely and successful completion?

Major Implementation Tasks



Implementation

Capital Funding

FTA, DRPT, & Other Grants

Final Design

Permitting

Construction

Service Operations

Operations Funding/
Agreements

Operator Management

Maintenance and Asset
Management

Transit Signal Priority

ROW/Station Ownership and Maintenance

ROW Ownership

ROW Maintenance

ROW Enforcement

Station Ownership

Station Maintenance

Transit Signal Priority
Operations and Maintenance

Future Project Phases



ENVISION
ROUTE 7

Phase 4: Mobility Studies
Lead: NVTC

We are here ★

**Phase 5: Environmental
Analyses**
Lead: NVTC (FTA coordination)

Final Design
Lead: TBD

Construction
Lead: TBD

Operations
Lead: TBD

Governance and Coordination
Lead: NVTC



2023 Milestones



Winter

- Traffic simulation and demand modeling analysis (build scenarios)
- **February**: Strategic Implementation Plan Workshop

Spring

- Finish traffic simulation and demand modeling analysis
- Strategic Implementation Plan wraps up
- **March**: Jurisdiction and Partner Stakeholder Meeting #4
- **April 20**: Update to Program Advisory Committee
- **May 16**: Public Meeting #2 on Tuesday, May 16

Summer

- Phase 4-1 Mobility Study wraps up
- Commission acceptance of 1) Phase 4-1 Mobility Study and 2) Strategic Implementation Plan
- Ongoing FTA engagement regarding planning and environmental work (NEPA)

Questions?



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Access to Bus Service

NoVaTransit Data Dashboard
March 2023 Update

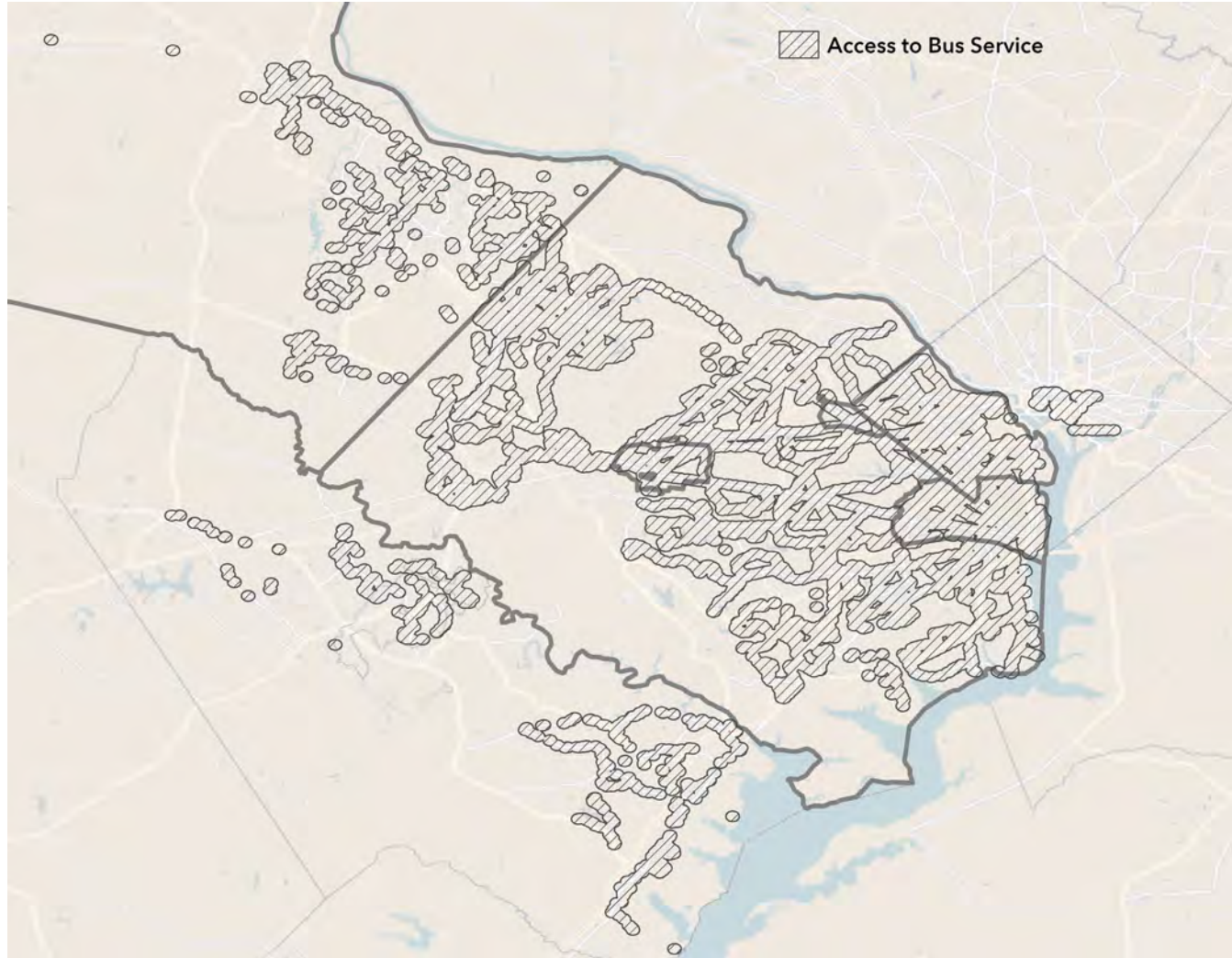
Xavier Harmony
*Senior Program Manager, Transit
Resource Center*

Sophie Spiliotopoulos
Program Analyst



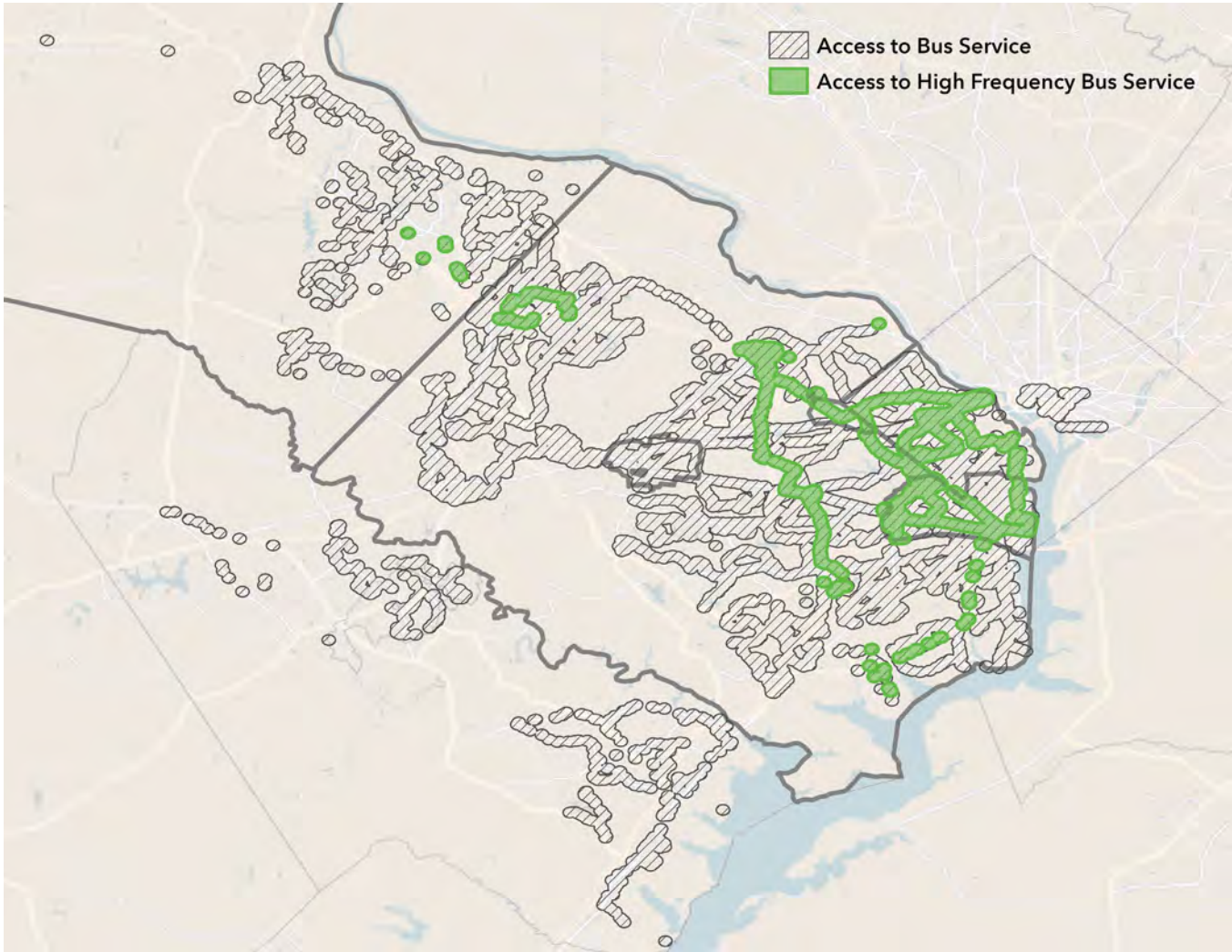
NoVaTransit Data Dashboard

Access to Transit



- How much access does each jurisdiction have to transit?
 - Access to bus stops, Metrorail stations, VRE stations and paratransit
 - Broken down by population and jurisdiction
- December's analysis included access to bus but with no consideration as to how or why bus was being used
 - Does a rider have access to service that is frequent enough that they don't need to check a schedule to ensure they get a bus?
 - Can a restaurant worker finishing work late at night access a bus to get home?
 - Can people access a bus on weekends to go shopping or go to the park?
- The additions to the dashboard help fill these gaps

Bus Access for Bus Needs

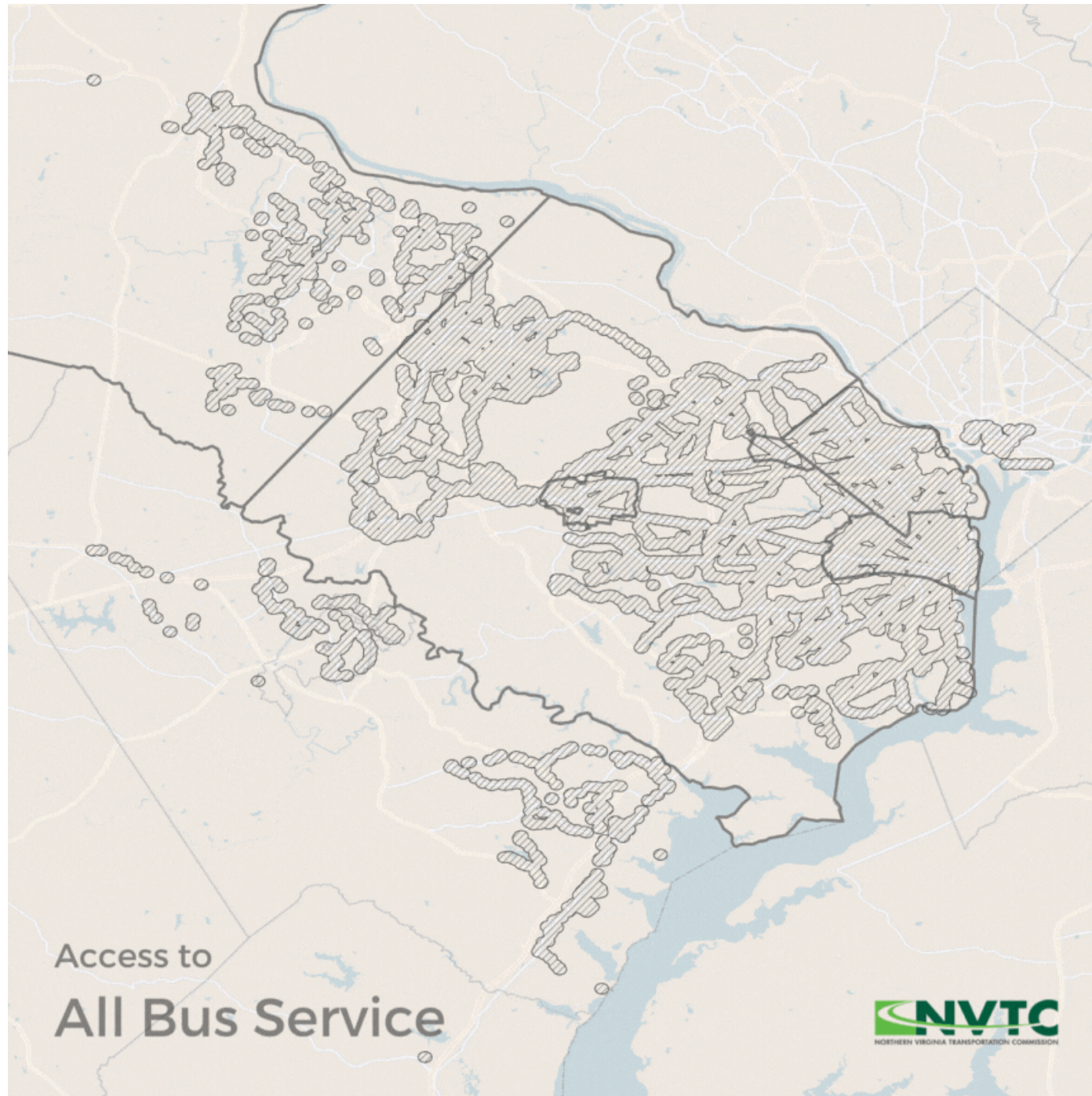


Access to High Frequency Transit

- Identified **high frequency, late night and weekend** bus routes to evaluate who has access to bus at different times of day and week

Type of Bus Access	Access Definition
High Frequency	Weekday 7-8am, 15-minute or better headways
Late Night	Weekday 9-10pm
Weekend	Saturday and Sunday

- Due to data limitations, the City of Fairfax and CUE were excluded from this analysis



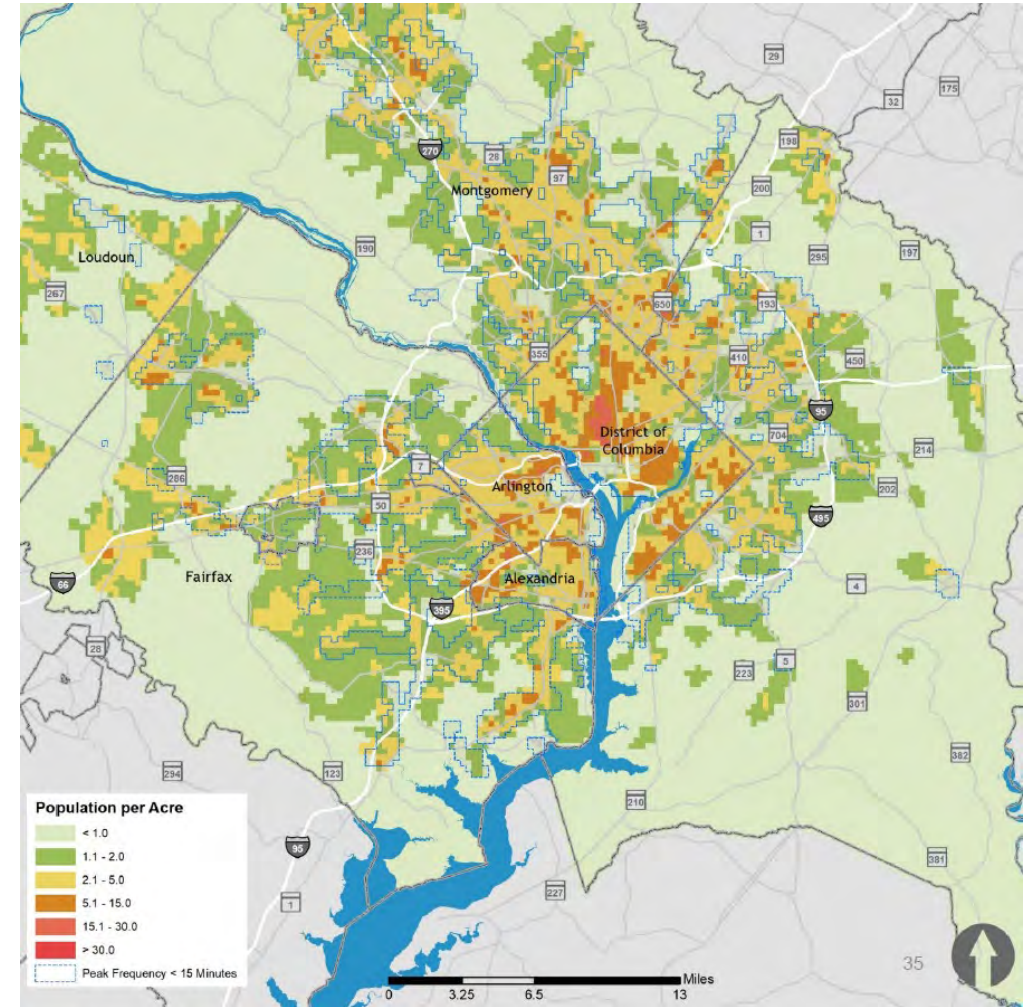
Access to
All Bus Service



Wider Context

Before we get into our results...

- 2019 **Bus Transformation Project** looked at bus access in a similar way
 - Considers all NVTC jurisdictions as well as Washington, DC, Montgomery County, and Prince George's County
 - The results help us understand our findings in a wider geographical context
- Key results
 - **81%** of Washington DC area population has a bus stop
 - **48%** of the population has access to high frequency service
- NoVa's results look a little different, but our land use and population density is also different

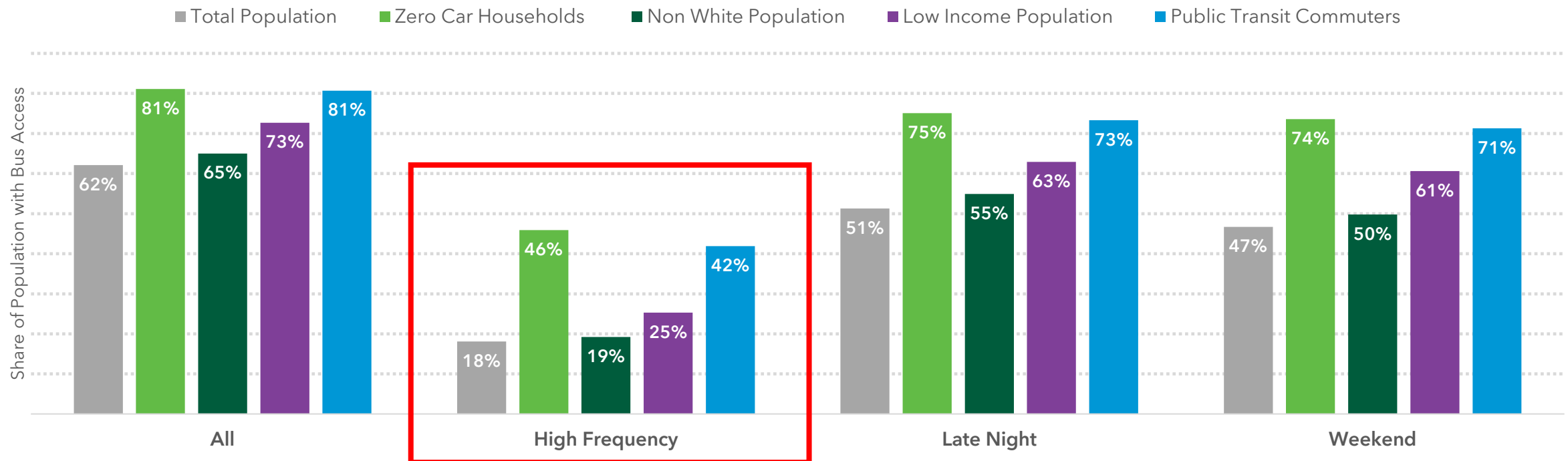


Washington, DC Area Population Density

Regional Bus Analysis

- The region has more access to **late night** and **weekend** service than **high frequency** bus service
 - The region's population has about 3x more access to any bus than a frequent bus
- **Zero car households** have the most access to all types of bus service
- **Non-white populations** has less bus access than all population groups except the total population
 - 19% of non-white populations have access to **high frequency** bus service in NoVa

Northern Virginia Bus Access*

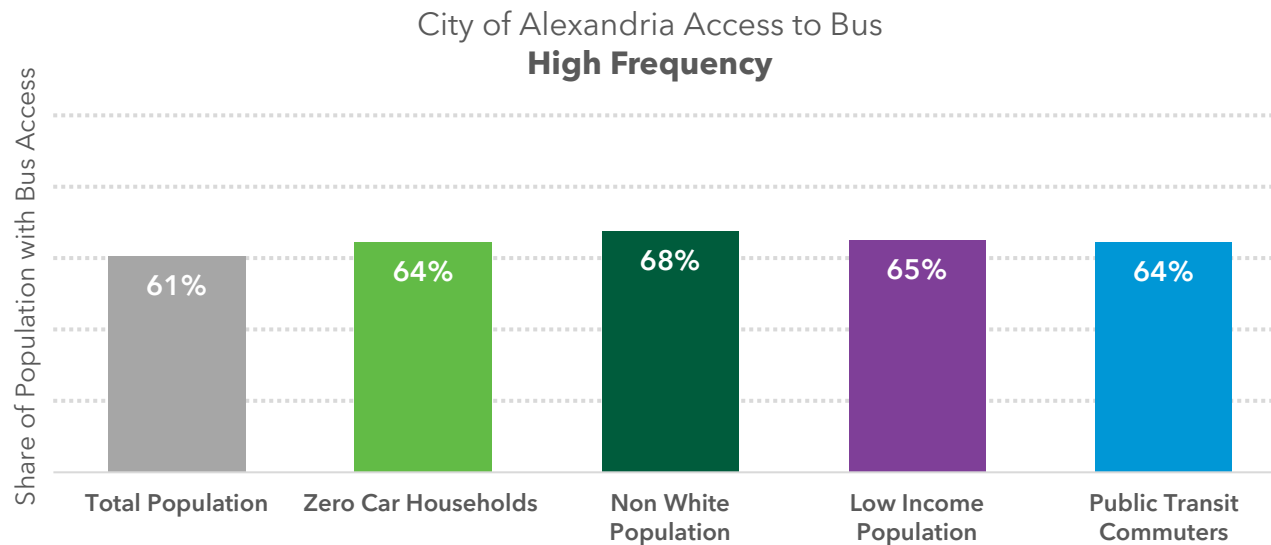


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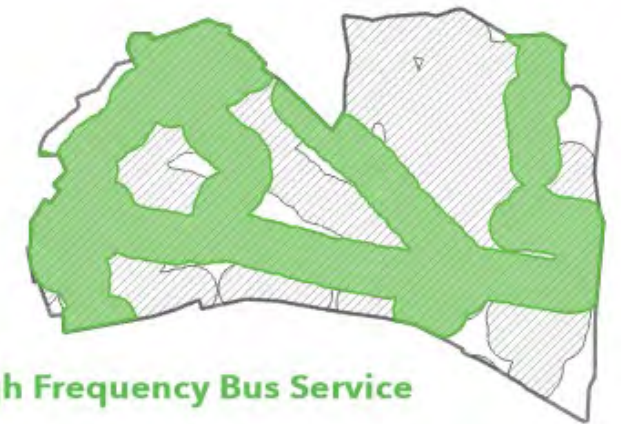
Jurisdiction Highlight

City of Alexandria

- **Non-white populations** have the most access to high frequency bus service compared to other Alexandria populations



- 93% of **zero car households** have access to both **late night** and **weekend** service
- DASH Network Redesign aimed to provide access to high frequency buses with a focus on an increase to low-income, minority and senior residents



High Frequency Bus Service



Late Night Bus Service



Weekend Bus Service



Key Takeaways

- Access is about more than if a bus stop exists; it should also consider how people use the bus
- The goals and values that shape and frame the planning process can have real impacts
- There is good bus access in Northern Virginia, but this exercise shows there are still work to be done
- These results are the building blocks for our future regional bus planning work, helping us identify where there are network gaps and opportunities for improving the region's bus



WASHINGTON AREA
BUS TRANSFORMATION
PROJECT

[2019 Washington DC region plan](#) to improve bus found:

- **81%** of Washington DC area population has a bus stop*
- **48%** of the population has access to high frequency service**



[NoVaTransit Data Dashboard](#) found:

- **62%** of NoVa's population has a bus stop*
- **18%** of the population has access to high frequency service**

*Within ¼ mile of a bus stop

**High frequency service is 15 minute or less during peak periods

Dashboard Demo