Joint Commission Working Group

I-395/95 Commuter Choice FY 2024-2025 Funding: Staff-Recommended Programming Approach

April 20, 2023

Ben Owen
Commuter Choice
Senior Program Manager

Adam Hager
Commuter Choice
Senior Program Analyst
Staff-Recommended Program: The Principles

$88M in funding requests

$48M available

With a max of $16M for transit operating costs

• Maximize the use of available funding
  • Transformative larger capital proposals: split funding over this and the next (FY26-27) program
  • Transit services: continue funding for high-performing service enhancements and strategic further expansions

• Distribution of funds
  • Strong set of applications; ensure all applicants receive funding at least for their highest-priority projects
  • Support a variety of regional transit initiatives
Staff-Recommended Program: The Numbers

- **$48M** total award to 13 of the 16 eligible applications *
- **$16M** of a max of $16M allocated to transit operating costs
- **11,000** daily trips
- **35M** fewer annual vehicle miles
- **76%** GHG emissions reduction over driving alone
- **$4M** annual savings for commuters in fuel costs
- **$48M** of a max of **$16M** allocated to transit operating costs
- **35M** fewer annual vehicle miles
- **11,000** daily trips
- **76%** GHG emissions reduction over driving alone
- **$4M** annual savings for commuters in fuel costs

**FY24-25 Program**
- $11.8M
- $12.3M
- $14.5M
- $4.4M
- $5.0M

**FY26-27 Program**
- $10M
- $8M
- $4.4M
- $5.0M

* Plus NVTC's program administration expenses for the FY 2024-2025 period. The amount is being determined.

**Additional Information**
- **138K** hours of delay saved each year
- **35M** fewer annual vehicle miles
- **11,000** daily trips
- **76%** GHG emissions reduction over driving alone
- **$4M** annual savings for commuters in fuel costs
- **42** automobile crashes avoided each year

* Plus NVTC's program administration expenses for the FY 2024-2025 period. The amount is being determined.
### Staff-Recommended Program: The Projects

**Capital Improvements**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Title</th>
<th>Proposed Award</th>
<th>Score (100 Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia Railway Express</td>
<td>Crystal City Station Expansion</td>
<td>$10,786,281 *</td>
<td>73</td>
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<tr>
<td>Fairfax County</td>
<td>Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station</td>
<td>$10,000,000 **</td>
<td>77</td>
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<tr>
<td>DASH</td>
<td>DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon</td>
<td>$3,452,000</td>
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<tr>
<td>Virginia Railway Express</td>
<td>Franconia-Springfield Station Expansion</td>
<td>$6,449,948</td>
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<tr>
<td>Virginia Railway Express</td>
<td>Alexandria Station Expansion</td>
<td>$5,710,322</td>
<td>58</td>
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</table>

* Total funding request is $18,786,281. The remaining $8,000,000 would be fulfilled in the FY 2026-2027 Program of Projects.

** Total funding request is $20,000,000. The remaining $10,000,000 would be fulfilled in the FY 2026-2027 Program of Projects. for the Richmond Highway Bus Rapid Transit Implementation.

Taken together, $18,000,000 of the available funding in the FY 2026-2027 Program of Projects would be programmed in advance.
## Staff-Recommended Program: The Projects

### Service Improvements

<table>
<thead>
<tr>
<th>Applicant</th>
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<th>Score (100 Points)</th>
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<tr>
<td>DASH</td>
<td>DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)</td>
<td>$7,290,000</td>
<td>72</td>
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<td>Arlington County</td>
<td>Metrobus 16M Service Enhancement: Skyline to Crystal City</td>
<td>$5,000,000</td>
<td>50</td>
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<tr>
<td>DASH</td>
<td>DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)</td>
<td>$3,774,000</td>
<td>56</td>
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<td>Fairfax County</td>
<td>Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)</td>
<td>$1,750,915</td>
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<td>OmniRide</td>
<td>OmniRide Route 942: Staffordboro to the Pentagon (Continuation)</td>
<td>$1,638,926</td>
<td>73</td>
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<tr>
<td>Virginia Railway Express</td>
<td>TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line</td>
<td>$1,477,065</td>
<td>72</td>
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<tr>
<td>OmniRide</td>
<td>OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)</td>
<td>$1,025,441</td>
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<tr>
<td>OmniRide</td>
<td>OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)</td>
<td>$755,020</td>
<td>51</td>
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<tr>
<td>OmniRide</td>
<td>OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)</td>
<td>$671,678</td>
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<tr>
<td>OmniRide</td>
<td>OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)</td>
<td>$304,626</td>
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<td>Virginia Railway Express</td>
<td>VRE Fredericksburg Line Service Enhancement: Additional Daily Round-Trip</td>
<td>$4,858,805</td>
<td>75</td>
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</table>
Program of Projects Next Steps

April
- JCWG Meeting, April 20: Endorse draft Program of Projects

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
Thank You.

Ben Owen
Commuter Choice Senior Program Manager,
Northern Virginia Transportation Commission
benowen@novatransit.org | 571.565.4407

Adam Hager
Commuter Choice Senior Program Analyst,
Northern Virginia Transportation Commission
adamhager@novatransit.org | 571.483.3225

http://www.novatransit.org/programs/commuterchoice/
Connecting Tysons to Alexandria

- Bus Rapid Transit...
- connects Tysons and Mark Center...
- and serves East Falls Church
Project Timeline

• Phase 1 - Feasibility Study (2014)
• Phase 2 - Travel Demand Analysis Mode and Alignment (2017)
• Phase 3 - Conceptual Engineering (2019)

• **Phase 4 - Mobility Study**
  • Phase 5 - Preliminary Design and Environmental Analysis
  • Phase 6 - Final Design
  • Phase 7 - Construction
  • Phase 8 - Service Planning
  • Phase 9 - Operation

*Included in the Strategic Implementation Plan*
Phase 4-1 Mobility Study

• Consultant team is modeling four future year (2045) scenarios
  • No build (no BRT infrastructure)
  • 3 build scenarios (BRT alternatives)

• Public Meeting
  • Tuesday, May 16, 2023, at Mary Riley Styles Public Library
  • 120 N. Virginia Avenue, Falls Church, VA 22046 (Lower Level Conference Room)
  • 6:30-8 p.m. with 7 p.m. presentation

• Other Community Events
  • Promote the public meeting on May 16
  • Drive website traffic
  • Create project awareness
  • Get community feedback through ‘chats’ and a survey
Community Events

**Pop-ups**: full booth setup with bilingual street team to distribute outreach cards and inform community about the project

**Bus Stop Chat**: bilingual street team members in safety vests will be staged at busy bus stop locations to distribute outreach cards and talk to riders

<table>
<thead>
<tr>
<th>Event</th>
<th>Place</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pop-up Events</strong></td>
<td><strong>Falls Church Farmers Market</strong> City Hall</td>
<td>Saturday, May 13</td>
<td>8:00 a.m. – Noon</td>
</tr>
<tr>
<td></td>
<td>Parking Lot, 300 Park Ave, Falls Church</td>
<td></td>
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<tr>
<td></td>
<td><strong>Good Fortune Supermarket</strong> Eden Center,</td>
<td>Sunday, May 7</td>
<td>11:00 a.m. – 3:00 p.m.</td>
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<tr>
<td></td>
<td>6751 Wilson Boulevard, Falls Church</td>
<td></td>
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<tr>
<td></td>
<td><strong>West Falls Church Metro Station</strong></td>
<td>Thursday, May 11</td>
<td>3:00 – 7:00 p.m.</td>
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<td><strong>Bus Stop Chat</strong></td>
<td><strong>West Broad Street &amp; South Maple Ave</strong></td>
<td>Wednesday, May 3</td>
<td>3:00 – 7:00 p.m.</td>
</tr>
<tr>
<td></td>
<td>Eastbound direction</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>East Falls Church Metro Station</strong>, Route 28A</td>
<td>Wednesday, May 10</td>
<td>3:00 – 7:00 p.m.</td>
</tr>
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2023 Project Schedule

Spring
- Finish traffic simulation and demand modeling analysis
- Strategic Implementation Plan wraps up
- April 20: Update to NVTC Program Advisory Committee
- Early May: Final Jurisdiction and Partner Stakeholder meeting
- May 16: Public meeting #2

Summer
- Phase 4-1 Mobility Study wraps up
- Ongoing FTA engagement regarding planning and environmental work (NEPA)

Fall
- Commission acceptance of 1) Phase 4-1 Mobility Study and 2) Strategic Implementation Plan
- Ongoing FTA engagement regarding planning and environmental work (NEPA)
Regional Bus Analysis
Xavier Harmony, Senior Program Manager
Why a regional bus analysis?

Regional context and analysis

- 6 bus providers in Virginia must develop Transit Strategic Plans (TSPs or TDPs) for the Commonwealth
- There is currently no regional strategic planning resource
- NVTC’s study will:
  - Be a macro level view
  - Cross jurisdictions and service areas
  - Find opportunities for regional collaborations and efficiencies
NVTC’s study looks at what currently exists

What is a TSP?
• A 2018 requirement from the Virginia General Assembly
• A strategic blueprint outlining desired changes to improve transit service

Current (or under development) TSPs or TDPs

- ART
- LCT
- DASH
- CUE
- FCC
- Omni Ride

Meta-Analysis of TSPs
• Regional summary of
  • Existing bus service and performance
  • Planned bus changes and improvements
  • Asset/capital management and implementation

Financial Needs
• Regional summary of
  • Projected short-term and long-term capital needs, both operating and capital
• Considering current and planned service, where are there service gaps?
  • Time of day
  • Day of week

• Considering the gaps, where are there opportunities for...
  • Shorter-term, new transit corridors
  • Longer-term, new high-capacity corridors
  • Opportunities for bus to cross jurisdictions

• Considering space and money constraints, are there opportunities to share infrastructure?
  • Maintenance, storage, fueling, offices
  • How do ZEB changes affect things?
Timeline

- Project kicked-off in March
- Expected to take 12 months
- We are coordinating with both WMATA and NVTA through a Technical Advisory Committee (and through shared consultants)

**Spring**
- Meta-Analysis of TSPs
- Online interactive maps of current planned services

**Summer**
- Bus gap analysis
- Online interactive maps of service gaps

**Fall**
- Identify priority corridors
- Bus infrastructure analysis

**Winter**
- Financial needs
- Final report
Regional Zero-Emission Bus Strategic Plan

Ann McGrane, Senior Program Manager

April 20, 2023
Purpose

• Develop a set of regional recommendations that can help advance zero-emission buses (ZEBs) throughout the region.

• Provide support to regional partners as they advance their own ZEB transition plans.

• Areas we’re exploring include:
  • Shared infrastructure
  • Supportive policies and standards
  • Collaboration and coordination needs
Process

**Discovery Phase**  
(Now)

- Review fleet and infrastructure data
- Interview individual agencies
- Identify industry trends

**Regional Recommendations**  
(Summer - Fall)

- Identify preliminary regional recommendations
- Present to the Commission about the findings and initial recommendations in the fall
- Draft regional strategic plan

**Individual Fleet Transition Assistance**  
(Fall - Winter)

- Work with each agency in the NVTC district to assist as needed with recommendations to align their plans with the regional strategic plan
What are some challenges?

• Funding remains the #1 challenge cited by our regional partners.
  • An electric bus costs over $1M. This is not a one-time cost.
• Battery recalls are impacting agencies’ ability to add new BEBs into service.
• Utility coordination process is new to many agencies.
• Not all routes work well for battery electric buses, but hydrogen is still relatively untested in our region.
• Space constraints or infrastructure upgrades at facilities.
• Standards and guidelines for interoperability.
What are some opportunities?

- Strong regional partnerships. Our regional partners already work closely with each other, both in NVTC regional working groups and one-to-one. There are also groups beyond NoVa that are working towards similar goals (e.g., WMATA ZEB Subcommittee, DRPT).
  - Joint procurement
  - Shared facilities and charging infrastructure
  - Workforce development training
- Funding. There is a lot of interest in going after federal funds to support this transition.
Thank You.