



# Joint Commission Working Group

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

**April 20, 2023**

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# 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**

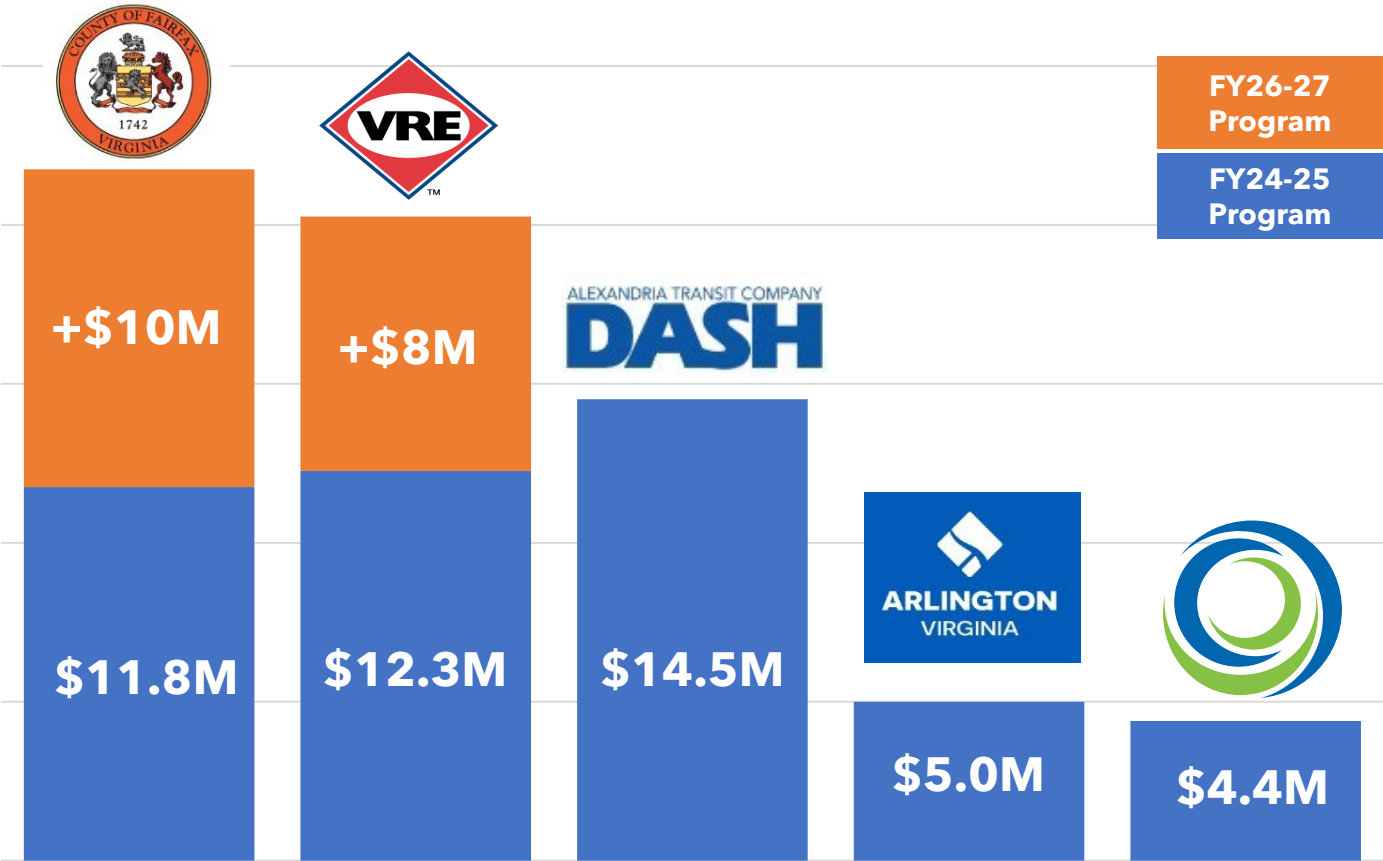
total award to **13** of the **16**  
eligible applications \*

**\$16M**

of a max of **\$16M** allocated  
to transit operating costs

**11,000**  
daily trips

**76%**  
GHG emissions  
**reduction** over  
driving alone



**35M**  
**fewer** annual  
vehicle miles

**\$4M**  
annual **savings**  
for commuters in  
fuel costs

**138K**  
hours of delay  
**saved** each year

**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



Applicant	Title	Proposed Award	Score (100 Points)
Virginia Railway Express	Crystal City Station Expansion	\$10,786,281 *	73
Fairfax County	Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station	\$10,000,000 **	77
DASH	DASH Line 35 Bus Fleet Capacity Expansion with Electric Buses: Van Dorn Street Station to the Pentagon	\$3,452,000	45
Virginia Railway Express	Franconia-Springfield Station Expansion	\$6,449,948	65
Virginia Railway Express	Alexandria Station Expansion	\$5,710,322	58

\* 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



Applicant	Title	Proposed Award	Score (100 Points)
DASH	DASH Line 35 Service Enhancement: Van Dorn Street Station to the Pentagon (Continuation)	\$7,290,000	72
Arlington County	Metrobus 16M Service Enhancement: Skyline to Crystal City	\$5,000,000	50
DASH	DASH Line 36A/B Service Enhancement: Mark Center to Potomac Yard-VT Station (Continuation)	\$3,774,000	56
Fairfax County	Fairfax Connector Route 396: Backlick North Park and Ride to the Pentagon (Continuation)	\$1,750,915	65
OmniRide	OmniRide Route 942: Staffordboro to the Pentagon (Continuation)	\$1,638,926	73
Virginia Railway Express	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Fredericksburg Line	\$1,477,065	72
OmniRide	OmniRide Route 543: Staffordboro to Downtown Washington, D.C. (Continuation)	\$1,025,441	88
OmniRide	OmniRide Route 1 Local Service Enhancement: Quantico to Woodbridge Station (Continuation)	\$755,020	51
OmniRide	OmniRide Prince William Metro Express Service Enhancement: Dale City to Franconia-Springfield Station (Continuation)	\$671,678	65
OmniRide	OmniRide Route D-200 Service Enhancement: Dale City to Ballston (Continuation)	\$304,626	96
Virginia Railway Express	VRE Fredericksburg Line Service Enhancement: Additional Daily Round-Trip	\$4,858,805	75

# 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.

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# Envision Route 7 BRT

Xavier Harmony, Senior Program Manager



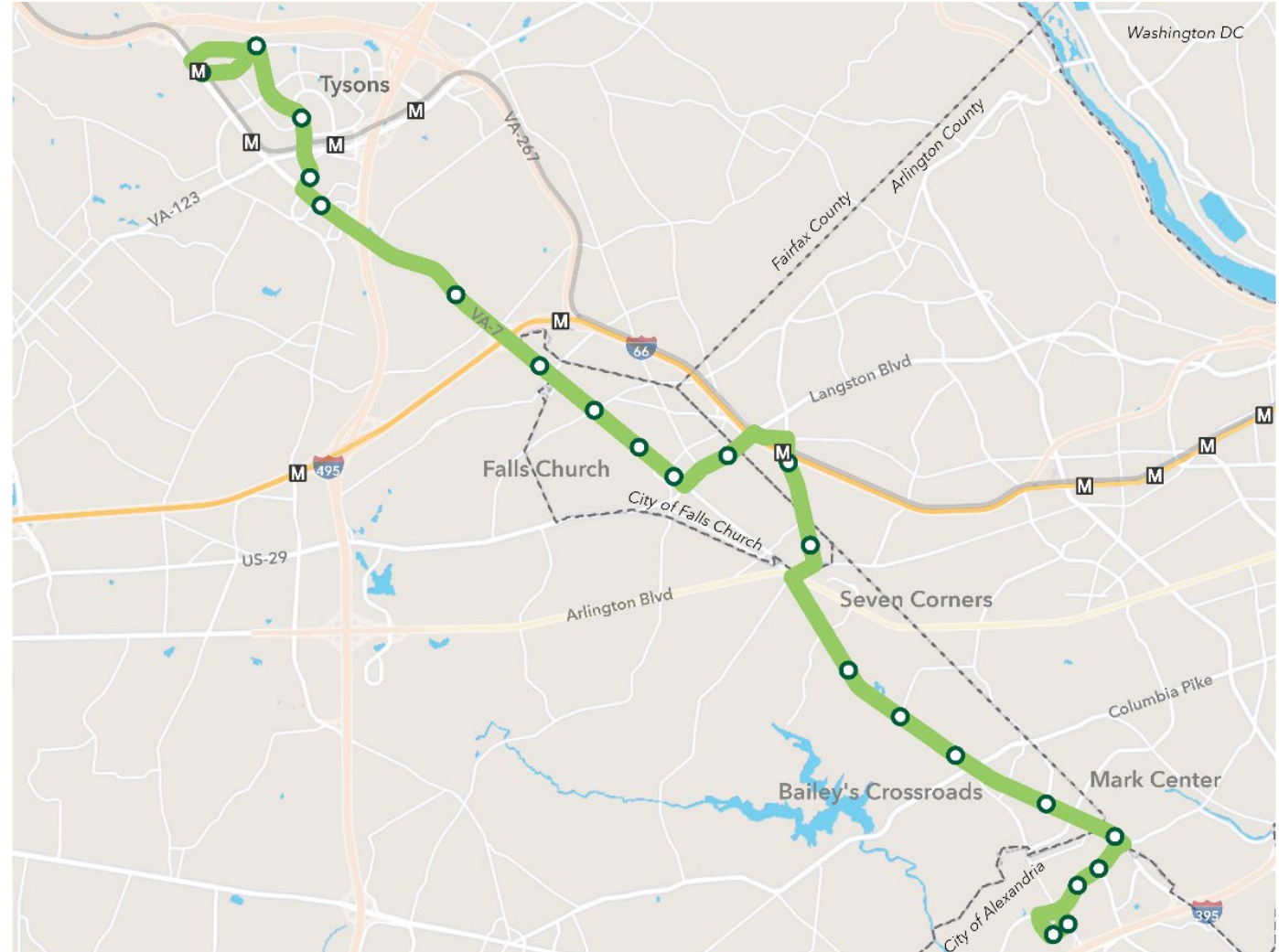


# Connecting Tysons to Alexandria

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

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



# 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

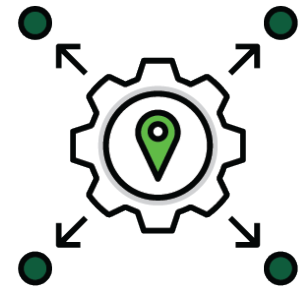
- Commission acceptance of 1) Phase 4-1 Mobility Study and 2) Strategic Implementation Plan
- Ongoing FTA engagement regarding planning and environmental work (NEPA)

# 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



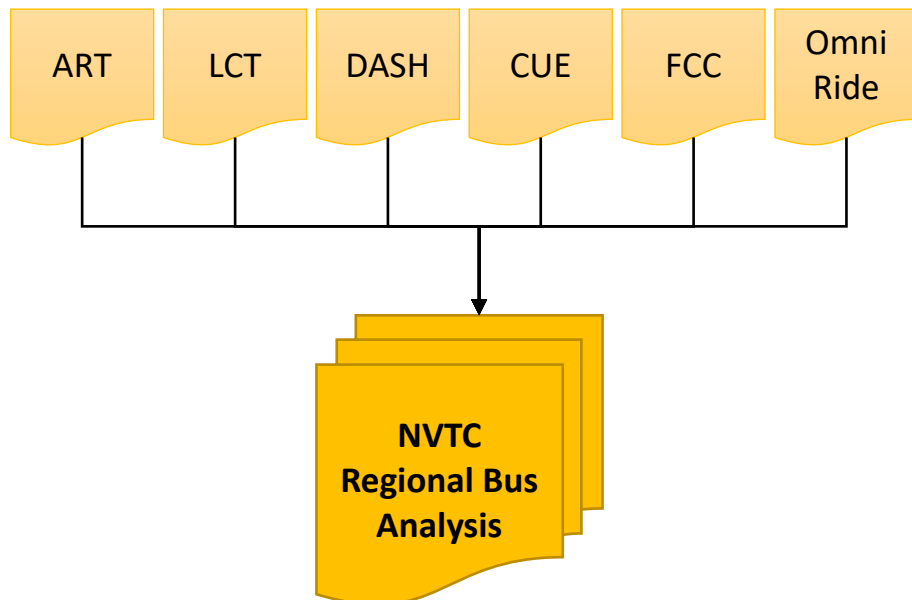
- There is currently no regional strategic planning resource
- **NVTC's study will:**
  - Be a macro level view
  - Cross jurisdictions and service areas
  - Find opportunities for regional collaborations and efficiencies

# 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*



## Meta-Analysis of TSPs

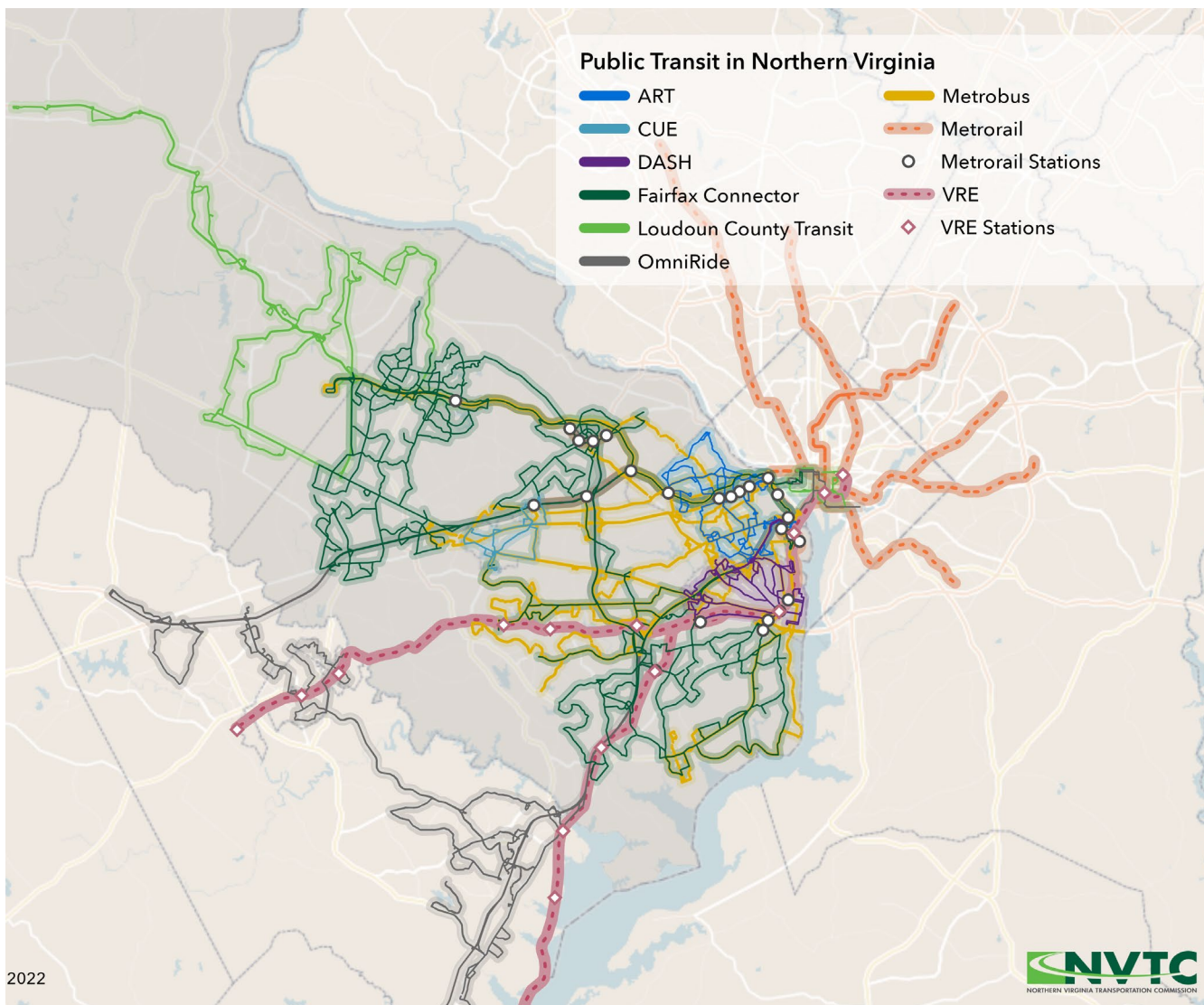
- Regional summary of
  - Existing bus service and performance
  - Planned bus changes and improvements
  - Asset/capital management and implementation

## Financial Needs

- Regional summary of
  - Projected short-term and long-term capital needs, both operating and capital



# Thinking about the future



- **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

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- 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



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

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

- 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?

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- 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?

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- 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.

