Program Advisory Committee Meeting

July 26, 2023

Meeting materials available at www.novatransit.org
Agenda

1. Welcome
2. Summary of the April 20, 2023 Program Advisory Committee Meeting
3. Commuter Choice – Overview of I-66 (FY 2025-2026) Call for Projects and Schedule
4. Envision Route 7 BRT
   A. Overview of Phase 4.1 Analysis – Falls Church to Seven Corners Segment
   B. Overview of Recommendations for Strategic Implementation Plan
3. Commuter Choice – Overview of I-66 (FY 2025-2026) Call for Projects and Schedule
About Commuter Choice

A competitive grant program that invests toll revenues from I-66 Inside the Beltway and I-395/95 into transportation projects that...

Each corridor has a multi-decade payout schedule and typically about $30 million in available funds per two-year program.
I-66 FY 2025-2026 Funding Cycle

At least $40M available for new projects, 50% of which can support transit operations

First full I-66 funding round since FY 2019

Earlier application window

No significant policy changes
I-66 FY 2025-2026
Call for Projects Process

September

• Sept. 7: Commission briefing on call for projects
• Late Sept.: Overview webinar for eligible applicants

October

• Oct. 5: Commission action to open call for projects
• Oct. 9: Application materials available
• Late Oct.: One-on-one workshops with applicants to review project ideas

December

• Dec. 18: Applications due at the end of the day

NVTC staff available as a resource during application period
## Getting From a Set of Applications to a Program of Projects

<table>
<thead>
<tr>
<th>Month</th>
<th>Events</th>
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<tbody>
<tr>
<td>Dec</td>
<td>• Applications Due before Holiday Period (Dec. 18)</td>
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<tr>
<td>Jan</td>
<td>• Eligibility Review (All Applications)</td>
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<tr>
<td>Feb</td>
<td>• Technical Evaluation (Eligible Applications)</td>
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</table>
| Apr   | • Public Comment Opens  
|       | • **PAC Meets to Endorse Program of Projects** |
| May   | • Commission Briefing on PAC-Endorsed Program of Projects  
|       | • Public Comment Closes |
| Jun   | • Commission Action to Adopt Program of Projects  
|       | • Commonwealth Transportation Board Approves Program of Projects |
4. Envision Route 7 BRT

A. Overview of Phase 4.1 Analysis - Falls Church to Seven Corners Segment

B. Overview of Recommendations for Strategic Implementation Plan
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
City of Falls Church
Envision Route 7 Phase 4.1: Study Corridor and Objectives

- 3.5 miles corridor mostly on Route 7 with connection to East Falls Church Metrorail Station
- Study used a mix of traffic modeling and public outreach
- Study objectives:
  - Determine the mobility effects of BRT
  - Facilitate public understanding of BRT
  - Test multiple BRT scenarios
- Study does not make any recommendations
Proposed BRT Scenarios
Business Access and Transit (BAT) Lanes: Broad Street & West Street, Scenario 1

**KEY**
- BUSINESS ACCESS AND TRANSIT LANES
- SHARED BUS / RIGHT-TURN LANES
- BRIT STATIONS

**NOTES**
- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- LEFT TURN LANES: 10 FEET WIDE
- BUSINESS ACCESS AND TRANSIT LANES: 11 FEET WIDE
- TRAVEL LANES: 11 FEET WIDE

Post-mounted Preferential Lane Signage

Right Lane
- BUSES AND RIGHT TURNS ONLY
Queue Jump Lanes and Signals
N Sycamore St. & 19th St. N, Scenario 2

NOTES
- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- TRAVEL LANES: 11 FEET WIDE

KEY
- QUEUE JUMP
- QUEUE JUMP SIGNAL
- BRT STATION
BAT Lanes with Left Turn Pockets
N. Washington St. & N Westmoreland St., Scenario 3

NOTES
- THIS RENDERING IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY
- LEFT TURN LANE: 10 FEET WIDE
- BUSINESS ACCESS AND TRANSIT LANES: 11 FEET WIDE
- TRAVEL LANES: 11 FEET WIDE

KEY
- BUSINESS ACCESS AND TRANSIT LANES
- SHARED BUS / RIGHT-TURN LANES

NORTH VIRGINIA TRANSPORTATION COMMISSION

Northern Virginia Transportation Commission
Results Summary

Traffic Modeling Results
Average change in travel time through the corridor

Survey Results (about 200 responses)
People were asked if proposed scenario had the potential to improve transit service while moving people efficiently and reliably through the study corridor.
Public Feedback

- Public outreach included:
  - Bus stop chats
  - Pop-up events
  - Two public meetings (October ‘22 and May ‘23)
  - Survey (about 200 responses)
- ~60% of respondents agreed that improving bus speed and reliability along the Route 7 study corridor was a high priority
- Public comments noted improved transit service would serve as a catalyst for future growth within Falls Church
- Concerns include increased traffic, financial feasibility, possible traffic diversions, impact to “small town feel,” and bicyclist safety
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 Organizations Involved
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
# Potential Funding Sources

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Source</th>
<th>Project Phase</th>
<th>NEPA</th>
<th>Final Design</th>
<th>Construction</th>
<th>Operations</th>
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<td>Local</td>
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* For fleet procurement
** Depends on chosen operator
# Proposed Timeline

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<tr>
<th>Timing</th>
<th>Responsibility</th>
<th>Action</th>
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<tbody>
<tr>
<td>Immediate</td>
<td>NVTC</td>
<td>Project submitted and accepted into MWCOG’s planning processes</td>
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<tr>
<td>&lt;12 months</td>
<td>NVTC</td>
<td>NEPA/environmental review begins</td>
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<tr>
<td></td>
<td>NVTC</td>
<td>Begin coordination with NVTA regarding Six-Year Plan process</td>
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<td>Implementation Lead</td>
<td>Begin collection of necessary material for application for federal funding</td>
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<td>1-2 years</td>
<td>Implementation Lead</td>
<td>Apply for federal funding (FTA CIG Small Starts program)</td>
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<td>NVTC</td>
<td>Determine a service operator</td>
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<td>Implementation Lead</td>
<td>Final design for the Route 7 BRT begins</td>
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<td>2-3 years</td>
<td>Implementation Lead</td>
<td>Application for NVTA’s SYIP FY2026-2031 is due</td>
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<td>Implementation Lead</td>
<td>Apply for MERIT capital assistance (Major Expansion)</td>
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<td>4-5 years</td>
<td>Implementation Lead</td>
<td>Application for SMART SCALE Round 6 is due</td>
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<td>6-7 years</td>
<td>Implementation Lead</td>
<td>Route 7 BRT begins construction</td>
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<td>7-8 years</td>
<td>TBD</td>
<td>Service operator to apply for MERIT capital assistance for fleet procurement</td>
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<td>9-10 years</td>
<td>TBD</td>
<td>Operations to begin</td>
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2023 Milestones

Summer
- Phase 4.1 Mobility Study wraps up

Fall
- **September**: Commission acceptance of Phase 4.1 Mobility Study
- Work with Falls Church to determine preferred alternative
- NVTC staff meet with jurisdictions’ leadership about Strategic Implementation Plan recommendations
- **TBD**: Commission acceptance of Strategic Implementation Plan

Fall/Winter
- Finalize and put out RFP for remaining planning and environmental work (NEPA)
- Ongoing FTA engagement regarding planning and environmental work (NEPA)
5. Other Business

6. Future Meetings