



# Program Advisory Committee Meeting

**July 26, 2023**

**Meeting materials available at [www.novatransit.org](http://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



**Adam Hager**  
*Commuter Choice  
Senior Program Analyst*

# 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...

## Maximize Person Throughput & Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices

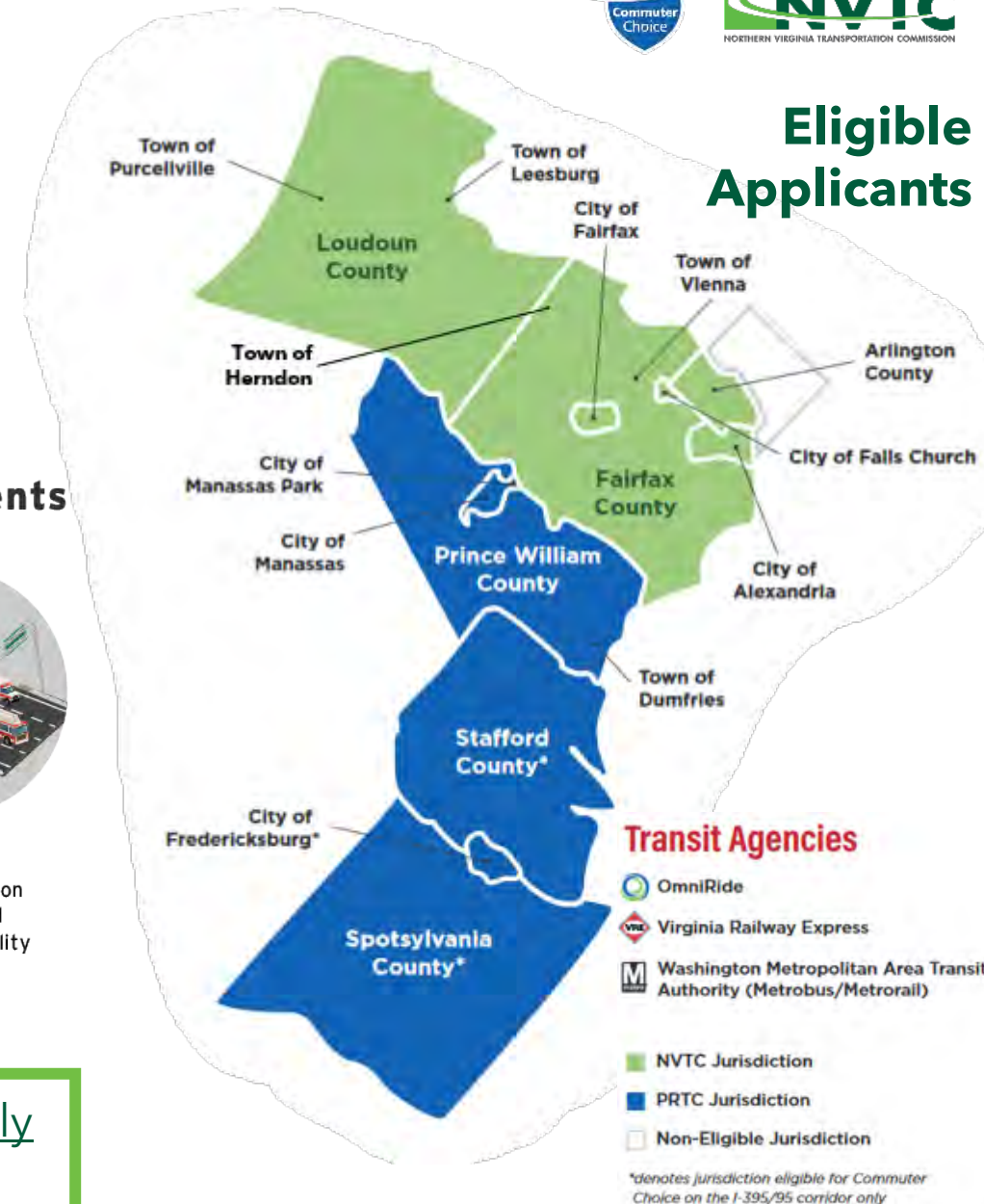


Enhance transportation safety and travel reliability

Each corridor has a multi-decade payout schedule and typically about \$30 million in available funds per two-year program.



## Eligible Applicants





# 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



*NVTC staff  
available  
as a  
resource  
during  
application  
period*

## December

- **Dec. 18:** Applications due at the end of the day

# Getting From a Set of Applications to a Program of Projects



**Dec**

- Applications Due before Holiday Period (Dec. 18)

**Jan**

- Eligibility Review (All Applications)

**Feb**

- Technical Evaluation (Eligible Applications)

**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**

**Xavier Harmony**  
*Transit Resource Center  
Senior Program Manager*

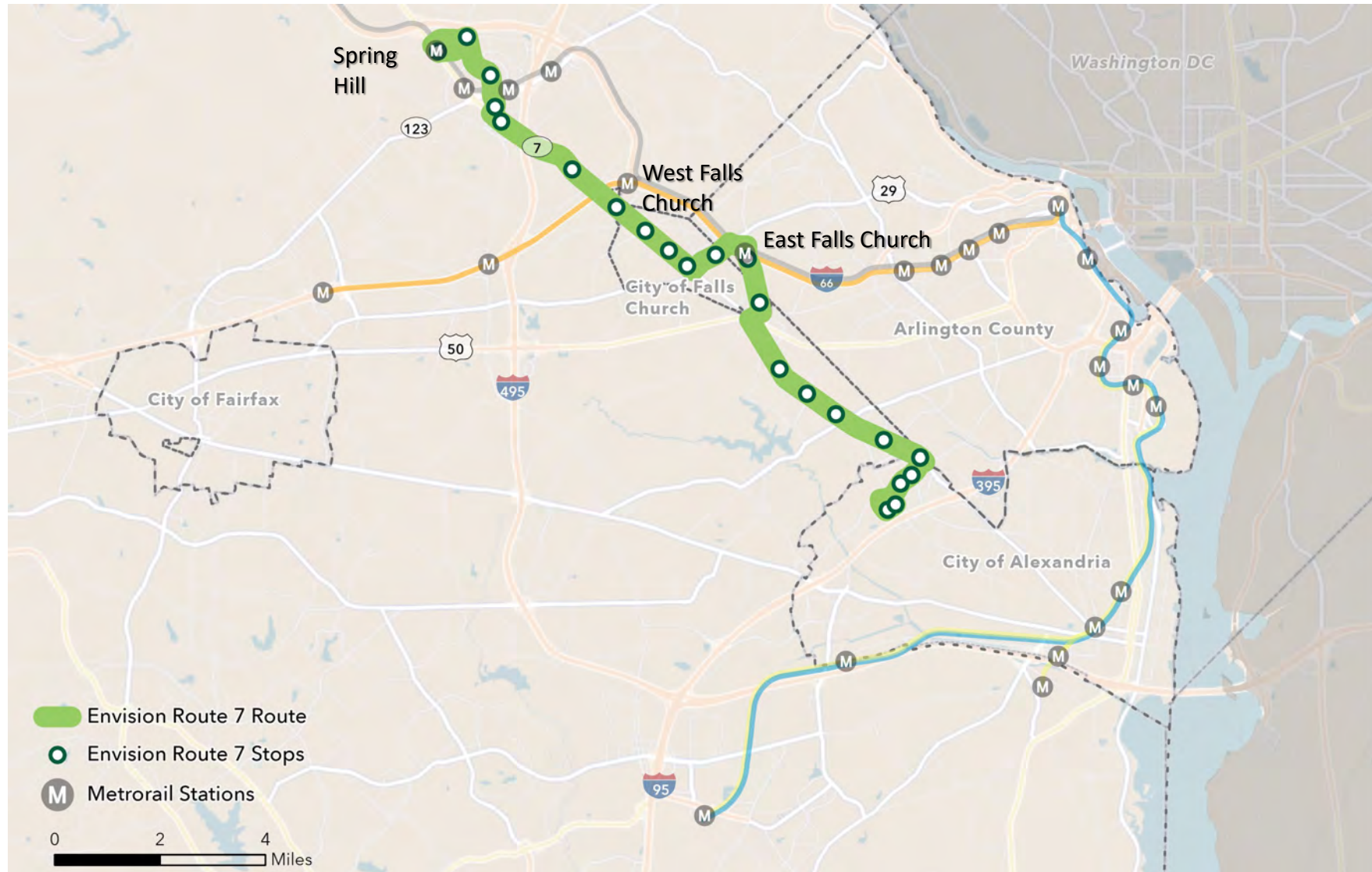


# Connecting Tysons to Alexandria

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**

## **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**





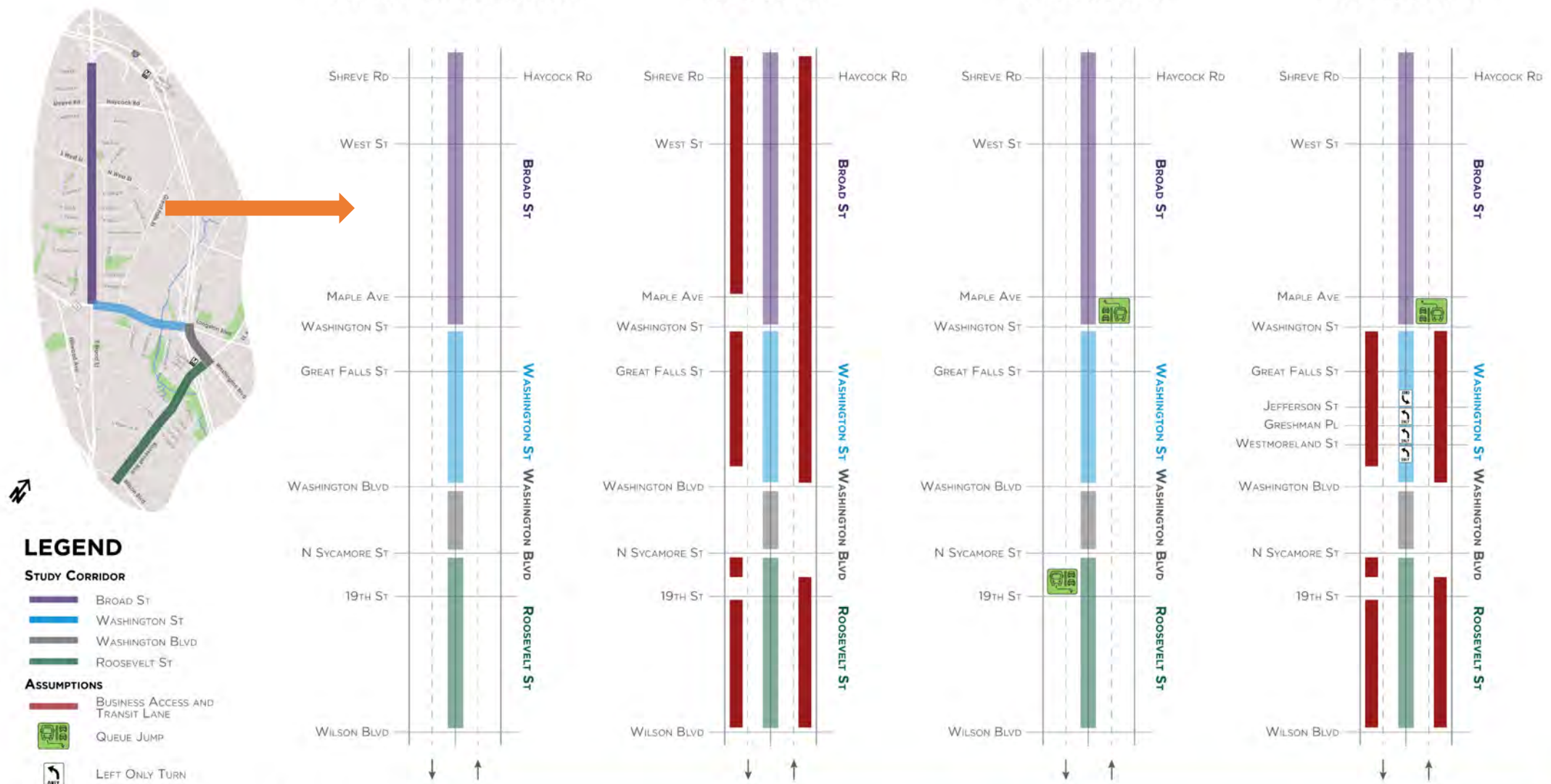
# Proposed BRT Scenarios

NO BUILD SCENARIO

SCENARIO 1

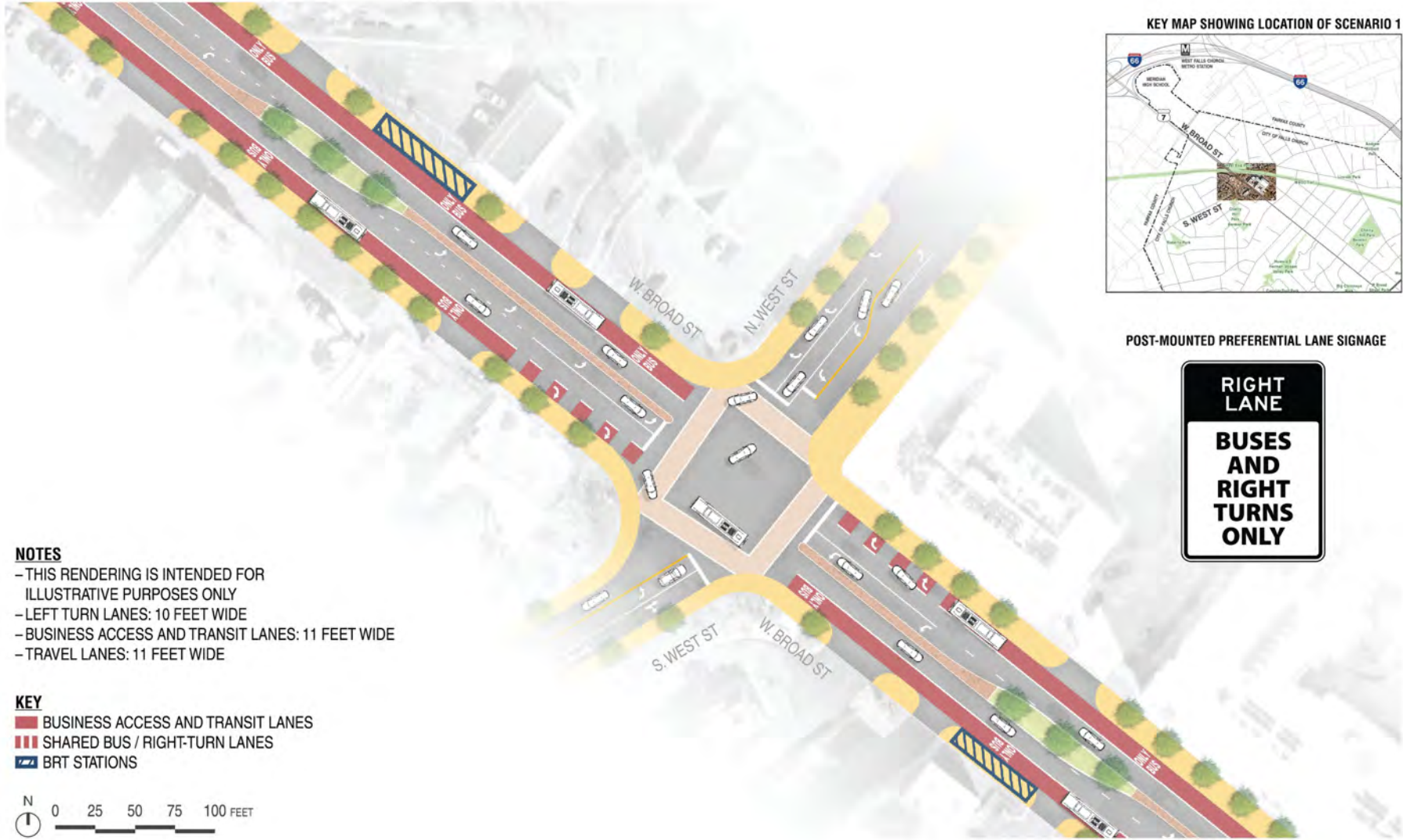
SCENARIO 2

SCENARIO 3





# Business Access and Transit (BAT) Lanes: Broad Street & West Street, Scenario 1



# Queue Jump Lanes and Signals

## N Sycamore St. & 19<sup>th</sup> 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

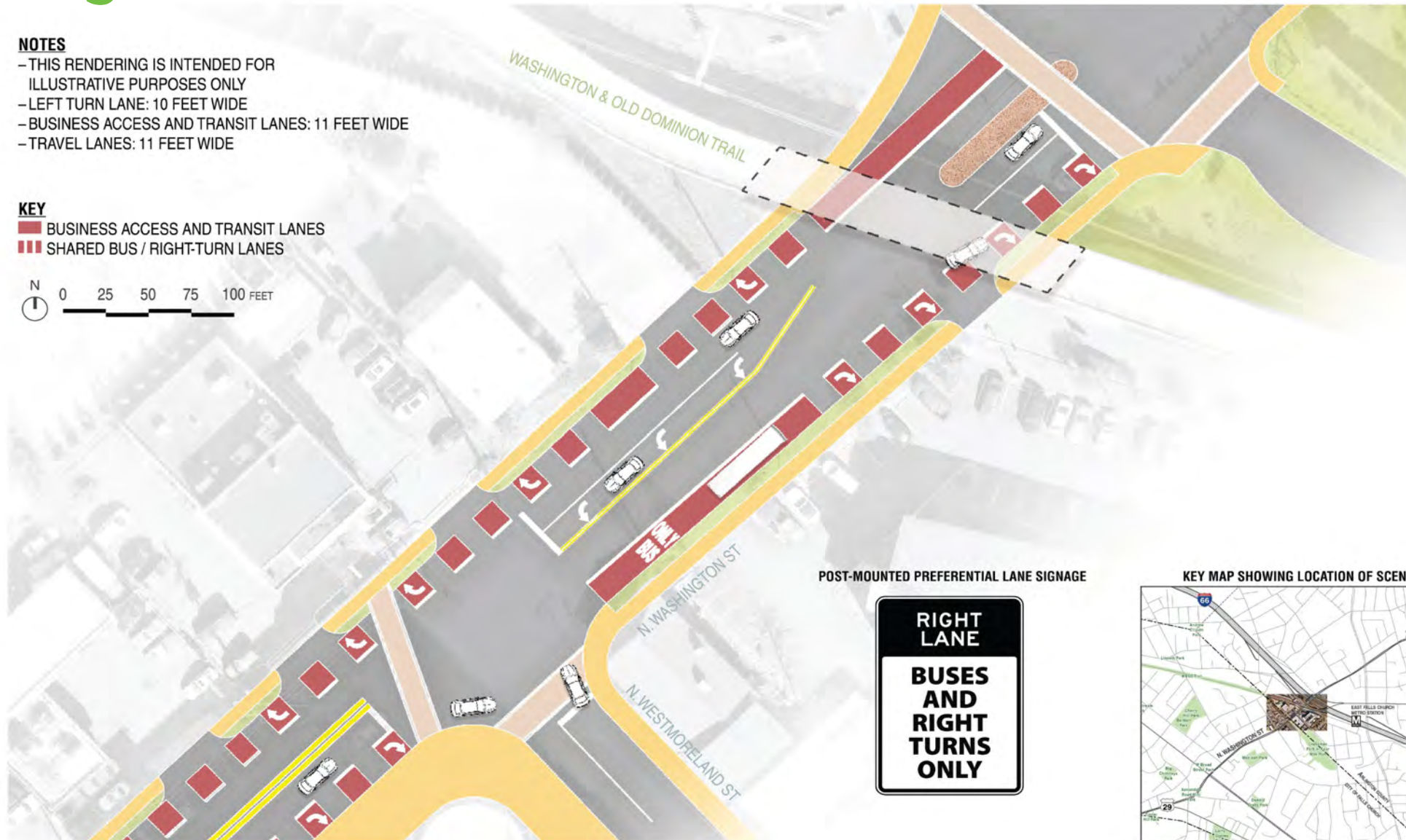
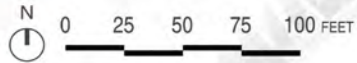
## N. Washington St. & N Westmoreland St., Scenario 3

### 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



POST-MOUNTED PREFERENTIAL LANE SIGNAGE



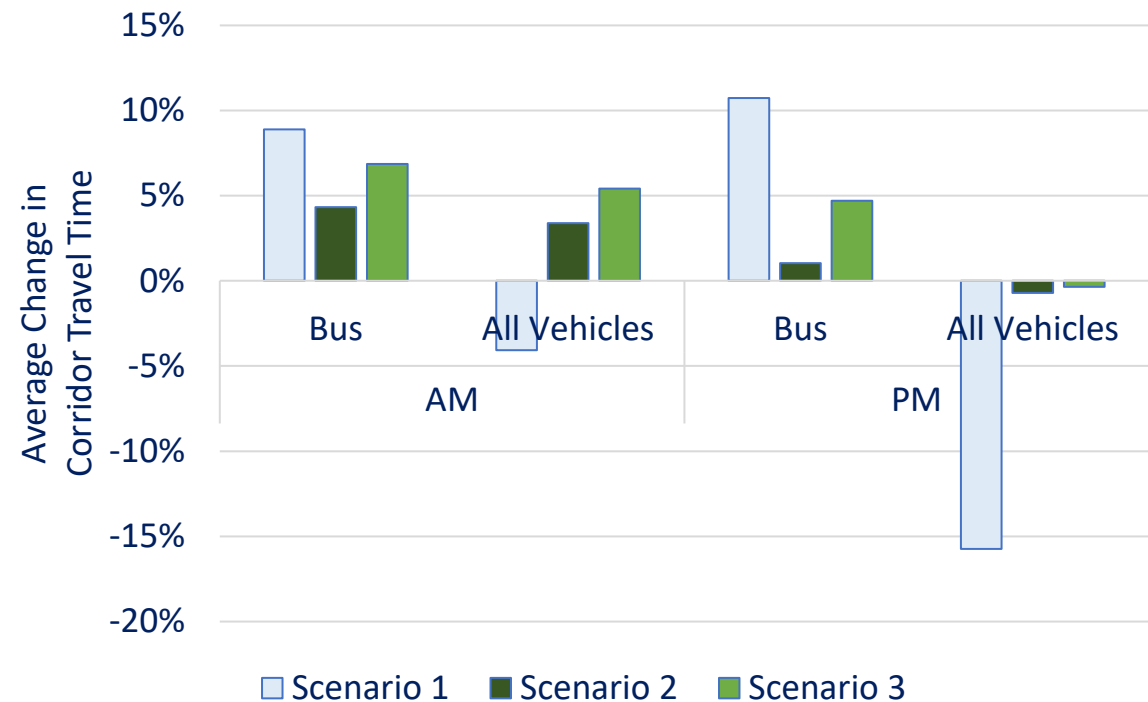
KEY MAP SHOWING LOCATION OF SCENARIO 3



# Results Summary

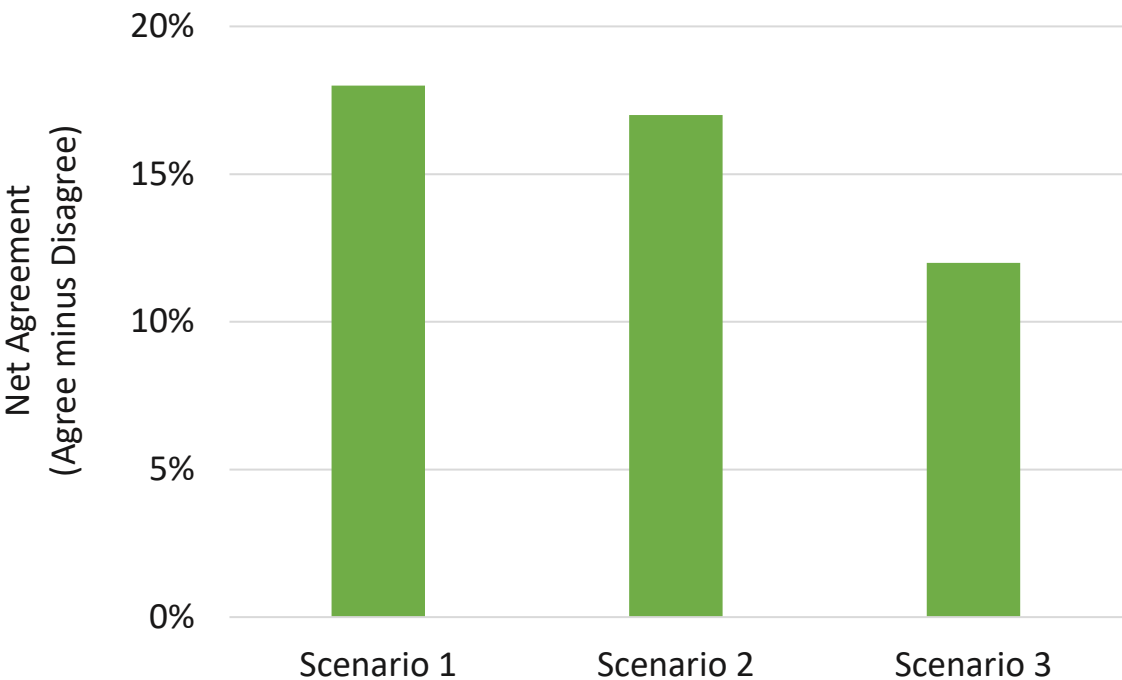
## Traffic Modeling Results

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



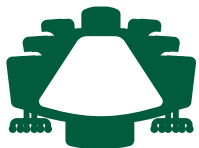
1. Who's best suited to lead the design and construction of the project?



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

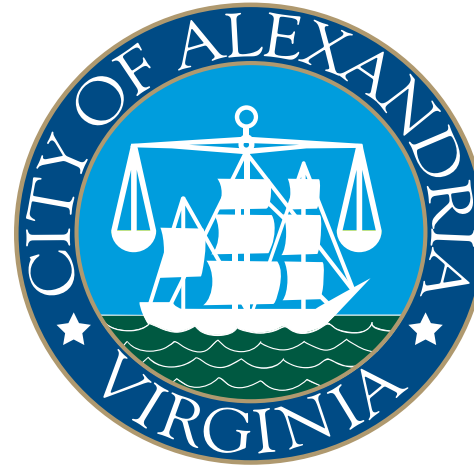
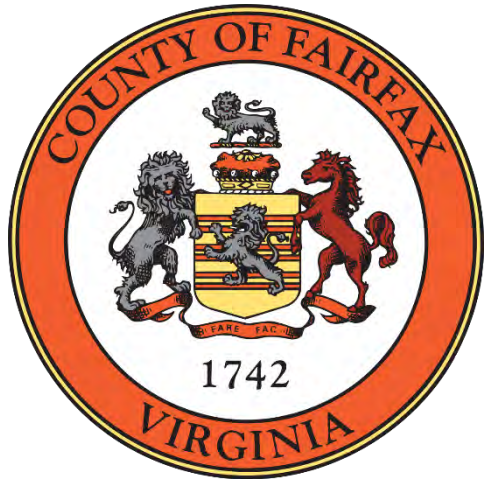


3. What's the best scenario for ownership and maintenance of the stations and ROW?



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

# Major Organizations Involved



**ARLINGTON**  
VIRGINIA



**Federal Transit  
Administration**

# 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

Funding Program	Source	Project Phase			
		NEPA	Final Design	Construction	Operations
FTA Small Starts	Federal		✓	✓	
Congressional Earmark	Federal	✓			
NVTA Regional Funding	Regional		✓	✓	
SMART SCALE	State			✓	✓*
MERIT Technical Assistance	State (DRPT)	✓			
MERIT Capital Assistance	State (DRPT)			✓	✓*
MERIT Operating Assistance	State (DRPT)				✓**
Local Bonds	Local			✓	
General Funds	Local		✓	✓	

\* For fleet procurement

\*\* Depends on chosen operator



# Proposed Timeline

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

# 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**