



Commuter Choice Update

NVTC Program Advisory Committee

April 11, 2024

Ben Owen

Commuter Choice

Senior Program Manager

I-66 Commuter Choice:

Staff-Recommended Program of Projects



Applicant	I-66 Commuter Choice FY 2025-2026 Application	Proposed Award	Score (100 Points)
Arlington County	ART 75 Service Enhancement: Shirlington to Virginia Square	\$397,160	56
Fairfax County	Fairfax Connector Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza (Continuation)	\$2,130,488	69
	Fairfax Connector Route 698: Stringfellow Road Park-and-Ride to the Pentagon (Continuation)	\$1,506,053	78
	Fairfax Connector Route 699: Monument Drive Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$2,592,444	60
	Fairfax Centre Bikeshare Expansion	\$510,000	64
	Fairfax Connector Route 610: Centreville to George Mason University *	\$1,826,943	45
Loudoun County	Loudoun County Transit Route 281/681 Service Enhancement: Stone Ridge Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$553,000	84
	Loudoun County Transit Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. (Continuation)	\$281,000	93
OmniRide	OmniRide Route 612: Gainesville to the Pentagon (Continuation)	\$2,393,125	89
	OmniRide Route 622: Haymarket to Rosslyn	\$1,621,275	62
	OmniRide Route 653: Warrenton and Gainesville to L'Enfant Plaza *	\$3,805,125	63
(continued)			

* Project was referred to DRPT's Outside the Beltway funding program based on the nature of the anticipated benefits. If DRPT opts to fund the project, it would be removed from Commuter Choice consideration.

I-66 Commuter Choice:

Staff-Recommended Program of Projects



Applicant	I-66 Commuter Choice FY 2025-2026 Application	Proposed Award	Score (100 Points)
OmniRide	OmniRide Route 671: Front Royal, Linden, and Gainesville to Downtown Washington, D.C. *	\$3,228,625	67
Prince William County	TDM Strategy: I-66 OmniRide Fare Buy-Down	\$1,000,000	55
VRE	TDM Strategy: Amtrak Step-Up Reinstatement on VRE Manassas Line	\$537,420	94
	Crystal City Station Expansion **	\$8,000,000	73
NVTC	Program Administration and Oversight FY 2025-2026	\$350,000	
	I-66 Corridor Needs Assessment	\$250,000	
		Total	\$30,982,658

* Project was referred to DRPT's Outside the Beltway funding program based on the nature of the anticipated benefits. If DRPT opts to fund the project, it would be removed from Commuter Choice consideration.

** Project received an initial installment of funding (\$10,786,281) under I-395/95 Commuter Choice. The remaining \$8,000,000 is proposed to be fulfilled under I-66 Commuter Choice.

2,700
daily trips

21M
fewer annual
vehicle miles

250K
hours of delay
saved each year

70%
GHG emissions
reduction over
driving alone

\$2.6M
annual savings
for commuters
in fuel costs

Staff-Proposed Strategic Programming Adjustment: VRE Crystal City Station Expansion Project



- In the last I-395/95 Commuter Choice round, Commissions funded construction of the new, larger Crystal City VRE (and future Amtrak) station, a project with a unique nexus to both corridors
- \$18.8M award was to be split across I-395/95 FY24-25 (\$10.8M) and FY26-27 (\$8M) programs
- Staff propose to advance the outstanding \$8M as part of the current I-66 FY25-26 program instead
- Supports Transforming Rail in Virginia, makes funding available to VRE sooner, and frees up funding in the next I-395/95 cycle



Images: [VRE](#)



Image: [VPRA](#)



Image: [WMATA](#)



Thinking and Working Ahead: Staff-Proposed I-66 Corridor Needs Assessment



- Evaluation of current and future I-66 corridor travel needs to identify:
 - Menus of eligible local and regional transit and multimodal projects, and
 - Opportunities and considerations to leverage toll revenue strategically for long-term transformative capital investments
- Compilation of an investment pipeline will be based on:
 - Reviews of existing transit strategic plans and capital improvement programs for projects consistent with program requirements
 - Quantitative analyses of current and future travel patterns and needs
 - Workshops with localities and transit operators to discuss unmet needs and identify additional potential projects

I-66 Commuter Choice: Next Steps

April

- PAC Meeting, April 11: Endorse draft Program of Projects
- Public comment opens April 12

May

- Commission briefing on proposed Program of Projects and Needs Assessment
- Public comment concludes May 13

June

- Commission adopts Program of Projects and authorizes contracting for needs assessment work
- CTB briefing (Rail and Transit Subcommittee) and final approval of Program of Projects as part of DRPT's Six-Year Improvement Program

July

- Implementation of funded projects begins
- Begin I-66 Needs Assessment study



Envision Route 7 Strategic Implementation Plan

April 11, 2024

Vikram Sinha

Senior Program Manager

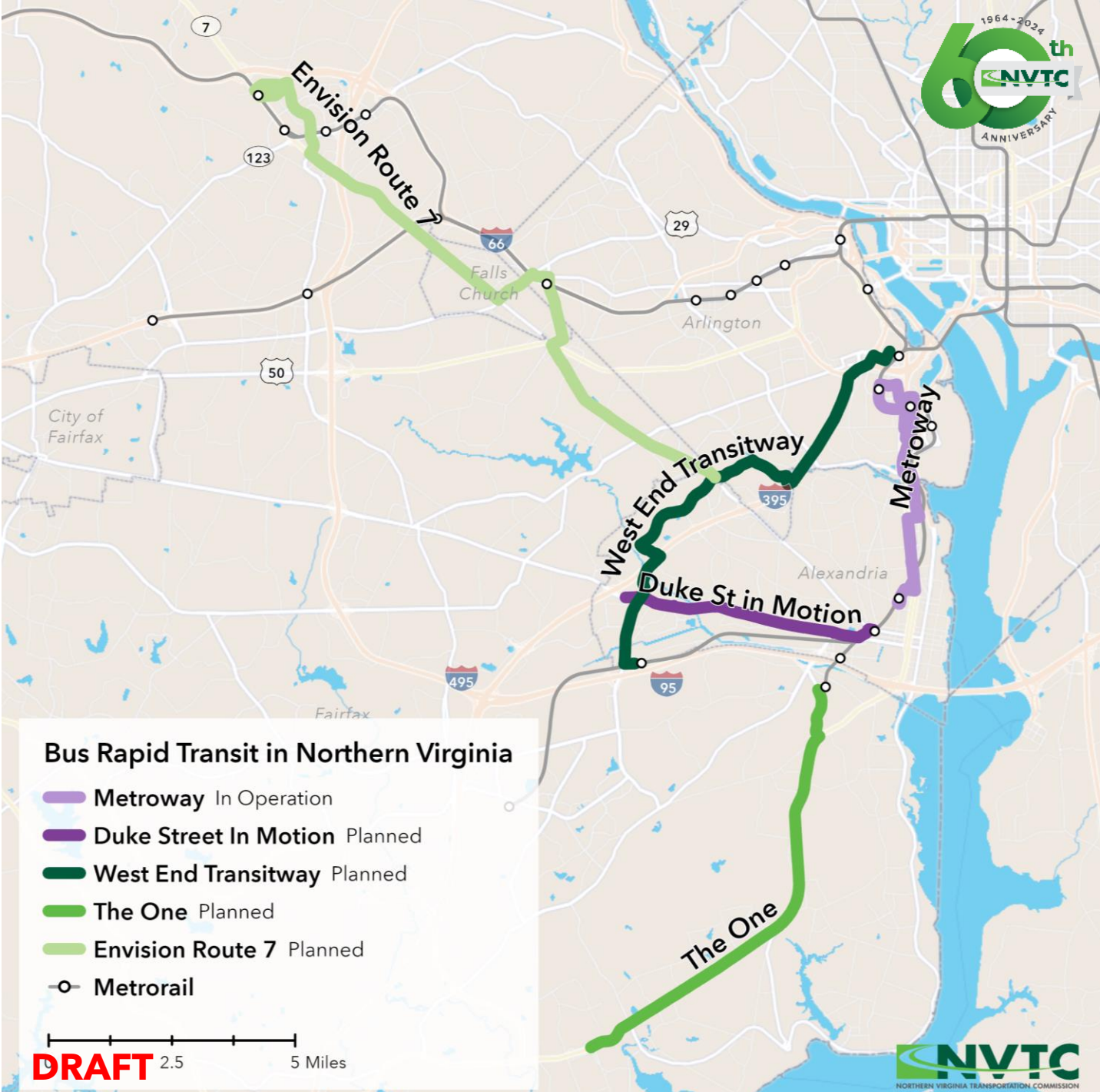
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Route 7 BRT is a part of NOVA's Regional Bus Rapid Transit Network

1 of 5 BRT Projects in NoVA

Access to Major Job Centers

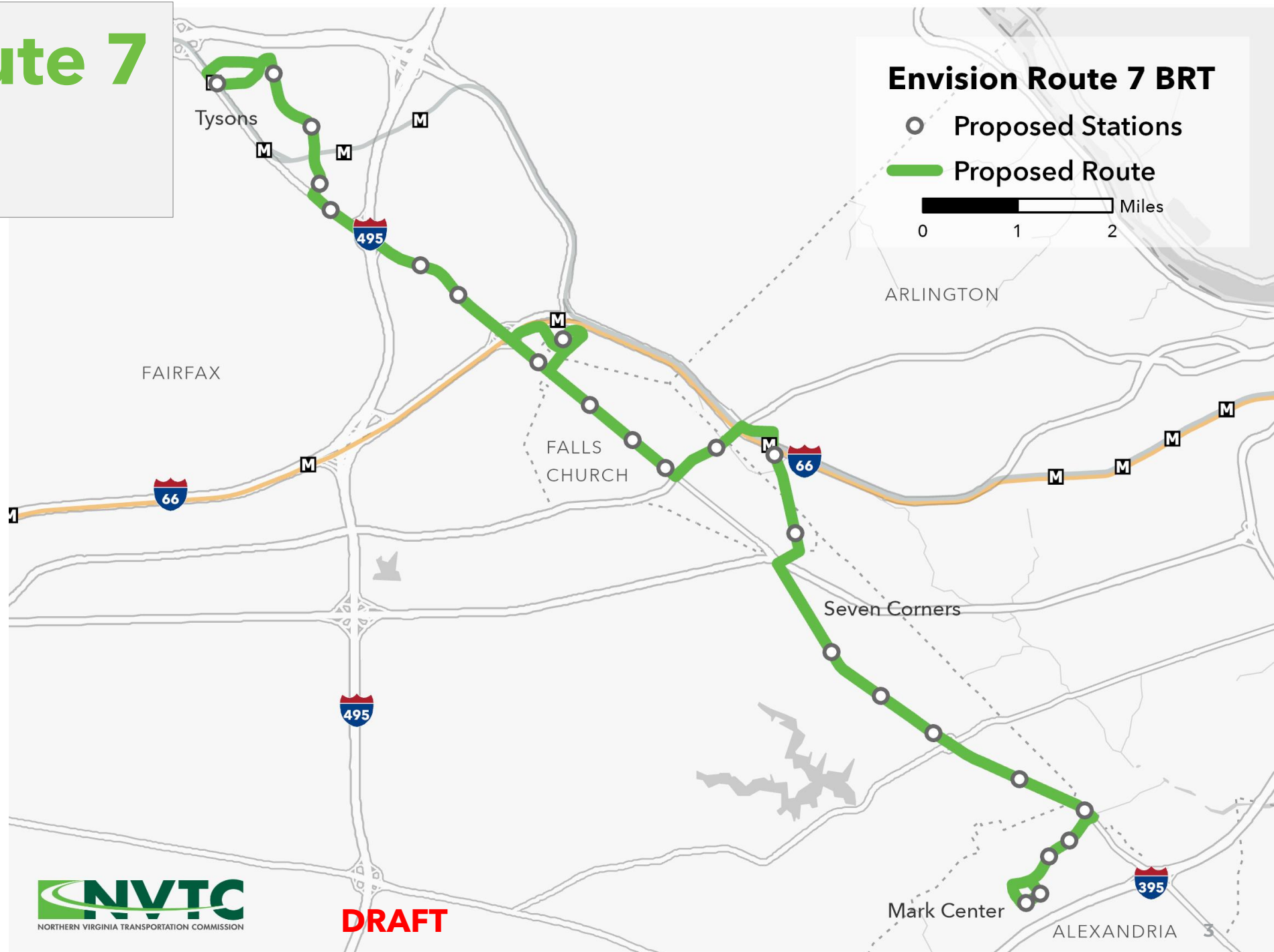
Connection to Metrorail



Envision Route 7

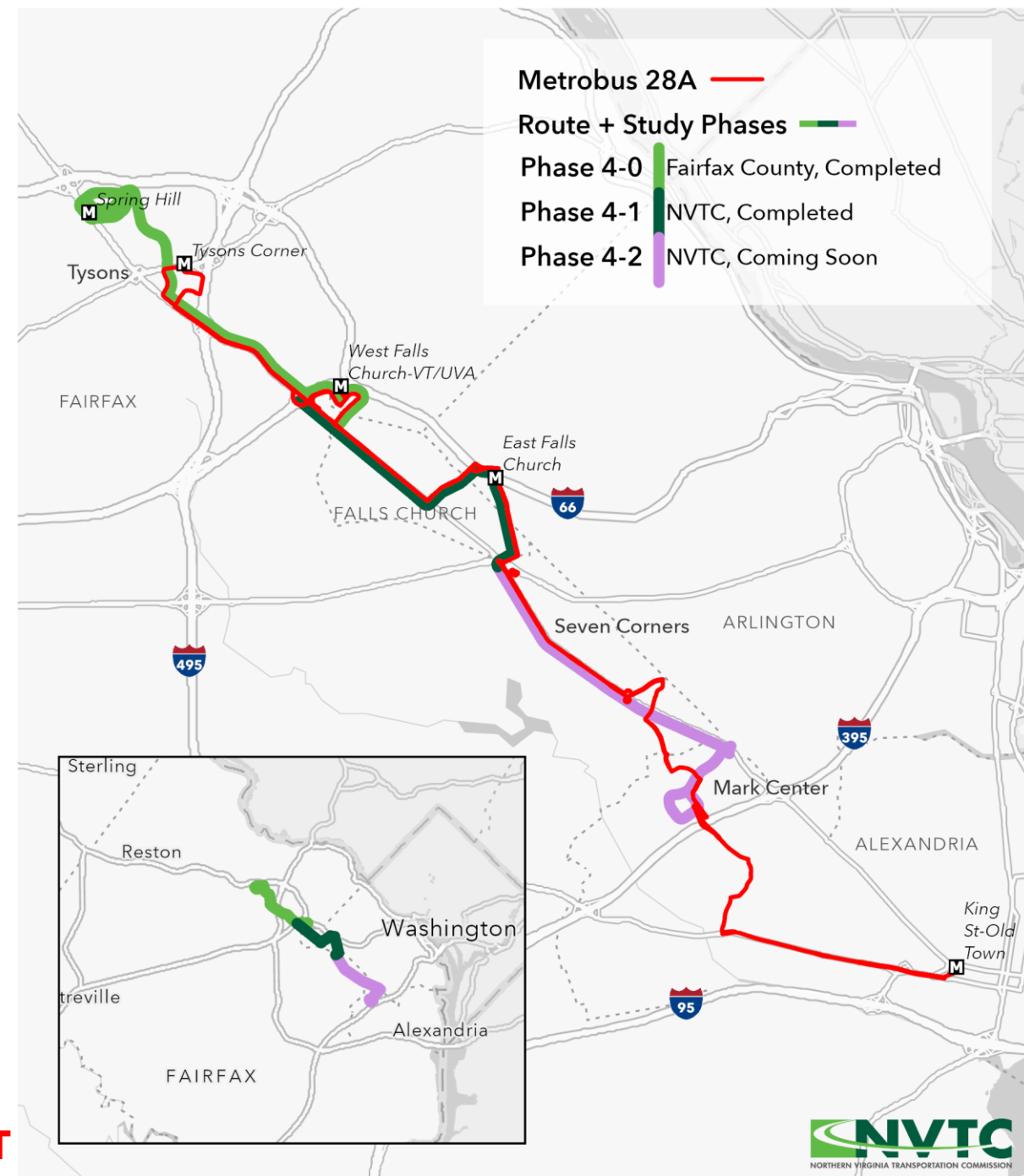
Connecting Tysons to
Alexandria

- 14 miles from Springhill Metro to Mark Center
- Connect Tysons (via Falls Church, Seven Corners, and Bailey's Crossroads) to the Mark Center in Alexandria.



Envision Route 7

- Currently WMATA Bus 28A provides service on the Envision Rt. 7 corridor
- Ridership on the 28A is up from pre-pandemic levels
- This project is an opportunity to make a good service better
- Envision Route 7 will continue to connect to multiple Metrorail lines while adding connections to regional high frequency bus service



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Where are we Now?



- Phase 1 - Feasibility Study (2014)
- Phase 2 - Travel Demand Analysis Mode and Alignment (2017)
- Phase 3 - Conceptual Engineering (2019)
- **Phase 4 - Mobility Study & Strategic Implementation Plan**
- Phase 5 - Preliminary Design and Environmental Analysis
- Phase 6 - Final Design
- Phase 7 - Construction
- Phase 8 - Service Planning
- Phase 9 - Operation

Phase 4 Study Areas

Determining BRT options

- Phase 4-0 integrates existing Fairfax County study with NVTC led studies for Route 7
- The mobility studies include the following study objectives:
 - Define the mobility benefits of BRT and facilitate an understanding of the BRT project and
 - Understand the operational impact of BRT along the study corridor
- Phase 4-1 bus priority recommendations is being integrated into Falls Church and Arlington jurisdiction transportation goals
- Phase 4-2 Mobility Analysis Study will examine the segment from Seven Corners in Fairfax County to the Mark Center in Alexandria

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Traditional Capital Project Timeline



- Phase 1 - Feasibility Study (2014)
- Phase 2 - Travel Demand Analysis Mode and Alignment (2017)
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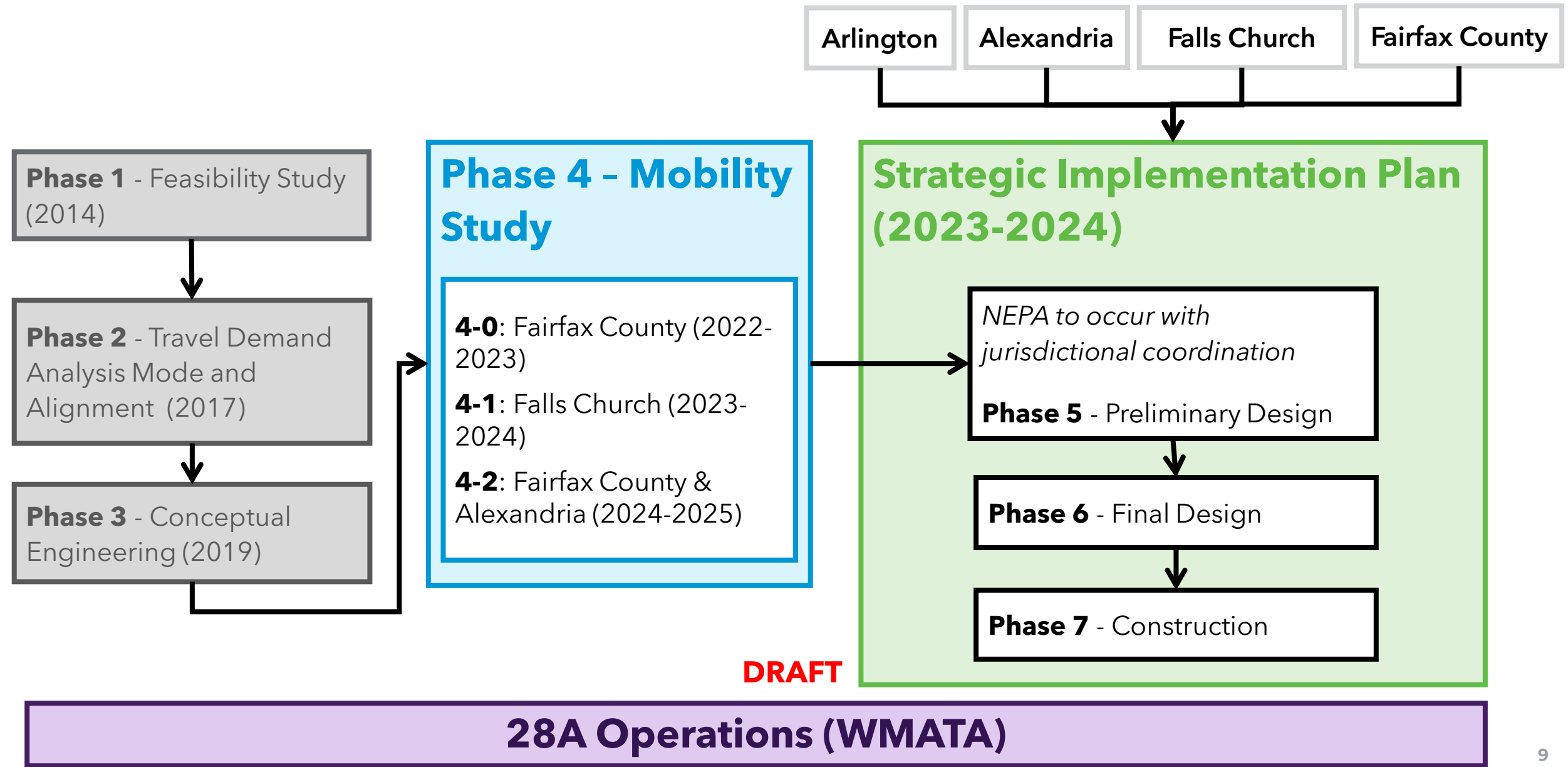
Strategic Implementation Plan

- Strategy for transit along Route 7
 - Layer enhancements to bus service on corridor
 - Create bus facility for 28A and other bus transit routes
 - The region does not need to wait for proposed capital projects to begin
 - Enhance service by leveraging smaller targeted projects within jurisdictions to improve service
 - Leverage flexibility of bus to pursue improvements at key locations
- Strategic Implementation Plan
 - Gain congruence from all jurisdictions and operators on improvements that work for them

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Agile Planning for Envision Route 7



Layering Improvements



**Layer bus
Improvements &
Increase Frequency**

In Operation



**Transit
Strategic
Planning**

NEPA

Design

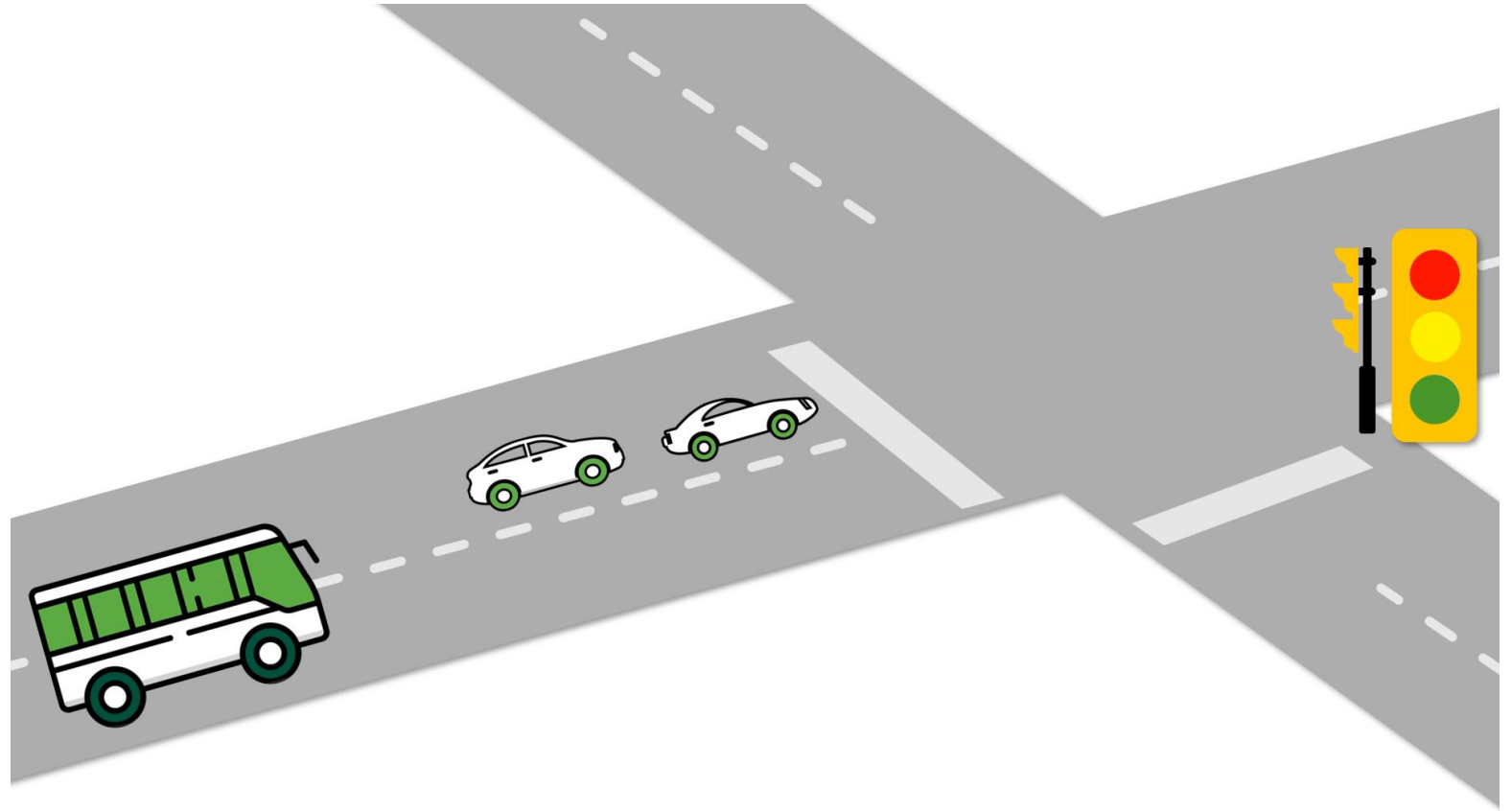
Construction

In Operation

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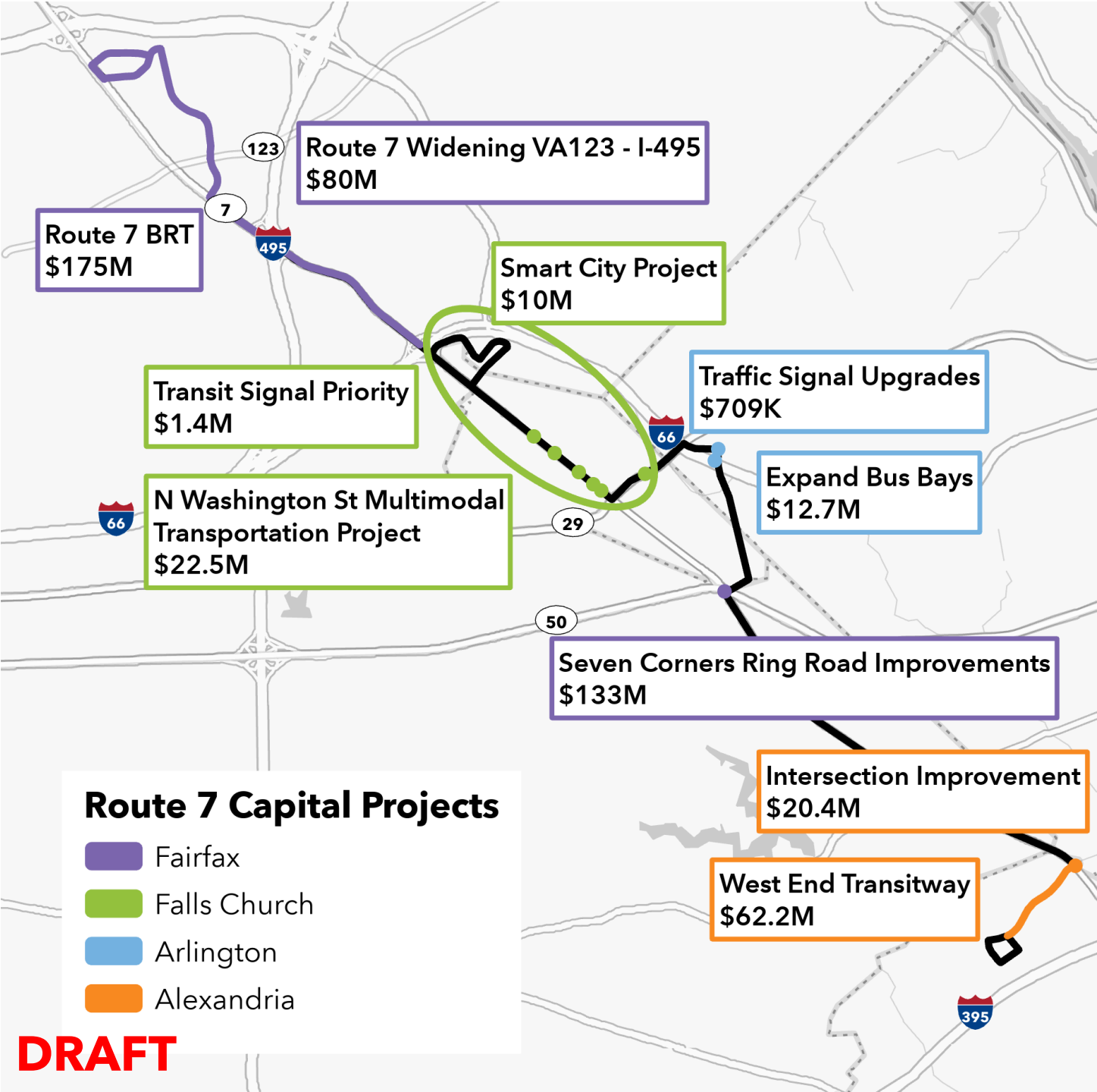
Layering Transit Improvements over Time

- A deliberate, phased approach to instigating change
- Change the physical environment in which buses operate with the tools that can deliver in the near-term
- Improvements align towards longer-term goals
- Context sensitive, multi-modal treatments for local opportunities
- Goal is to increase the efficiency of bus service and enhance passenger experience



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Capital Projects along the Envision Route 7 Corridor



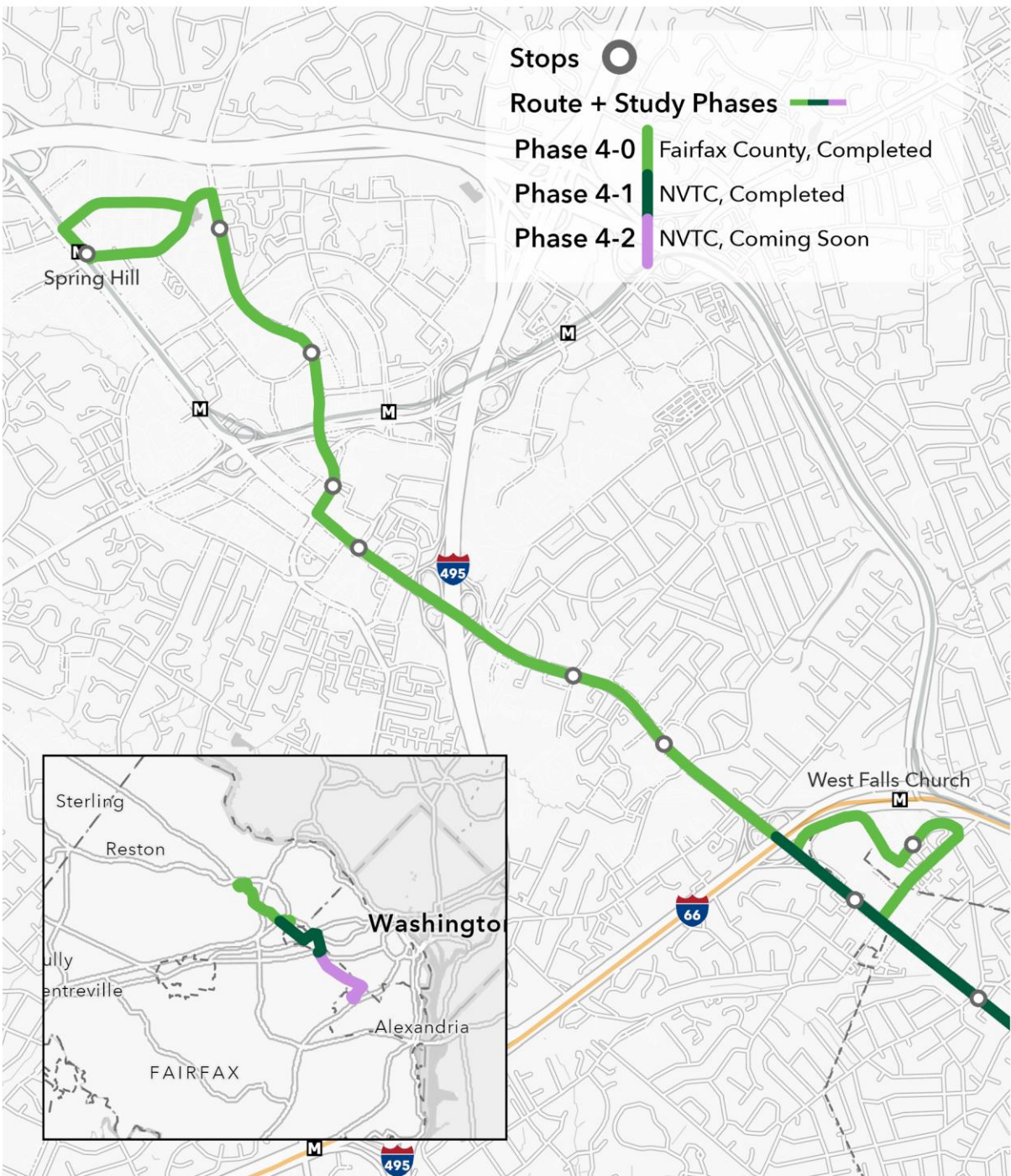
Fairfax County

Strategic Implementation Plan Actions

- Coordinate with NVTC for environmental analysis of Phase 4-0 and analyze Right-of-Way impacts and lane configuration along the BRT corridor
- Advance transportation improvements in the Seven Corners area for all roadway users

Capital Funding Applied		
Project	Amount	Source
Route 7 widening for Future BRT (Route 123 to I-495) <ul style="list-style-type: none">• Design of BRT and bike/pedestrian facilities	\$80 M	State, Local, and NVTA 70%
Route 7 BRT Route 7, from West Falls Church to Spring Hill, via International Drive	\$175 M	State, Local, and NVTA 70%
Seven Corners Ring Road Improvements	\$133 M	State, Local, and NVTA 70%

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Falls Church

Strategic Implementation Plan Actions

- Coordinate with NVTC on analysis for Transit and Multi-modal improvements to benefit 28A (BAT vs. HOV; layout for queue jump and feasibility for bike/bus lanes.

Capital Funding Applied		
Project	Amount	Source
Transit Signal Priority	\$1.4 M	NVTA 70%

Capital Funding Awarded		
Project	Amount	Source
Smart City Project - Reduce congestion and upgrade systems	\$10 M	Federal and State
North Washington Street Multimodal Transportation project	\$22.5 M	NVTA 70%
Washington & Columbia Signal Upgrade	\$1.4 M	State and Local
W Broad & Spring Signal Upgrade	\$1.8 M	State and Local

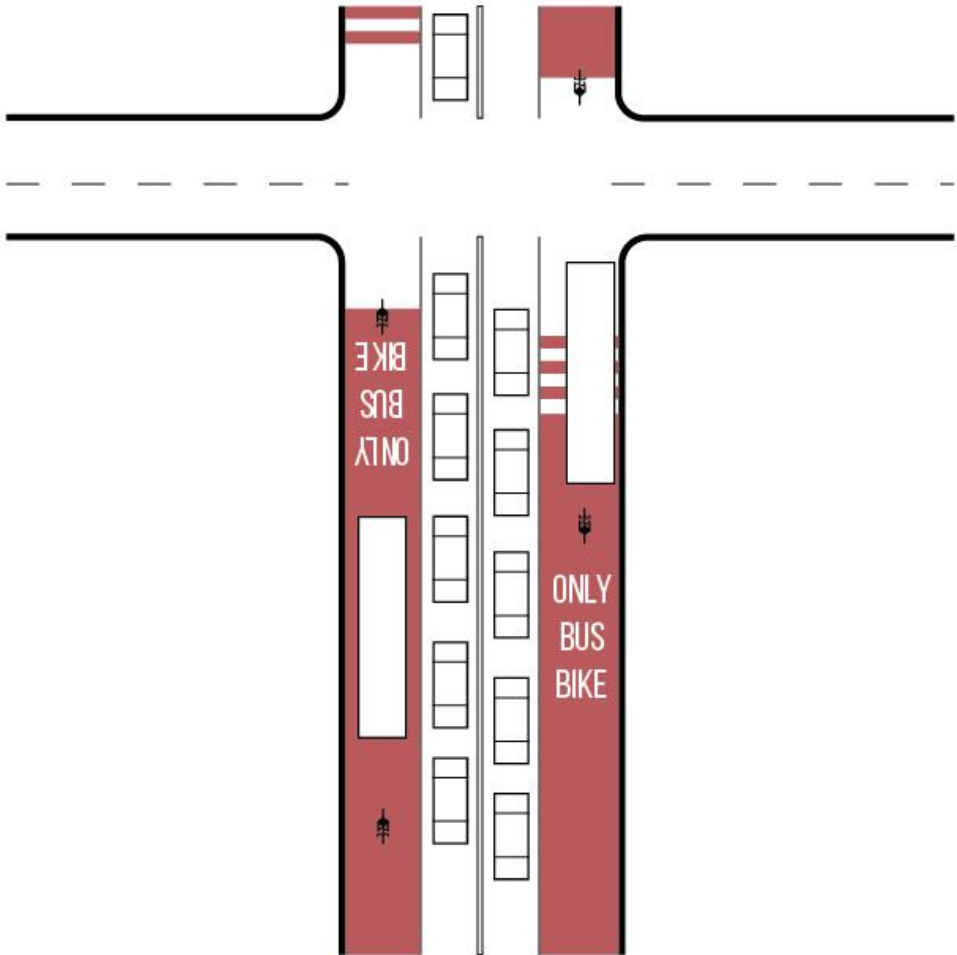


Image: National Association of City Transportation Officials (NACTO)

*Falls Church is evaluating options, including but not limited to HOV hours of operation, impacts of BAT lanes, and potential for bike/bus lanes.

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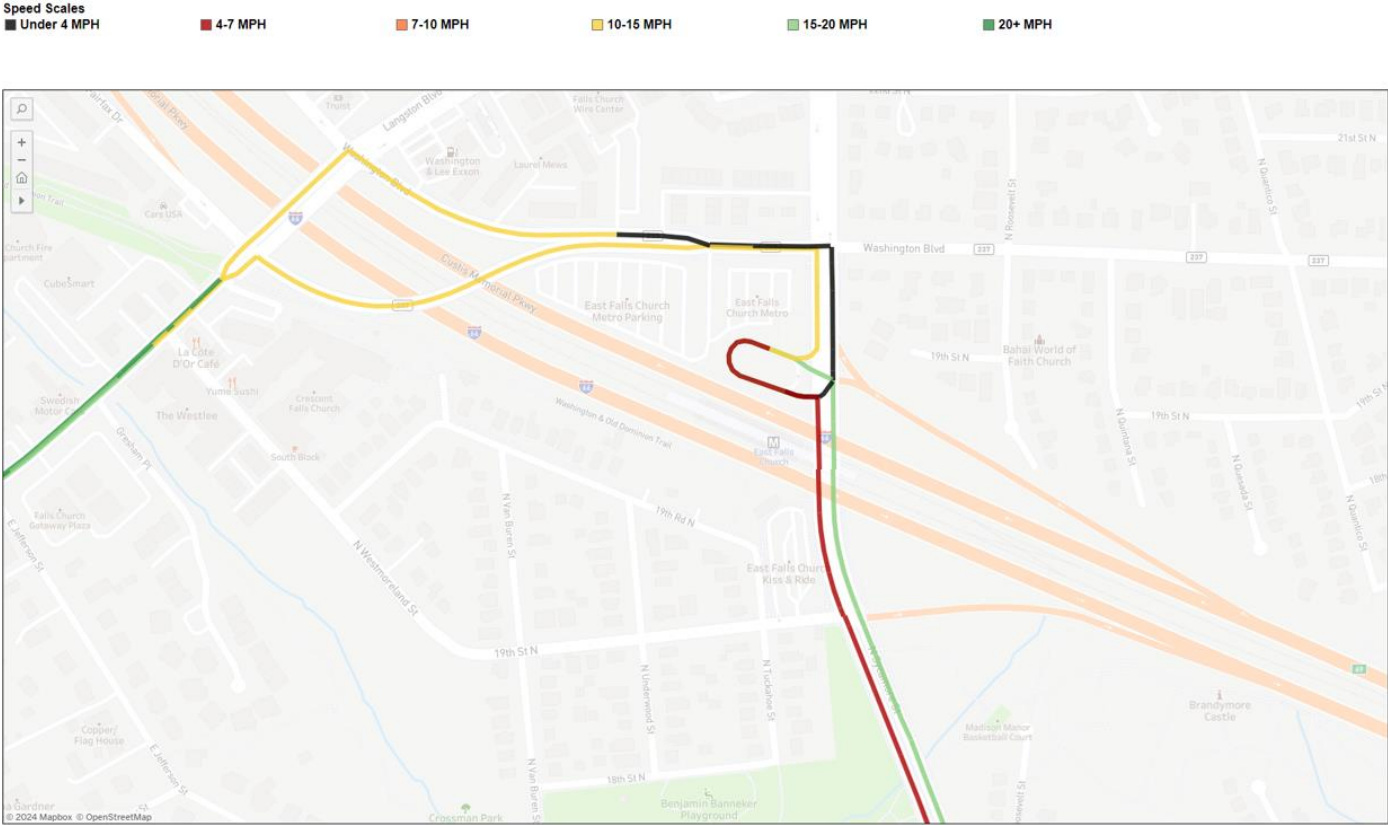
Arlington County

Strategic Implementation Plan Actions

- Resolve bus slowdown at Washington Blvd. and N. Sycamore Street
- Investigate short- and long-term bus bay capacity at East Falls Church Metro

Capital Funding Awarded

Project	Amount	Source
Traffic Signal Upgrades - Washington Blvd	\$709 K	Local & NVTA 30%
Expand bus bays by 75%	\$12.67 M	Local & NVTA 30%

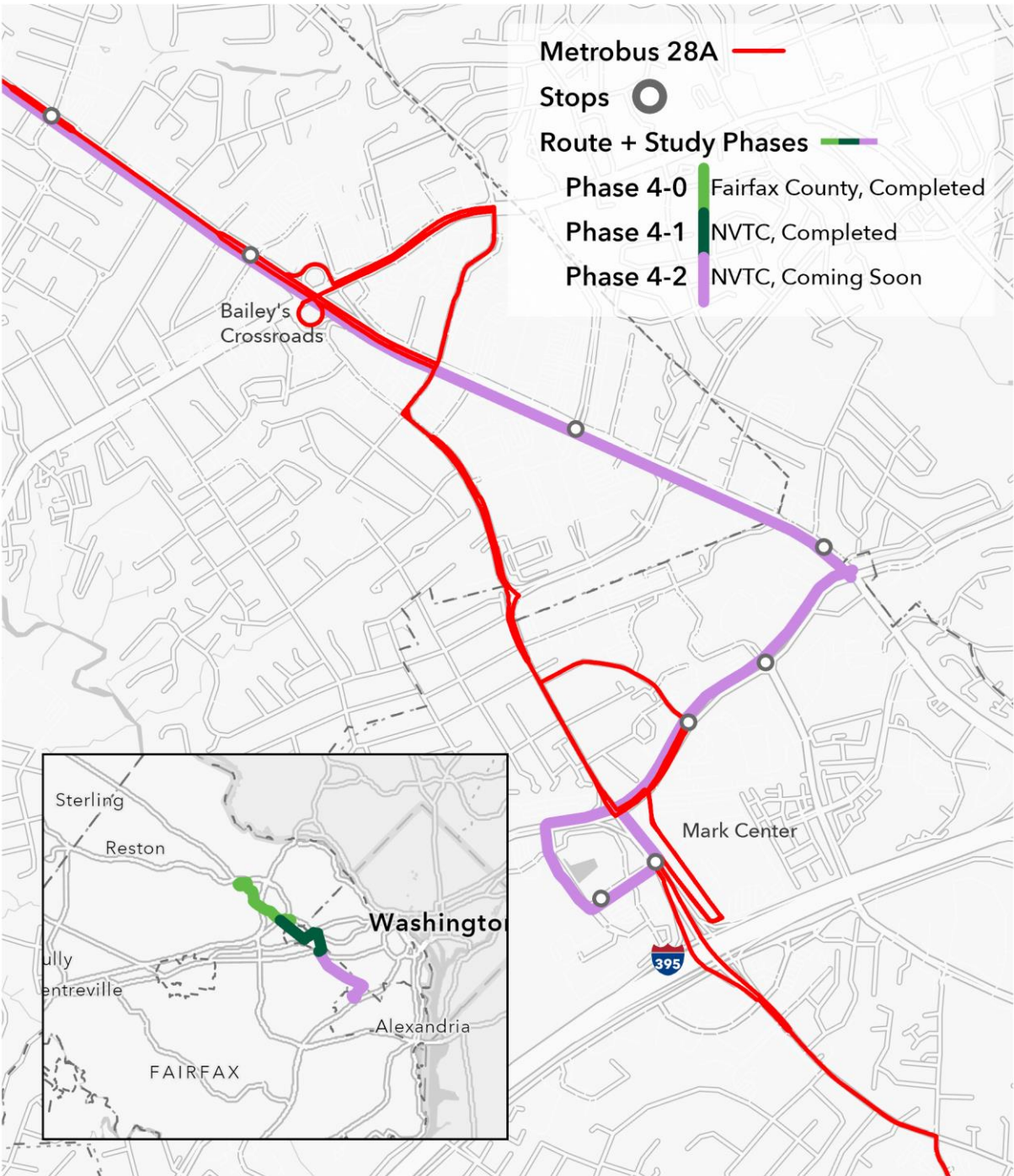


Alexandria

Strategic Implementation Plan Actions

- Identify the N/B BRT station at King and Beauregard
- Identify southern terminus for BRT (Southern Towers vs. Mark Center)

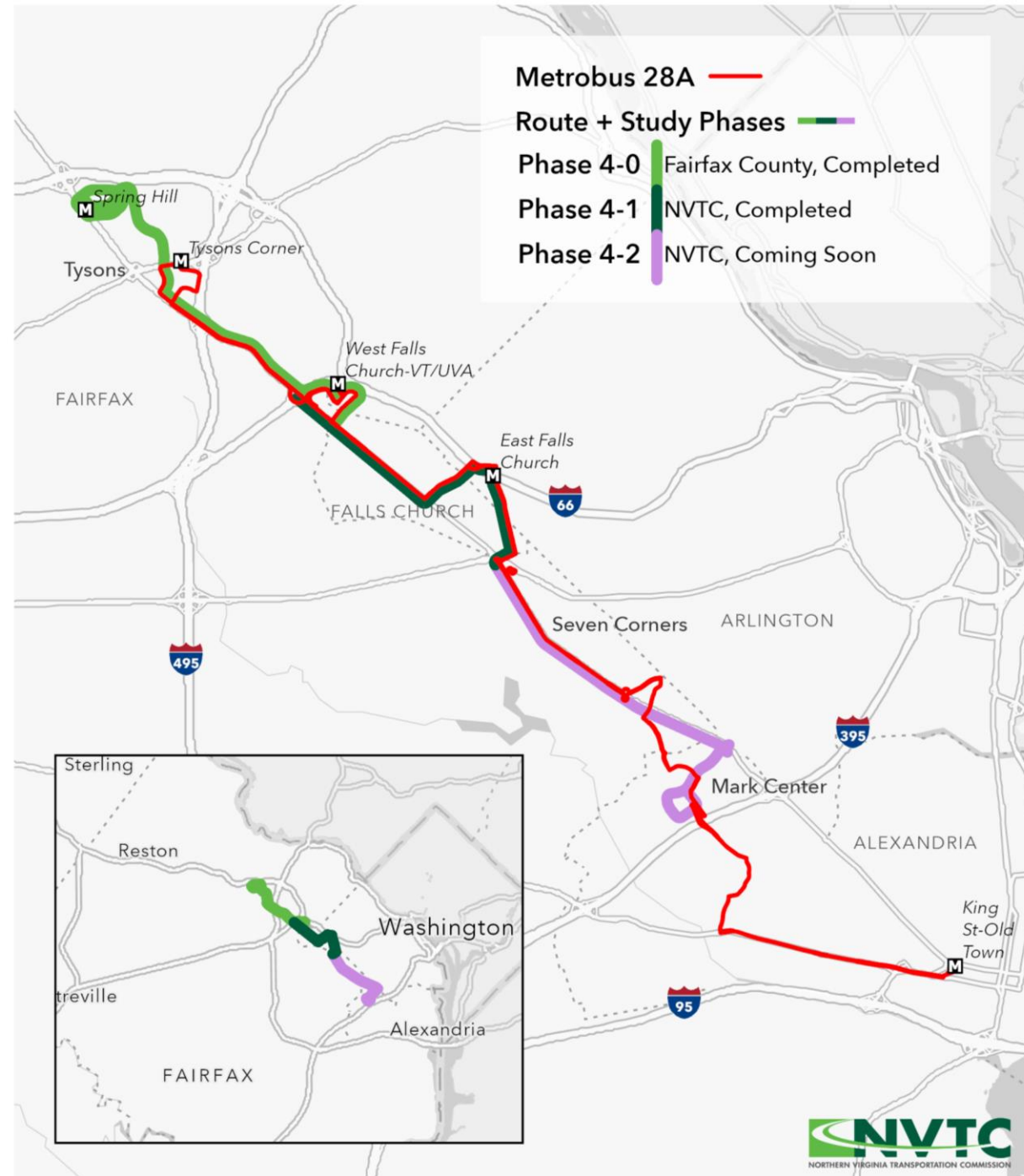
Capital Funding Awarded		
Project	Amount	Source
King & Beauregard intersection enhancements	\$20.4 M	Federal, state and Local
West End Transitway	\$62.2 M	State, Local & NVTA 70%



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WMATA

- Incorporate NVTC BRT alignment into Bus Network Redesign effort.
- Investigate feasibility of higher frequency bus service
- Collaborate on data sharing
- Identify solutions for pain points to improve bus service



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FTA and Regional Coordination

 National Capital Region Transportation Planning Board	 DRPT VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION	 Federal Transit Administration
Include Envision Route 7 in regional Transportation Improvement Plan (TIP)	Sponsor study efforts (TPB TIP) until handoff to jurisdictions to lead their implementation efforts	Continue discussion around funding opportunities and partnership
Key partner to enable use of federal funds for Envision Route 7	Potential funding partner for implementation	Potential funding partner for implementation
		Support NVTC NEPA and planning scoping efforts

- Manage Community Project Funding and DRPT grant
- Scope out Environmental Analysis work
- Lead Phase 4-2 study and subtasks:
 - Alexandria BRT southern terminus
 - Falls Church Analysis: BAT vs. HOV, queue jump layout/cross-section
- Provide coordination forum to resolve:
 - Sycamore/Roosevelt bus priority
 - Reconcile 28A and BRT alignments
 - Enable transit connectivity between Columbia Pike and Route 7 bus routes
- Updates: NVTC Commission (actions), NVTC PAC/MAC & City/County boards
- Oversee execution of Strategic Implementation Plan



Spring 2024

- Discuss Strategic Implementation Plan with Key Partners: DRPT, FTA, VDOT, MWCOG, NVTA, and NVTC Jurisdictions
- Present outline of plan NVTC Program Advisory Committee

Summer 2024

- Seek Approval of Strategic Implementation Plan by NVTC Commission
- Release RFP for Phase 4-2 Analysis (Seven Corners to Alexandria)

Fall to Winter
2024

- Award Contract for Phase 4-2 Analysis
- Ongoing Engagement with Key Partners: DRPT, FTA, VDOT, MWCOG, NVTA, and NVTC Jurisdictions

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Questions?

Vikram Sinha

*Senior Program Manager,
Envision Route 7*



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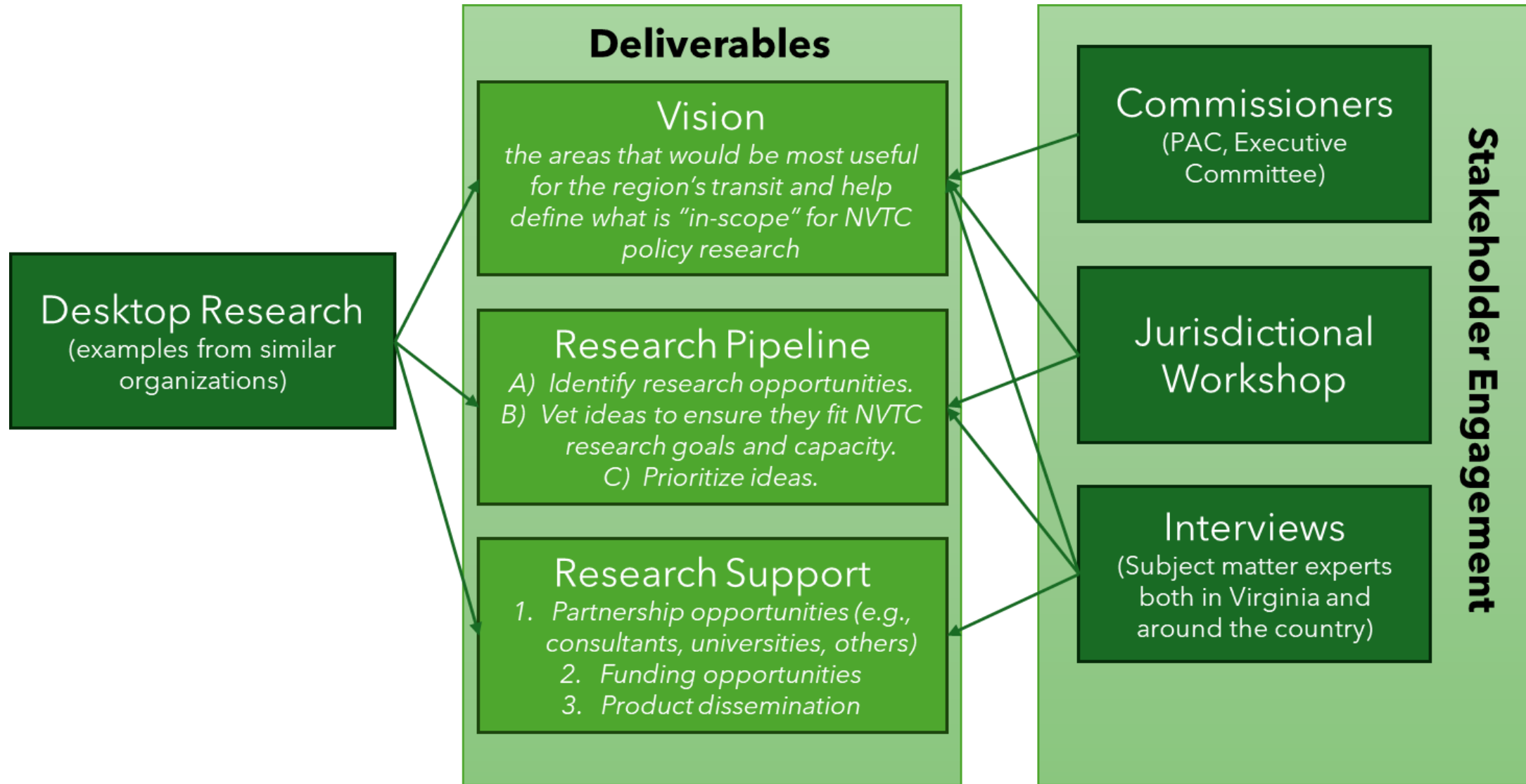


Transit Policy Research Roadmap Update

Program Advisory Committee (PAC) Meeting - April 11, 2024

Xavier Harmony, PhD
Senior Program Manager

Overview



Desktop Research and Interview Findings



Research agendas are rooted in larger organizational plans

- The existence of a plan does not necessarily shield research programs from being responsive to ad hoc or emergent requests
- Relying on staff's own interests and skillsets is important



The consistent need for funding can overwhelm any strategic planning

- Funding sources strongly influence research program direction and resource allocation
- NVTC is in a rare position of having a reliable source of funding



Strategic partnerships can bolster the quality, credibility, and reach of NVTC's research

- Partnerships are critical to achieve most measures of success, including research credibility
- Partnerships are also a natural way to build greater consensus around policy change



The presentation of research findings is as important as the research itself

- Research findings should always be accompanied by a strategic communication effort
- Invest in skilled communications staff

What ideas have we heard?

February PAC

Reducing
transit
op/cap
costs

Reducing
redundancy

Reducing
travel costs

Different
transit
needs of
women

Why don't
people
ride
transit?

Reduce
need to
own a car

Different
transit
needs of
kids/young
people

More
inclusive
transit for
people with
disabilities

Increasing
non-
commute
transit trips

Make
transit
easier to
use

Better
under-
stand
transit
demand

March Jurisdictional Workshop

Break transit
rider
stigmas

Designing
routes that
work for
riders AND
operators

Closing cost
of transit vs.
driving gap

Emerging
tech (AVs,
AI)

Cost/
operational
bench-
marking

Standards
for bus
inductive
charging

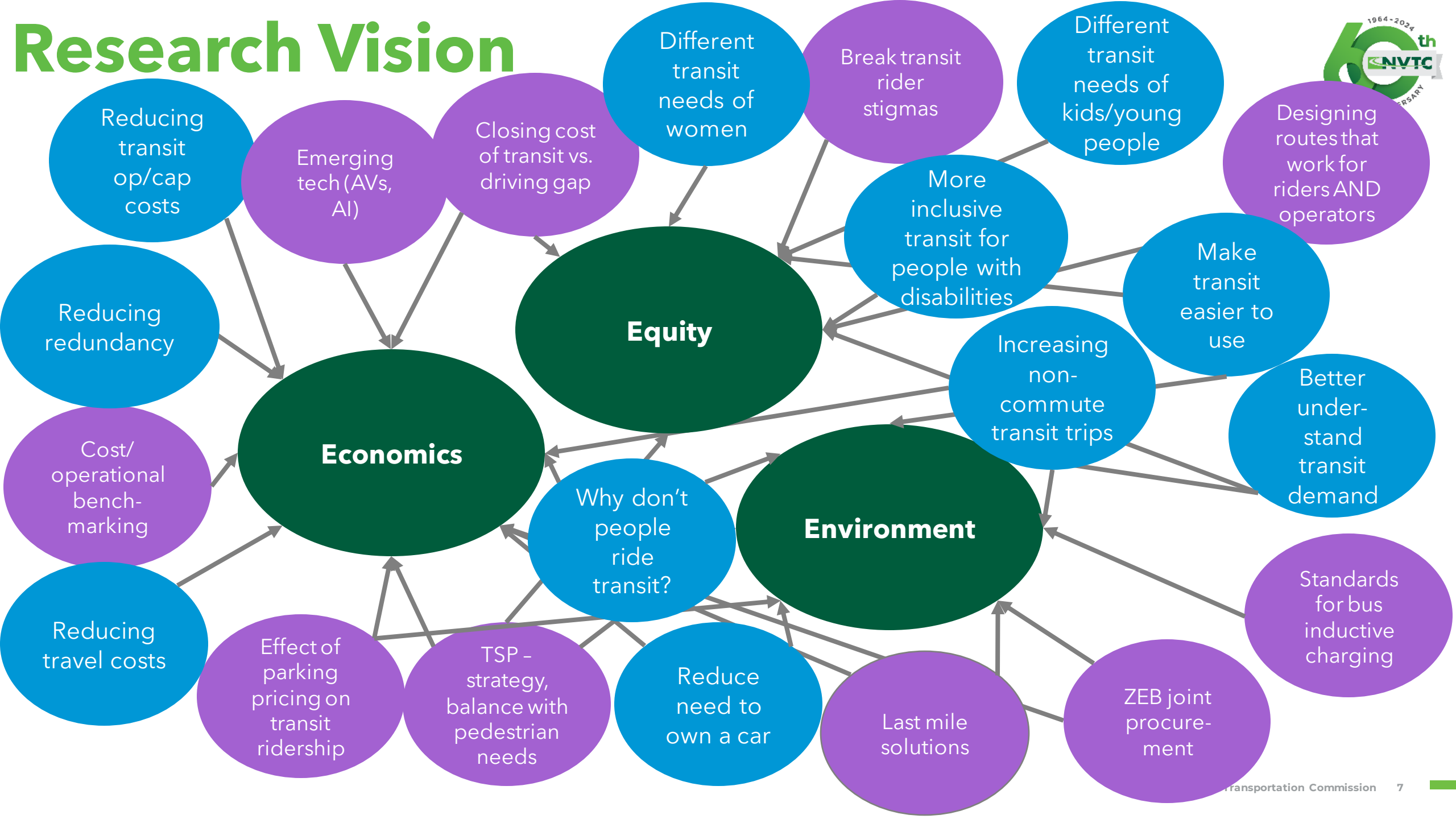
ZEB joint
procure-
ment

Last mile
solutions

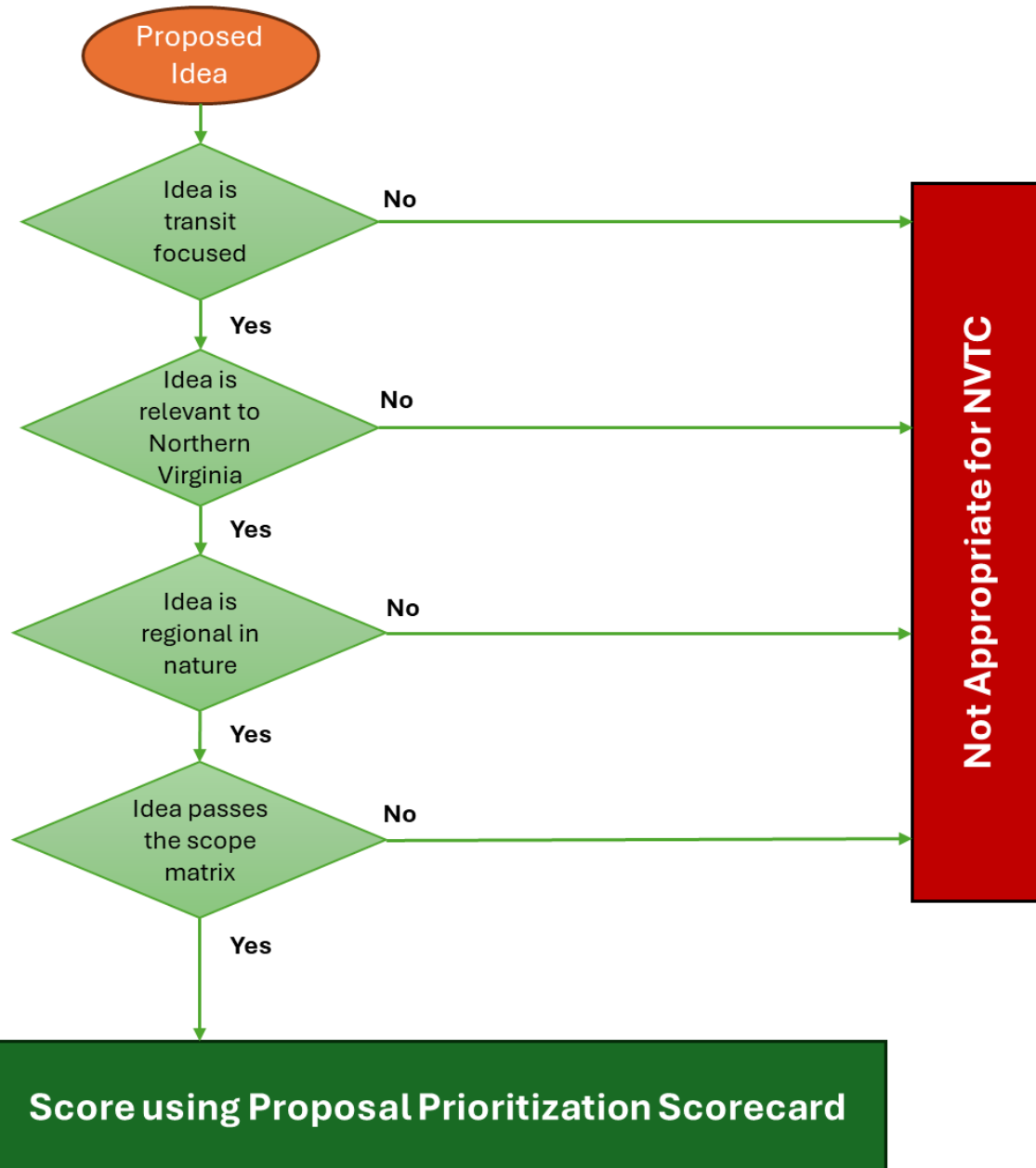
TSP -
strategy,
balance with
pedestrian
needs

Effect of
parking
pricing on
transit
ridership

Research Vision



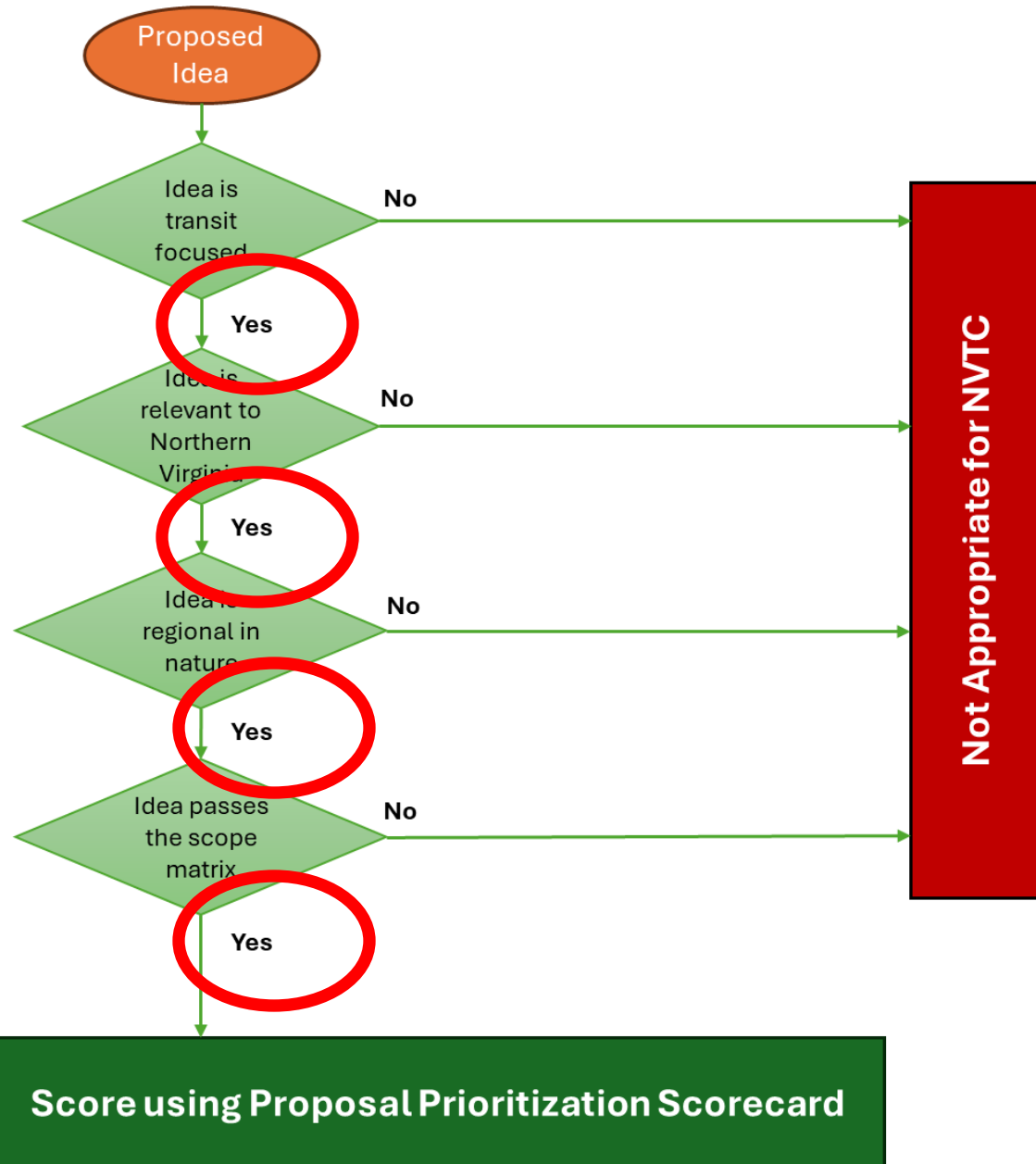
Vetting Research Ideas



To pass scope matrix, research proposal must be able to fit into at least one of the boxes in the matrix below.

Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center			
Transit Technology			
WMATA			

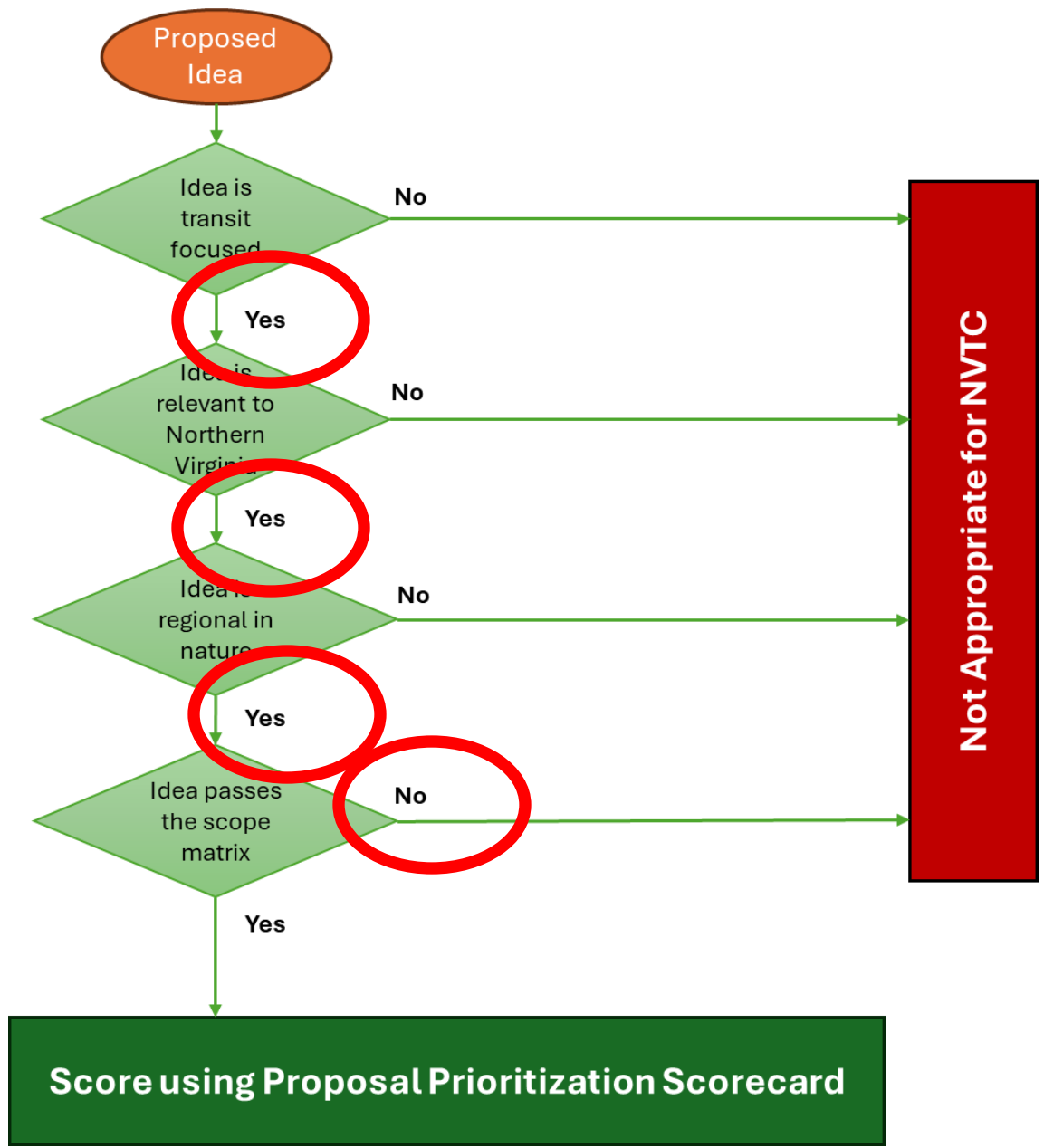
Example 1: Why don't people ride transit?



To pass scope matrix, research proposal must be able to fit into at least one of the boxes in the matrix below.

Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center		✓	✓
Transit Technology			
WMATA			

Example 2: Transit Security Perceptions



To pass scope matrix, research proposal must be able to fit into at least one of the boxes in the matrix below.

Program	NVTC Focus Topics		
	Equity	Economics	Environment
Bus Priority (Envision Route 7)			
Commuter Choice			
Transit Resource Center			
Transit Technology			
WMATA			

Next Steps

Continue project work -
refine strategy;
identify funding,
partnership,
dissemination

June Commission Meeting -
Accept final study

May Commission Meeting -
Present findings
to full
Commission

June Summit -
Share findings
and future work

Xavier Harmony, PhD

Senior Program Manager



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