

**MEETING SUMMARY  
JOINT NVTC PROGRAM ADVISORY COMMITTEE/  
NVTC-PRTC JOINT COMMISSION WORKING GROUP  
Via Electronic Participation  
Public Streaming via YouTube  
April 24, 2025**

**NVTC Program Advisory Committee**

**Members Present:**

Sarah Bagley  
Juli Briskman  
Dave Snyder

**NVTC Program Advisory Committee**

**Members Absent:**

Maureen Coffey  
Dalia Palchik

**Other NVTC Commissioners Present:**

Takis Karantonis  
Mark Sickles

**NVTC Staff and Others Present:**

Kate Mattice, Executive Director  
Andrew D’huyvetter  
Jason Adle  
Shannon Bacon  
Daniel Knickelbein  
Ann McGrane  
Tenley O’Hara  
Melissa Walker  
Bob Schneider (PRTC Executive Director)  
Amy Garbarini (DRPT)  
Lucas Muller (Kimley-Horn)

**NVTC-PRTC Joint Commission Working**

**Group Members Present:**

Tinesha Allen (PRTC)  
Kenny Boddye (PRTC)  
Sarah Bagley (NVTC)  
Jannan Holmes (PRTC)

**NVTC-PRTC Joint Commission Working**

**Group Members Absent:**

Maureen Coffey (NVTC)  
Dalia Palchik (NVTC)

NVTC Commissioner Sarah Bagley called the meeting to order at 4:35 p.m. and noted that she was filling in for Program Advisory Committee (PAC)/Joint Commission Working Group (JCWG) Chair Palchik. Ms. Bagley stated that the meeting is an all-virtual public meeting as permitted under the Virginia Freedom of Information Act and NVTC’s Electronic Participation Policy and committee members are participating via Zoom. She noted that the meeting is also being livestreamed via NVTC’s YouTube channel. She noted that staff

followed procedures and guidelines to give notice to PAC and JCWG members, both Commissions, staff and the public about the meeting.

NVTC Deputy Director of Programs and Policy Ann McGrane called the roll and determined a quorum was not present for either the JCWG or the PAC. Staff went ahead with the first presentation and a quorum for each committee was reached during the meeting as noted.

Ms. Bagley stated that the meeting summary of the September 19, 2024 Joint Program Advisory Committee/Joint Commission Working Group meeting was provided in the meeting materials and committee members had no changes.

#### Draft I-395/95 Commuter Choice Staff-Recommended Program of Projects

Ms. Bagley introduced NVTC Commuter Choice and Policy Manager Daniel Knickelbein, who provided an overview of the staff-recommended Program of Projects for the I-395/95 Commuter Choice program for FY 2026-2027. He provided a summary of the I-395/95 Commuter Choice program to date, which includes three prior rounds of funding with nearly \$90 million awarded. Mr. Knickelbein highlighted some of the benefits the program has provided to Northern Virginia since 2017, including reductions in vehicle miles traveled, avoided automobile crashes and reduced fuel costs.

Mr. Knickelbein provided an overview of the most recent Call for Projects, which closed in December 2024. NVTC received 15 applications totaling \$37.5 million dollars in requested funding. After an eligibility review, one project, Arlington County's Cross-Potomac Trail: Northern Virginia approach, was deemed ineligible for Commuter Choice funding and removed from consideration. Mr. Knickelbein provided a summary of the application scoring metrics, emphasizing that person throughput is the most heavily weighted scoring metric. Mr. Knickelbein then detailed the list of 14 new applications that are eligible in this round, and noted that a \$10 million dollar award to Fairfax County's Richmond Highway BRT project will be made this cycle, fulfilling a \$20 million dollar funding award that was awarded by the Commissions in the FY 2023-2024 Commuter Choice funding cycle to be split into two awards. The total staff-recommended Program of Projects includes \$39.5 million in funding, and consists of 12 bus service enhancement projects, one bus rapid transit line, one new bus route and one rail station enhancement. Mr. Knickelbein noted that the 15 projects are estimated to result in 3,800 weekday transit trips leading to a reduction of 22 million annual vehicle miles traveled and an annual savings of \$2.4 million in fuel costs.

Mr. Knickelbein provided an overview of the public comment period. During the public comment period that ran from March 12 to April 11, NVTC received 458 public comments via an online survey and email. He noted that public comments received were generally supportive of the projects under consideration for Commuter Choice funding. He added that a public hearing was held prior to the April 24, 2025 PAC/JCWG meeting giving the public an additional opportunity to comment, and two public comments were received during the hearing.

Mr. Knickelbein concluded by providing a timeline of upcoming dates for the Program of Projects. He noted that the NVTC and PRTC Commissions will be briefed on the draft Program of Projects at their respective May 1 meetings. The Commonwealth Transportation Board (CTB) Rail and Transit Subcommittee will be briefed at its upcoming May 20 meeting. At their June 5 meetings, the NVTC and PRTC Commissions will be asked to approve the Program of Projects for transmittal to the CTB for inclusion in the FY 2026-2031 Six-Year Improvement Program (SYIP), which is set to be approved by the CTB on June 25. He also presented future policy considerations for the I-395/95 program, noting that future rounds are anticipated to be highly competitive; service enhancement projects must re-apply on a bi-annual basis and are not guaranteed future funding; and that funding for operations projects cannot exceed 50% over a nine-year average.

Mr. Karantonis asked how equity was measured in the selection criteria. Mr. Knickelbein responded that projects are awarded points based on whether they start or end near one of the Metropolitan Washington Council of Governments' (MWCOC) Equity Emphasis Areas, which consider a variety of socioeconomic factors.

Mr. Boddye asked whether MWCOC's Activity Centers are factored into the scoring criteria. Mr. Knickelbein answered that the scoring considers if a project is located within one of MWCOC's Activity Centers. Mr. Boddye asked about the future possibility of a phased funding arrangement like that of the Richmond Highway BRT program. Mr. Knickelbein noted Commuter Choice has a funding maximum of \$20 million for any one project and that staff would be willing to work with applicants on a case-by-case basis to split funding across multiple programs.

Mr. Sickles left the meeting at 4:52 p.m. and did not return. Ms. Allen joined the meeting at 4:53 p.m. and Ms. McGrane confirmed a quorum for the JCWG.

The Joint Commission Working Group concluded their portion of the meeting at 4:55 p.m. at which point the JCWG members from PRTC left the meeting.

#### I-66 Needs Assessment Update

Ms. Bagley re-introduced Mr. Knickelbein to present an update on the I-66 Needs Assessment study. Mr. Knickelbein provided an overview of the Commuter Choice program, noting that the program covers both the I-395/95 corridor and the I-66 Inside the Beltway corridor and that it provides funding for bus service enhancements, new bus service, rail station enhancements and TDM and commuter incentive projects, among others across the region. Mr. Knickelbein then introduced Amy Garbarini, the NOVA Transit Planning Manager for the Department of Rail and Public Transportation (DRPT), who provided an overview of the I-66 Outside the Beltway (OTB) program, which supports transit improvements in the I-66 corridor between Haymarket and the Beltway. Ms. Garbarini noted that approximately

\$1 billion is available in funding between FY 2025 and FY 2028, and past grantees for the I-66 OTB program have included Fairfax Connector and OmniRide.

Ms. Garbarini provided an overview of previous studies conducted along the corridor. The last study conducted on I-66 Inside the Beltway (ITB) was in June 2012 and recommended a series of multimodal projects, including enhanced transit service, bike/pedestrian improvements, and TDM strategies, among other items. The last study conducted on I-66 Outside the Beltway was in February 2020 and recommended a series of improvements that included additional commuter bus service, enhanced VRE service, and TDM strategies prior to the opening of the I-66 OTB Express Lanes. The purpose of the current needs assessment is to identify a menu of eligible short- and long-term multimodal investments that the I-66 programs could support. Ms. Garbarini noted that both Commuter Choice and DRPT programs have many years of funding remaining and that the assumptions from the most recent studies need to be refreshed. The assessment does not aim to identify specific routes or detailed projects, nor does it conduct the analysis needed for applicants to submit future funding applications to either I-66 funding program.

Mr. Knickelbein then provided an overview of the process being undertaken to identify the needs in the I-66 corridor. This process includes an identification of travel patterns through travel demand modeling and documentation of projects based on a review of existing plans. He also provided an overview of the timeline and process of the overall study. Mr. Knickelbein noted that the data collected in the Existing and Future Conditions Analysis was collected in 2024 and given the significant changes in travel patterns, the study team has decided to update the analysis with 2025 data to account for these changes. The study team will hold a second round of stakeholder engagement – likely in the form of a workshop – to review study findings.

Mr. Knickelbein noted that as part of the initial work, the needs assessment has identified a ‘toolbox’ of potential solutions that could be applied along the corridor. This list was assembled based on the eligibility criteria from the I-66 Commuter Choice and Outside the Beltway Programs and includes:

- Enhanced transit service (increased frequency, modified/adjusted stops)
- New transit (connections to Metrorail via local bus, new commuter bus routes)
- High-capacity rail (expand Metrorail and/or VRE service, improve Metrorail and/or VRE facilities)
- Capital projects (Expand existing park and ride, new park and ride, bus stop enhancements, transit priority improvements)
- Pedestrian/bicycle (ped/bike access to transit)

Ms. Briskman asked for clarification on whether this list represents the categories that applications would have to ‘fit’ into. Mr. Knickelbein clarified that the list represents a potential list of solutions and that not every solution would work for every jurisdiction.

Mr. Snyder joined the meeting at 4:59 p.m. and Ms. McGrane confirmed a quorum for the PAC.

Mr. Knickelbein concluded with next steps, noting that the project team is currently documenting the stakeholder meetings that were held in March and April and identifying any unaddressed needs. The team is also starting discussions on how to update travel data based on trends in early 2025, as well as discussions on possible policy considerations that would support projects identified in the study.

Ms. Briskman noted rising ridership on Loudoun County Transit commuter buses that resulted in the reinstatement of new buses that had previously been taken out of service and stated that the County would be monitoring the progress of the needs assessment. Mr. Knickelbein added that projects in Loudoun County have previously received Commuter Choice funding and that NVTC and DRPT staff will continue to have conversations with county staff.

#### Other Business

Ms. Bagley announced that the next PAC meeting has been scheduled for June 18 at 4:30 p.m. at NVTC Suite #230 conference room.

Ms. Bagley adjourned the meeting at 5:12 p.m.

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