

Program Advisory Committee (PAC)

Thursday, April 16, 2026



Agenda

1. Welcome
2. Previous PAC Summary
3. Commuter Choice
 - a. I-66 Draft Program of Projects
 - b. I-66 Needs Assessment
4. Zero-Emission Bus
5. Other Business





**BUS
STOP**

3a. I-66 Commuter Choice FY 2027-FY 2028 Draft Program of Projects

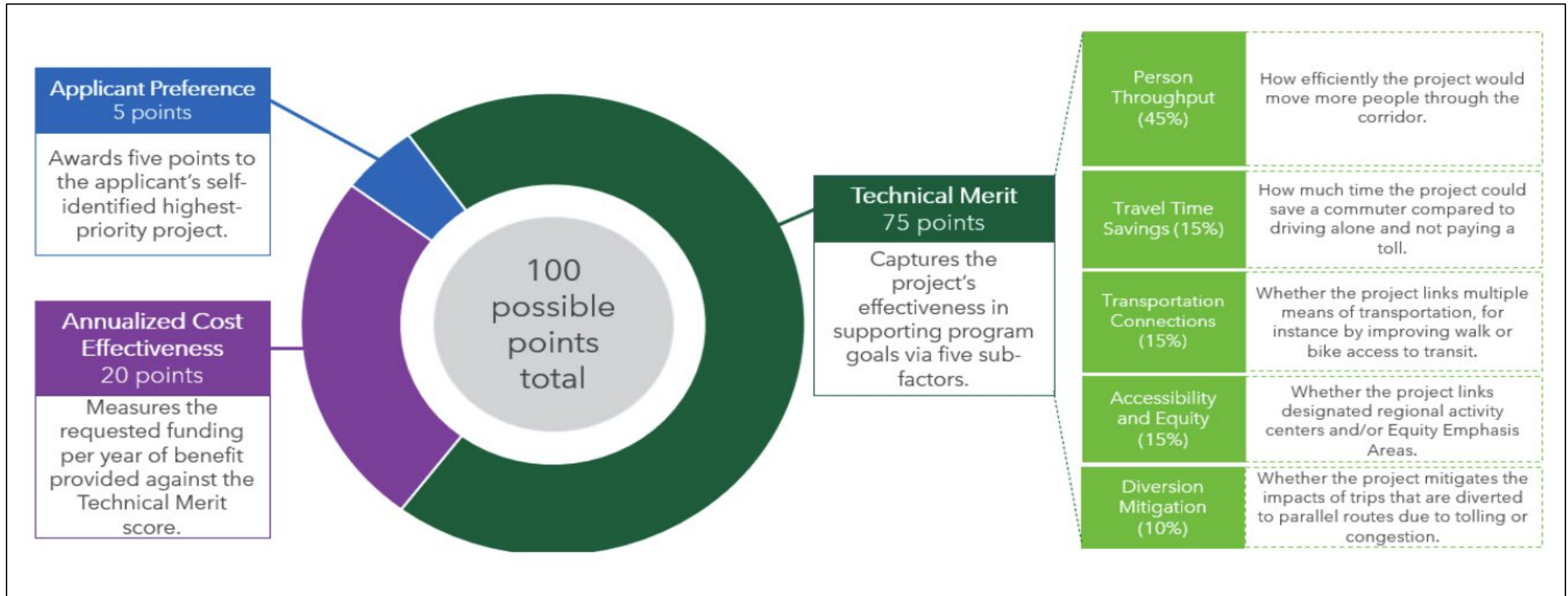


I-66 Commuter Choice FY 2027-2028 Call for Projects Development

- Call for Projects closed in December
- 16 applications requested \$69.8 million in funding
- One application (Fairfax County Route 400X) deemed ineligible
- One application (VRE Broad Run Lead Track Design) referred to DRPT OTB Program
- 14 applications remaining requesting \$60.5 million



Application Scoring



Source: *Commuter Choice Handbook, Chapter 4*

Staff Recommended Program Of Projects

Applicant	Title	Proposed Award	Score (100 Points)
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$219,005	88
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	\$605,600	88
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	\$269,698	85
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	\$476,008	84
Arlington County	Ballston-MU Station West Entrance	\$20,000,000	78
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	\$1,773,700	78
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	\$9,445,500	73

Staff Recommended Program Of Projects

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	\$1,684,916	69
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	\$4,588,744	61
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	\$4,072,453	52
Arlington County	Route 55: East Falls Church Station to Rosslyn Station Enhanced Service	\$475,000	51
WMATA	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	\$11,255,525	50
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	\$2,514,209	45
WMATA	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	\$3,112,587	45

Proposed Total Funding: \$60,492,945

Public Comment

- Online public comment period ran from March 4 – April 3
- 487 submissions received via an online survey (English and Spanish), email and virtual public hearing
- Facebook and Instagram ads promoting the public comment period resulted in nearly 2,900 link clicks



NVTC's Commuter Choice program would continue boosting service on four Fairfax Connector Routes:

- 598: Reston to the Pentagon
- 697: Stringfellow Road to L'Enfant Plaza
- 698: Stringfellow Road to the Pentagon
- 699: Monument Drive to Washington, D.C

Tell us what you think at novatransit.org/commuterchoice

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION



El programa Commuter Choice apoyaría la creación de dos nuevas rutas de Metrobus de paradas limitadas:

A6X y F2X.

Cuéntenos qué opina sobre este plan y otros proyectos bajo consideración.
novatransit.org/commuterchoice

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NORTHERN VIRGINIA TRANSPORTATION COMMISSION



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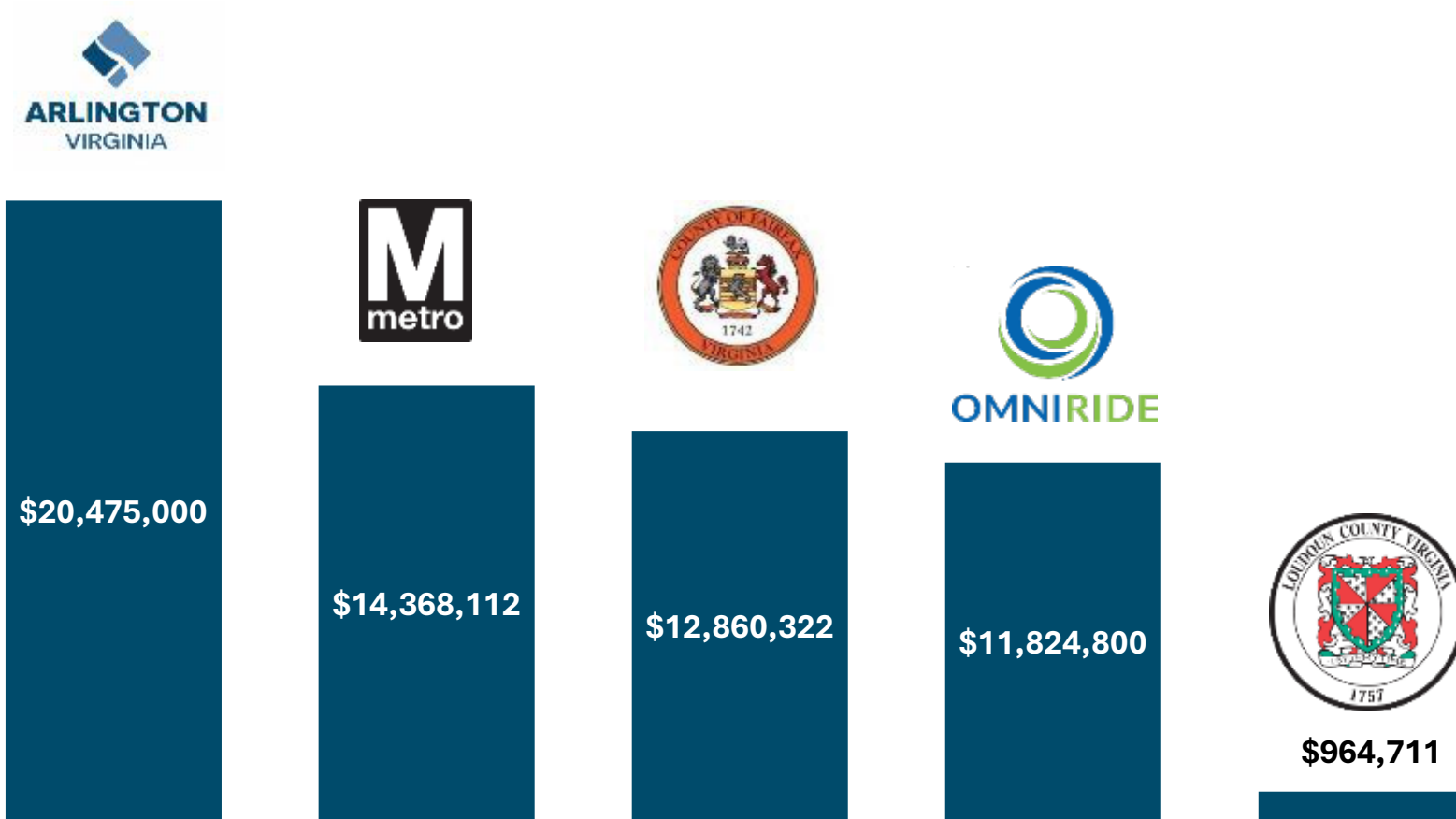
Commuter Choice

We want to hear from you!

We're accepting public comments on proposed I-66 transportation improvements through April 3, 2026.



Staff Recommended Program Of Projects By the Numbers



14 Projects

6,500
weekday project trips

28M
fewer vehicle miles
traveled annually

\$2.9M
annual reduced fuel
costs

7,600
metric tons of GHG
reduced annually

Upcoming Dates

- May 7: Commission briefing and approval of Program of Projects for transmittal to CTB
- May 19: CTB Commuter Choice briefing
- June 17: CTB approval of FY 2027-2032 Six-Year Improvement Program including Commuter Choice funding
- July 1: Funding available





3b. I-66 Needs Assessment



I-66 Needs Assessment Update

April 2026

Amy Garbarini, DRPT

Daniel Knickelbein, NVTC

I-66 Needs Assessment Purpose & Goals

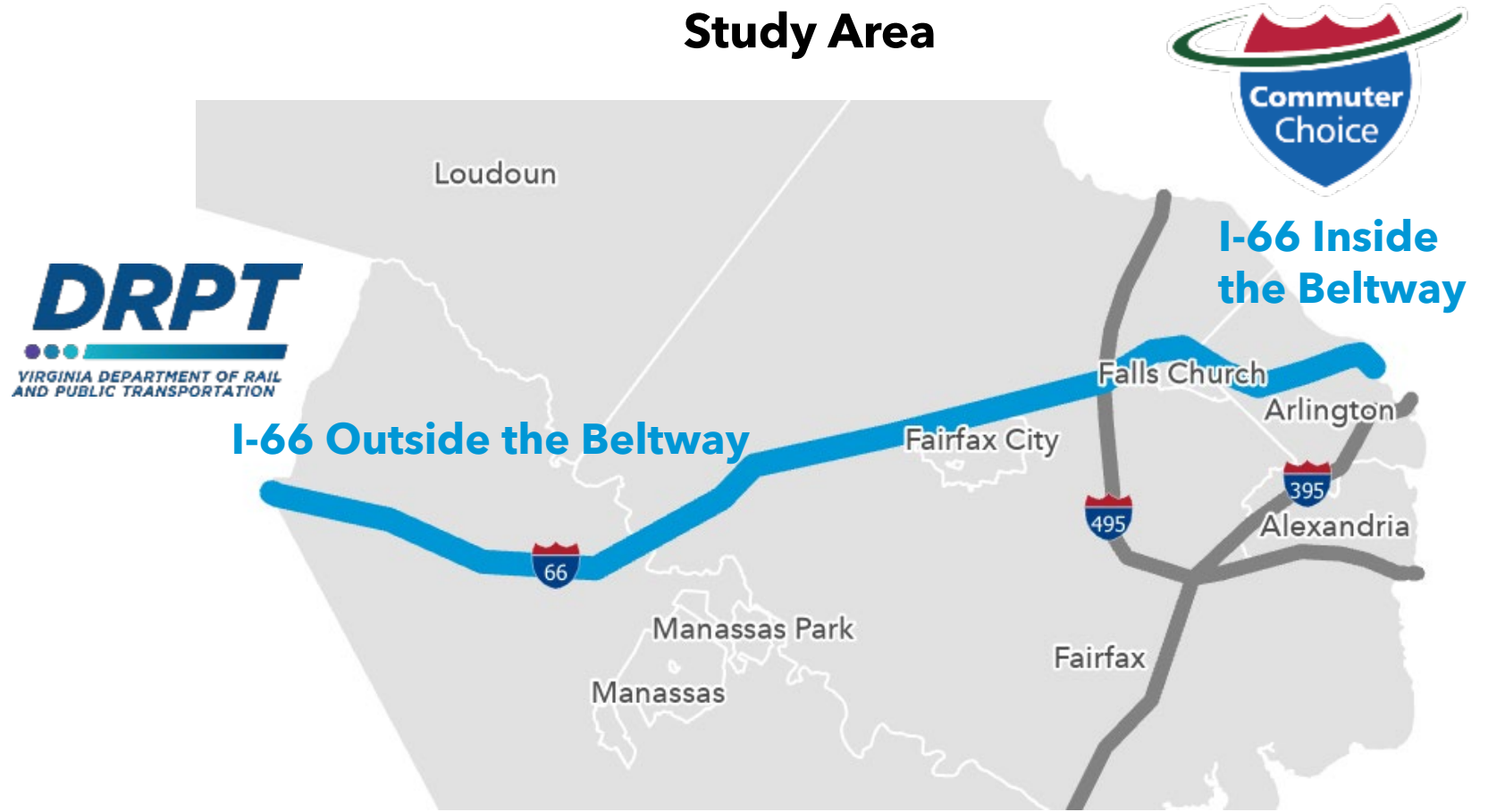
Study Components

Travel Data Analysis

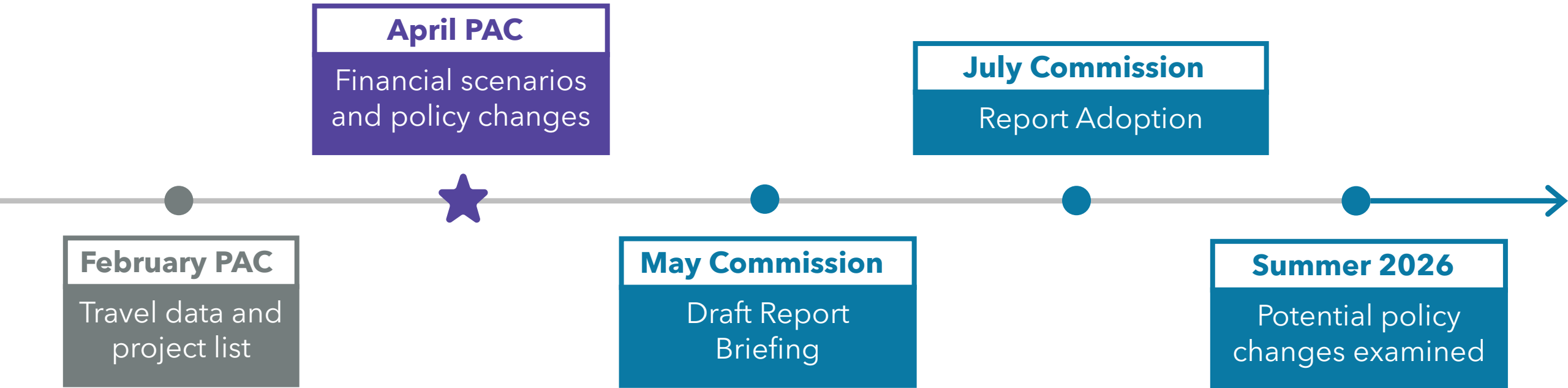
Project Scan

Financial Scenarios

Study Area



I-66 Needs Assessment **Timeline**



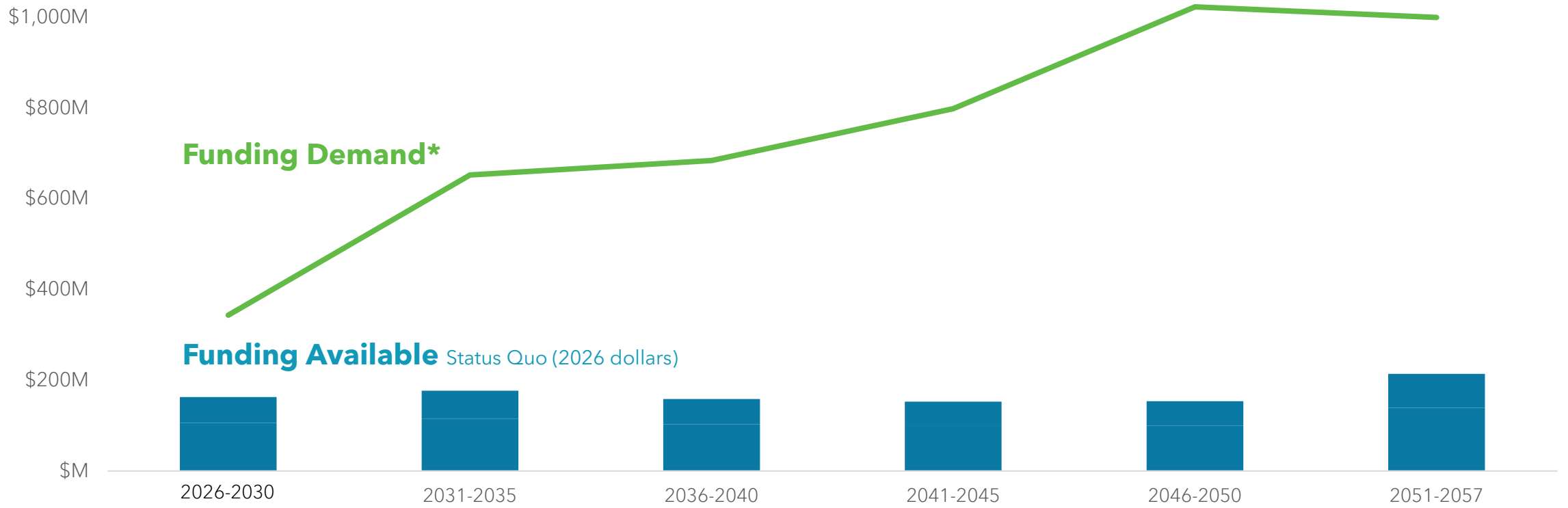
Investment Pipeline Development

Over 30 local and regional plans and studies were evaluated to develop the investment pipeline along with feedback from jurisdictional and agency partners

89 projects identified
totaling **\$16.8 B**
in potential investment

Funding Demand is Higher than Available Funding

Project costs identified in the project list greatly exceed the amount of anticipated future funding



*Funding demand shown here is the sum of all bus operating projects plus 5% of operating costs of VRE's 2050 Vision Plan for Manassas Line service and the sum of all minor and major capital projects plus 5% of mega-capital project costs (2026 dollars)

Financial Scenario Analysis **Goals**

- **Identify total volume of funding available** over the course of the MOAs for each program individually, for potential capital and operating uses
- Explore how varying allocations of these funds, including debt-financing or set-asides, impacts **how much**, and **when funding will be available**
- Provide a **big picture framework** for how funding could be allocated between operating, small capital, and large capital projects over time
- Understand which financial scenario(s) **best meets the mix of project types and timelines** identified in the project list

Financial Modeling Framework

Two assumptions were evaluated to develop the financial scenarios

How We Manage the Money

Financing Options

- Pay-As-You-Go
- Debt Financing
- Funding Reserve

How We Allocate the Money

Expenditure Options

- Major Capital Projects
- Minor Capital Projects
- Transit Operations
- Mega Projects

Financial Scenarios Examined



Scenario 1

Operating Spending Status Quo



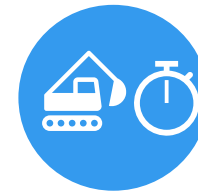
Scenario 3

Major Capital Projects with Financing



Scenario 2

Maximize Transit Operations Spending



Scenario 3a

Near-Term Major Capital Projects with Financing



Scenario 4

Major Capital Project Funding Reserve

Investment Pipeline & Financial Scenario **Takeaways**

- **Demand** for both capital and operations **exceeds available funding for both programs**
 - \$16.8 billion in projects identified with approximately \$1 billion in funding available
 - Majority of costs (~\$13 billion) are from mega projects
- Debt issuance provides an ability to quickly fund larger capital projects but **results in less overall funding**
- With limited funding and continued demand for transit operations projects **providing significant funding for large capital projects would constrain both programs**

Policy Change **Considerations**

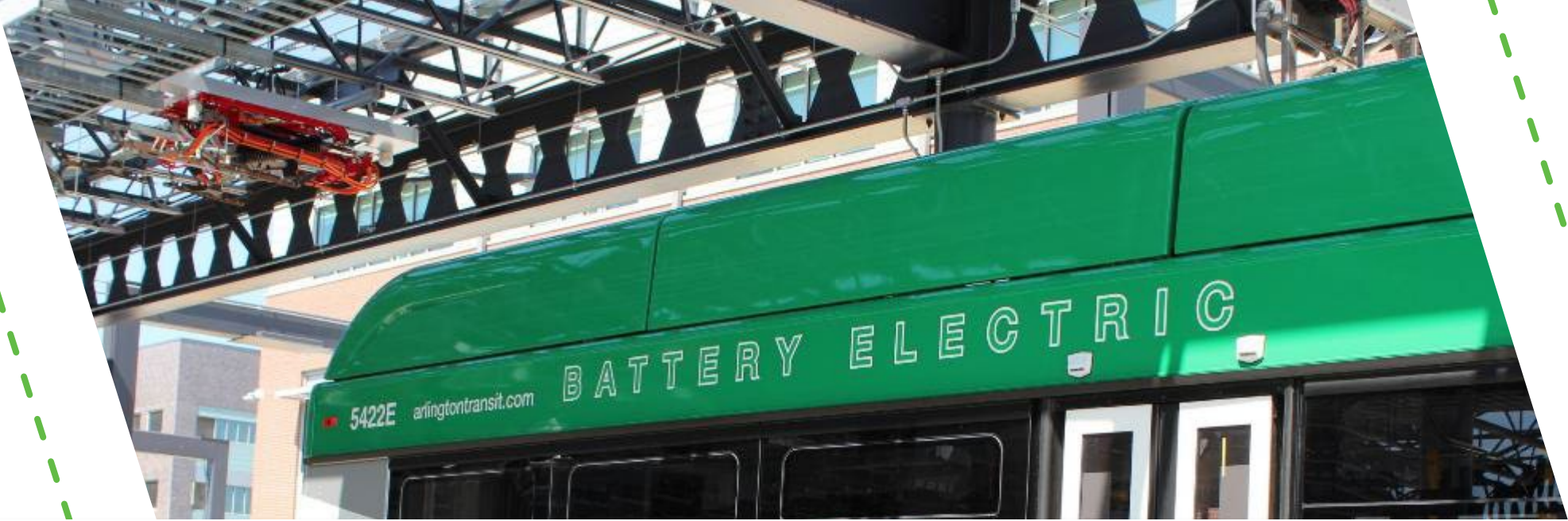
The final report will examine potential policy changes that:

- Help **strategically leverage future revenues** in support of the most impactful projects
- Can be implemented to fund projects that best **meet program goals of:**
 - *Maximizing person throughput*
 - *Supporting new and diverse travel options*
 - *Improving mobility*
 - *Enhancing safety and reliability*
- Enable the **implementation of financial scenario(s)** that most closely align with projects identified in the investment pipeline and support program goals

Policy Change and Financial Scenarios Discussion

- What does the Commuter Choice program **currently do well**?
- What could be tweaked to **better support funding projects** in your jurisdiction (keeping in mind constraints of the MOA)?
- What **mix of project types** do you envision the program supporting in the future?
 - New/enhanced bus service
 - Enhanced rail service (VRE/WMATA)
 - Mega capital (BRT capital improvements, railcar and locomotive purchases)
 - Minor capital (bus purchases)
 - Major capital (bus priority infrastructure, rail station upgrades)
 - Access to transit improvements

Thank You



4. Zero-Emission Bus (ZEB) Working Group



ZEB Adoption Is Increasing, but Remains Uneven Nationwide

Deployment is growing year over year, with adoption concentrated in a handful of leading states and regions.

16% increase

in full-size ZEBs year over year **nationwide**

Practical Benefits of ZEBs

- + Improved local air quality
- + Reduced emissions
- + More stable costs
- + Long-term maintenance advantages

- Most agencies use **battery-electric vehicles**
- Fuel cell buses have increased **49% YoY**, added for longer routes and operational flexibility
- Va. and the broader southeast remain **earlier in the adoption curve**, with smaller but growing fleets.



Source: CALSTART, Mar. 2026

Challenges Are Shaping How Agencies Deploy ZEBs

The transition is underway, but pacing depends on managing procurement and operational complexity.

- **Procurement and operational challenges are the primary constraints on scaling**, including:
 - limited domestic manufacturers and long delivery timelines,
 - reliance on competitive funding,
 - energy limitations (e.g., vehicle range, on-route charging capability and grid capacity)
 - necessary facility and infrastructure upgrades.
- In response, agencies are taking **phased, route-based approaches** to manage cost and risk.

Battery Electric Bus (BEB) Status in NVTC District

Northern Virginia's transit agencies are in different stages of ZEB adoption



As of March 2026



NVTC Zero-Emission Bus (ZEB) Program

NVTC's *Northern Virginia Zero-Emission Bus Strategic Plan* was published January 2024, establishing **six strategies** to support regional ZEB transition:

- 1 Serve as a Regional ZEB Forum
- 2 Advocate for Consistent and Supportive ZEB Standards and Policies
- 3 Provide Regional ZEB Funding Coordination
- 4 Support Development of Shared ZEB Charging Infrastructure
- 5 Evaluate Opportunities for Private Partnerships Related to ZEB
- 6 Support ZEB Workforce Training and Education

NVTC has advanced these strategies by:

- Facilitating regional ZEB Working Group meetings (2022-present)
- Conducting the On-Route Charging Feasibility Study (2025)
- Contracting Working Group Technical Assistance from AECOM (2026 – 2028)

NVTC's ZEB Working Group

AECOM will provide technical assistance support to the working group



Support NVTC staff with the working group, provide subject-matter expertise during meetings



Presentations on emerging trends and timely research on topics of interest to the group



Conduct research and provide technical assistance to members based on identified needs of the NVTC agencies



Questions?





5. Other Business

Next PAC Meeting is June 18 at 4:30pm

