

Program Advisory Committee (PAC)

Thursday, February 19, 2026



Agenda

1. Welcome
2. Previous PAC Summaries
3. Overview and Work Plan
4. Commuter Choice
5. Envision Route 7 BRT
6. Other Business





3. Overview and 2026 Work Plan

Scope and Responsibilities

Commission

Meets Monthly

- Discuss topics and inform Commissioners during the PAC portion of the agenda
- Take formal action on NVTC programs and studies
- Approval (along with PRTC for I-395/95 and CTB) of Commuter Choice Program

NVTC Program Advisory Committee

Meets 3-4 times a year

- Provides oversight and guidance on NVTC program areas, including:
 - Commuter Choice (I-66 & I-395/95, I-66 Needs Assessment)
 - Route 7
 - Fare Collection
 - Zero-Emission Bus
 - Transit Data & Analysis

Regional Staffing Structure

Schedule is Project Dependent

- NVTC staff regularly coordinate with jurisdictional staff, WMATA and DRPT, often through technical advisory groups for studies or working groups for ongoing coordination activities

Proposed 2026 Work Plan

Program Advisory
Committee

Commission
Engagement

	February-March	April	June	September
Program Advisory Committee	<ul style="list-style-type: none"> • 2026 PAC Work Plan • I-66 FY27-28 Commuter Choice update • I-66 Needs Assessment Update • Envision Route 7 Update 	<ul style="list-style-type: none"> • Endorse I-66 FY27-28 Commuter Choice Program of Projects • I-66 Needs Assessment Wrap-Up 	<ul style="list-style-type: none"> • Zero-Emission Bus Technical Assistance • Envision Route 7 	<ul style="list-style-type: none"> • I-395/95 FY28-29 Commuter Choice Call for Projects • Envision Route 7 • Ridership Report
Commission Engagement	<ul style="list-style-type: none"> • Written memos 	<ul style="list-style-type: none"> • Presentation: Staff recommended I-66 FY27-28 Commuter Choice Program of Projects • Presentation: I-66 Needs Assessment Report 	<ul style="list-style-type: none"> • Action: Staff recommended I-66 FY27-28 Commuter Choice Program of Projects • Action: I-66 Needs Assessment Report 	<ul style="list-style-type: none"> • Action: Authorize the opening of the I-395/95 FY28-29 Commuter Choice Call for Projects



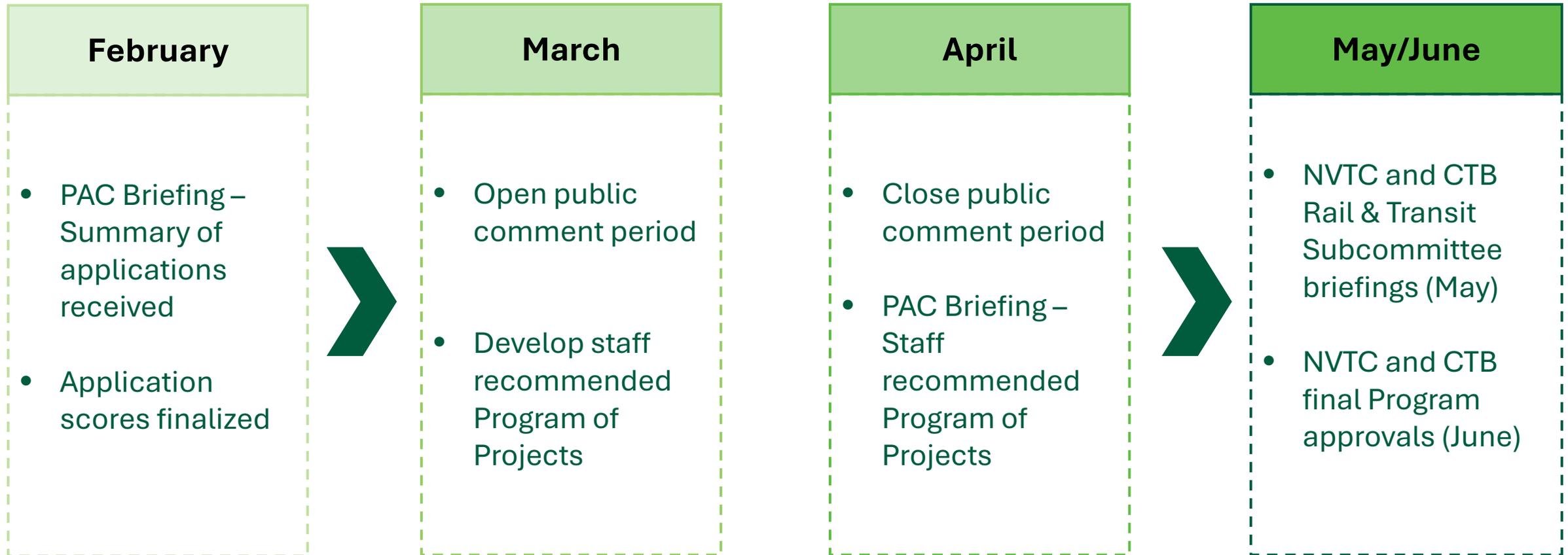
4A. I-66 Commuter Choice FY 2027-2028 Program Update



Summary of Applications

- \$100 million in funding available for new projects
- 16 applications from six applicants requesting \$69.8 million in funding
 - Nine bus service improvement projects, eight of which are continuations of existing Commuter Choice funded service
 - Five new bus routes
 - Two rail capital projects
- NVTC and DRPT eligibility review of all applications
 - 1 application (Fairfax County Route 400X) was deemed ineligible
 - 1 application (VRE Broad Run Lead Track) referred to DRPT's I-66 OTB Program

I-66 FY 2027-2028 Program of Projects Development Schedule





4B. I-66 Needs Assessment Update



I-66 Needs Assessment Update February 2026

Amy Garbarini, DRPT

Daniel Knickelbein, NVTC

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



Improve mobility



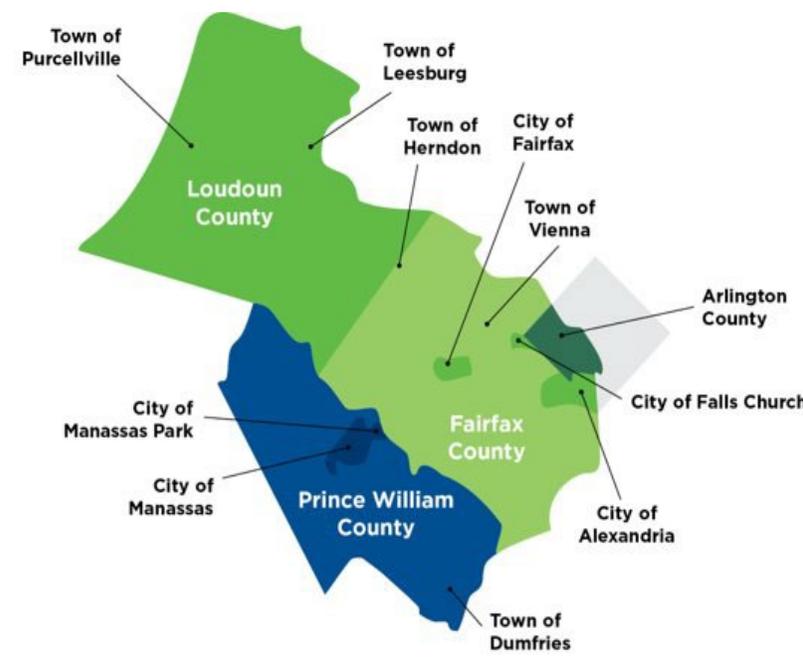
Support new, diverse travel options



Enhance safety and reliability

Eligible Applicants

- Localities**
- NVTC Jurisdiction
 - PRTC Jurisdiction
- Transit Agencies**
- OmnIRide
 - Virginia Railway Express
 - Washington Metropolitan Area Transit Authority



★ This study is focused on only I-66 ★

About I-66 Outside the Beltway Funding Program

- Administered by Virginia Department of Rail and Public Transportation (DRPT)
- Supports transit improvements in the 22.5-mile Outside the Beltway of the I-66 corridor between Haymarket and the I-495 junction in Fairfax County
- DRPT anticipates a total of approximately \$1 billion (2018 dollars) available for investment between FY 2025 and FY 2068
- Annual amounts stipulated in Comprehensive Agreement between Virginia and Concessionaire
- Past grantees:
 - Fairfax Connector
 - OmniRide



I-66 Needs Assessment Purpose & Goals

Study Components

Travel Data Analysis

Project Scan

Financial Scenarios

Study Area

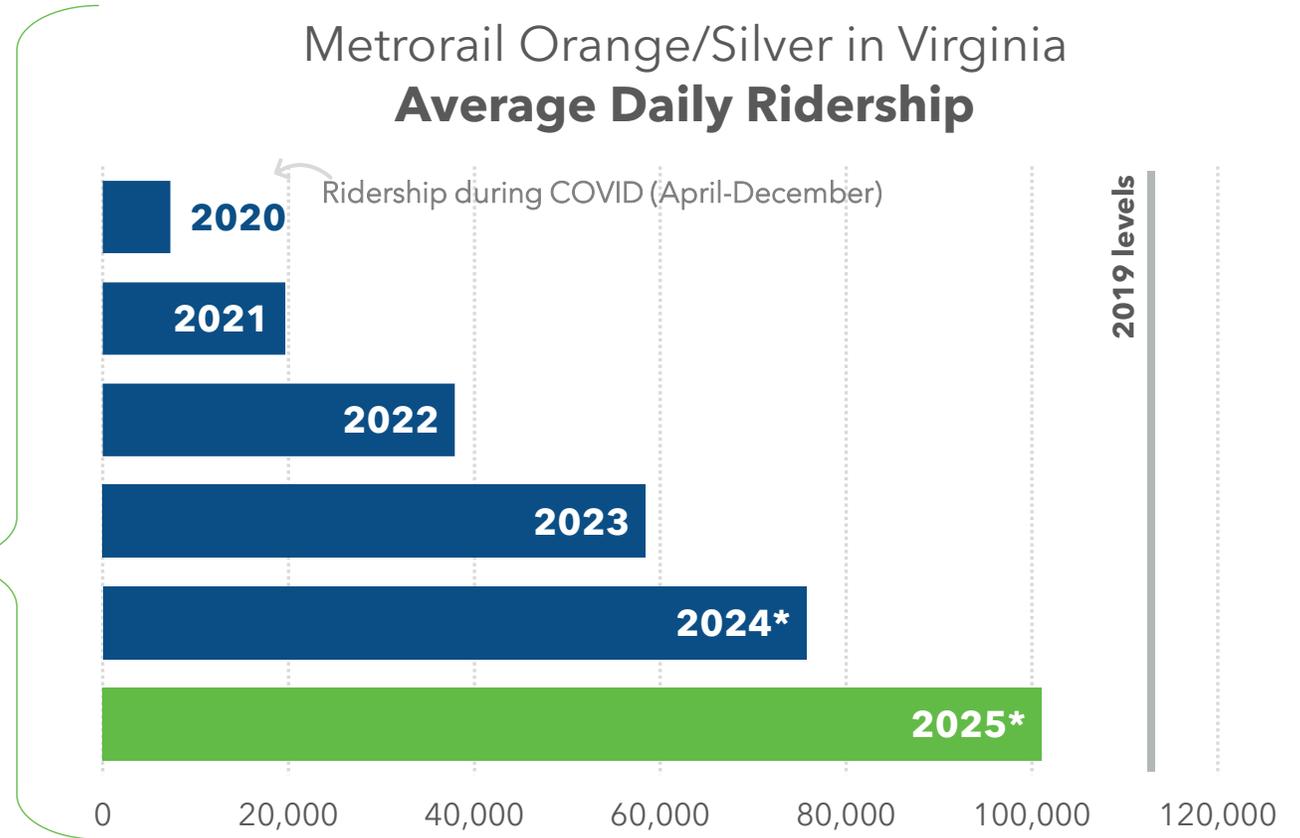


What this Study **DOESN'T** Include

- ⊗ Identifying detailed routing of proposed new or modified transit service
- ⊗ Making a final eligibility determination of projects for either funding program
- ⊗ Constraining future applications to only projects identified in this study
- ⊗ Conducting an analysis (throughput increase, travel time) needed for future funding applications
- ⊗ Ranking projects in order of priority/preference

Spring 2025 Transit Trends **Takeaways**

- Ridership on all modes (Commuter Bus, Commuter Rail and Metrorail) **increased significantly** from 2024 to 2025 but did not reach pre-pandemic levels
- Between 2024 and 2025:
 - Metrorail ridership increased 34%
 - Commuter bus ridership increased 58%
 - Commuter rail ridership increased 51%



Source: Metrorail Data. *2024 and 2025 shows April only

Spring 2025 Vehicular Trends **Takeaways**

- Traffic volumes on I-66 Inside the Beltway **returned to pre-pandemic levels** by early 2022, but with a **much higher SOV share**
 - HOV share pre-pandemic was 50%, post-pandemic it is approximately 28%
 - HOV definition changed from 2+ to 3+ in December 2022
- Inside the Beltway Monday/Friday volumes are slightly lower than pre-pandemic, Tuesday-Thursday volumes similar to pre-pandemic
- Outside the Beltway traffic **increased steadily** in 2025

Investment Pipeline Development

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

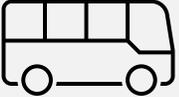
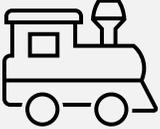
Project List Summary

90 projects were identified totaling **\$16.3 B**

	Project Type	Cost Range	# of Projects	Example Project
Capital Projects	Minor Capital	< \$5M	21	Bus purchases, transit center renovations
	Major Capital	\$5M - \$100M	14	Larger transit center improvements, VRE infrastructure supporting enhanced service, park-and-rides
Operating Projects	Transit Service	< \$50M (annually)	38	Route extensions and/or frequency improvements, new commuter and local bus routes
Mega Projects	Mega Capital	> \$100M	15	BRT projects, Metro station improvements
	Rail Operating	> \$50M (annually)	2	VRE operating enhancements for 2030 and 2050 service levels

Example Projects

Identified in Investment Pipeline

Transit from Dulles Area to Downtown DC - Vehicle Purchase	Locomotive Purchase	Centreville - Tysons Express Bus Service	East Falls Church Metro Second Entrance
<p><i>Minor Capital Project</i></p> <p>Purchase of commuter buses to support future enhanced bus service</p> 	<p><i>Major Capital Project</i></p> <p>Additional locomotives for expanded service in VRE 2050 System Plan</p> 	<p><i>Operating - Transit Service</i></p> <p>New express bus service between Centreville and the Tysons area</p> 	<p><i>Mega Capital Project</i></p> <p>Planning, design and construction of a second entrance to the Metro station.</p> 

Next Steps

- **April 16 PAC:** Review financial scenarios and tie-in with investment pipeline and discuss potential policy changes
- **May 7 Commission:** Commission briefing on draft report
- **June 4 Commission:** Seek report adoption
- **Summer 2026:** Consider incorporation of policy changes (Commuter Choice)
- **Fall 2026:** Next DRPT I-66 OTB Call for Projects opens
- **Fall 2027:** Next I-66 Commuter Choice Call for Projects opens

Questions?



5. Envision Route 7 BRT Update



Envision Route 7 Snapshot

Envision Route 7 is a bus rapid transit project that aims to provide high-capacity, high-frequency service to diverse communities along Route 7, a 14-mile corridor, that spans 4 jurisdictions.

- **Project Goal:** To improve and build upon the existing F20 bus route (formerly 28A), which has the highest Metrobus ridership in Virginia
- **Current Status:** Phase 4-2, Southern Towers/Mark Center to Seven Corners
- **Outreach Stages:**
 - Fall 2025: Building understanding
 - Spring 2026: Sharing results



Public Outreach Goals

Increase awareness and understanding of the project and BRT in general

Collect feedback to inform decisions near Southern Towers and Mark Center

Empower stakeholders to become advocates and champions for the project



Public Outreach Tactics

Reach people via events and activities

- Bus stop chats
- Pop-ups
- Open House

Share informational materials

- Flyers
- Hand cards
- Newsletter and story map

Gather feedback and perspectives

- Online and in-person form
- Conversations



Where We Went

In-person

- Grocery stores
- Bus stops
- Transit hubs
- Houses of worship
- Community library
- Buses!

Online

- Email inboxes
- Social media channels



What We Shared: Materials



Conversations at the Eden Center

Materials

- Web page
- Info flyer
- Open house invite
- Story map
- Newsletter
- Feedback form
 - Online
 - Tablet (in-person)
 - Paper (in-person)

Ayúdenos a mejorar el servicio de autobuses en la Ruta 7

Estamos analizando el servicio de autobuses en la Ruta 7 y queremos saber su opinión. ¡Ayúdenos a mejorar el servicio de autobuses!

Complete nuestro formulario de comentarios y díganos qué opina. Sus comentarios nos ayudarán a mejorar la velocidad y la fiabilidad de los autobuses entre Seven Corners y Mark Center/Southern Towers.

Escanee el código QR o visite el sitio web para:

- Completar nuestro formulario de comentarios.
- Obtener más información sobre el proyecto y el corredor usando nuestra guía interactiva.
- Obtener información sobre los próximos eventos.

novatransit.org/programs/route7

Route 7 버스 서비스 개선에 참여해 주세요

Route 7 버스 서비스를 조사하고 있습니다. 여러분의 의견을 들려주세요! 더 좋은 버스 운영을 위해 함께해 주세요!

피드백 양식을 작성하여 여러분의 의견을 들려주세요. Seven Corners에서 Mark Center/Southern Towers까지 버스를 더 빠르고 정확하게 운행하는 데 여러분의 의견은 큰 도움이 됩니다.

QR 코드를 스캔하거나 다음의 웹사이트를 방문하세요.

- 피드백 양식을 작성해 주세요.
- 인터랙티브 가이드를 통해 이번 프로젝트 및 해당 구간에 대해 더 자세히 알아보세요.
- 곧 있을 이벤트에 대한 정보를 확인하세요.

novatransit.org/programs/route7

Materials translated into Spanish and Korean

What We Shared: Giveaways



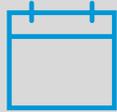
What We Heard



70%

Ride bus on R7

3/4



ride bus at least 2X/week

How do we improve the bus?

1. Frequency
2. Bus Priority
3. Hours of Operation

F20

most used bus on the corridor



64%

satisfied/very satisfied with bus service



34%

interactions in Spanish



What We Heard



“It's going to be a lot easier for everybody. We can definitely see a lot more people using the bus more, see less traffic.”

– Gregory Miron, Route 7 bus rider

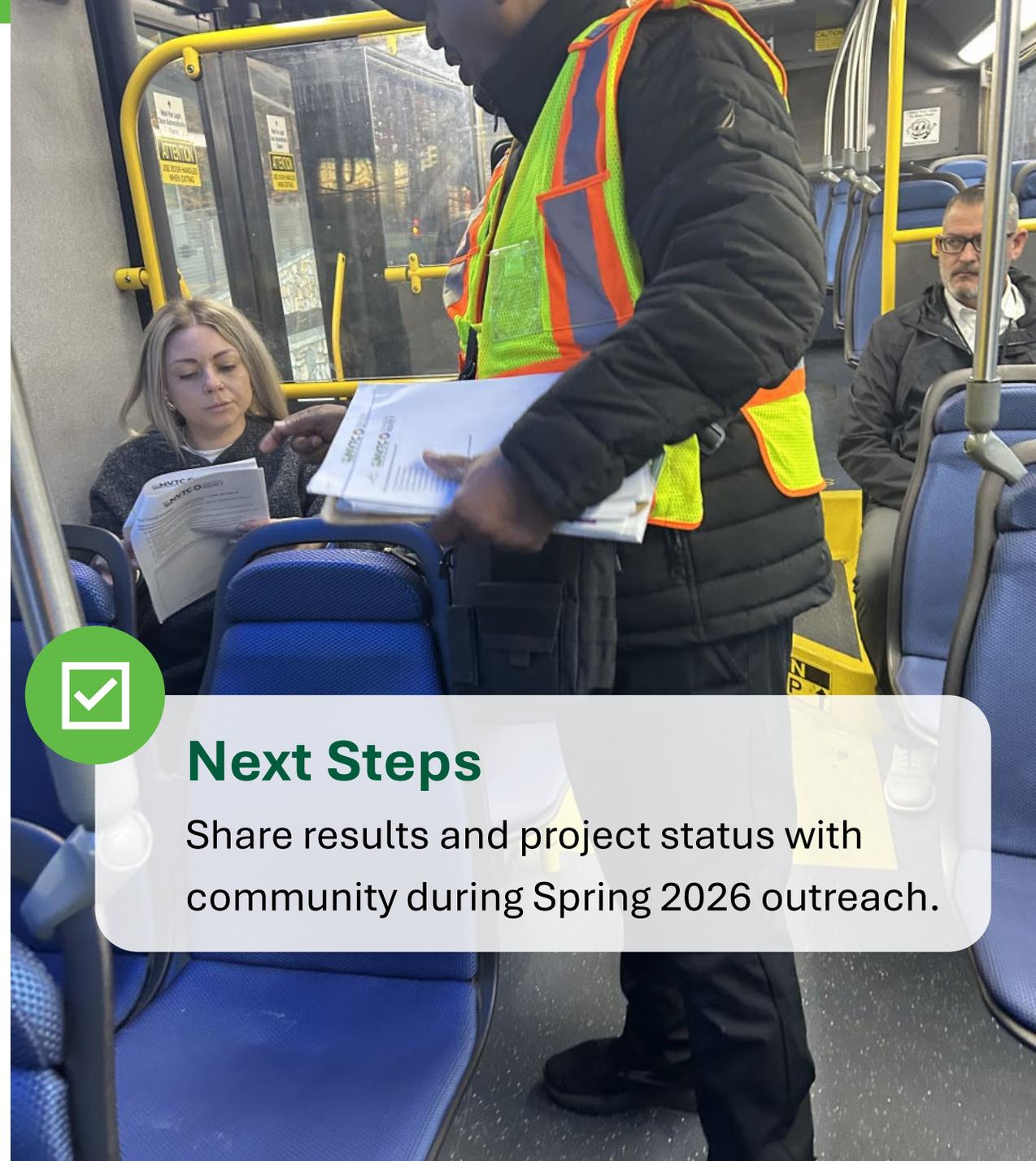
“Traveling would be significantly not only more comfortable but quicker, and it would provide a much higher quality of living. There would be a bus coming more often, and there would also be less issues with transferring.”

– Thomas Aly, Route 7 bus rider



Key Takeaways

- Outreach efforts successfully engaged diverse groups of bus riders along the Route 7 project corridor, between Seven Corners and Mark Center/Southern Towers.
- **Bus service is essential and well-used** in the Route 7 corridor.
- Bus service is good, **but there is room for improvement.**
- Riders and would-be riders in the area both want better **service frequency** and current riders would like to see **bus priority treatments.**



Next Steps

Share results and project status with community during Spring 2026 outreach.

Thank you!

Sarah Godfrey
Director of Strategic Communications
sarahgodfrey@novatransit.org



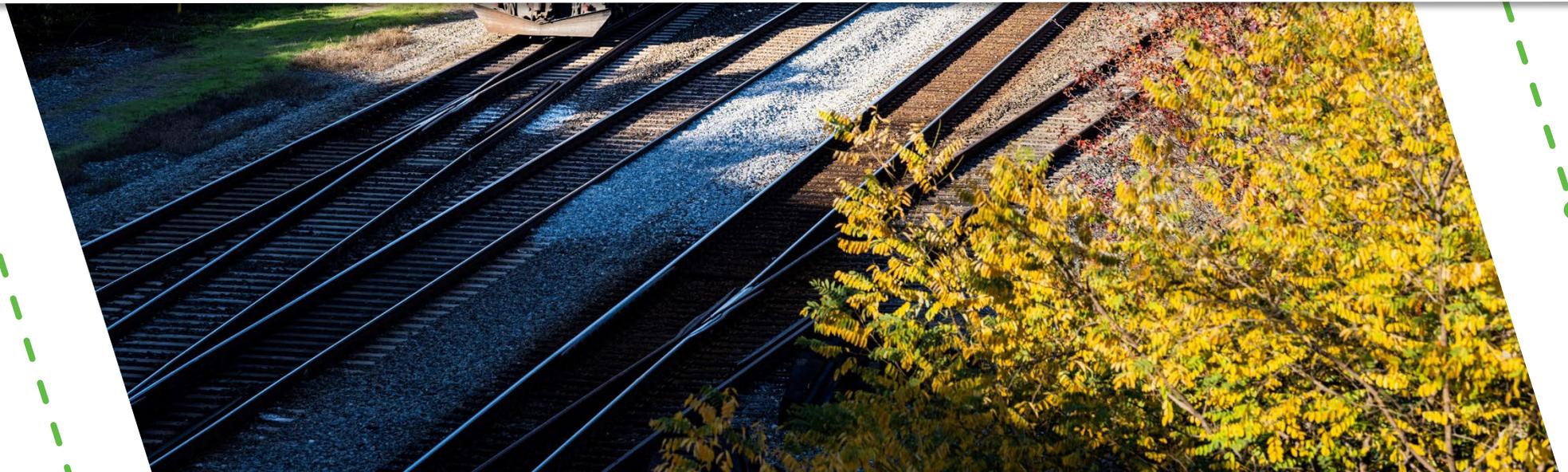
2300 Wilson Blvd., Suite 230, Arlington, VA 22202
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6. Other Business

Next PAC Meeting is April 16 at 4:30pm



I-66 Commuter Choice FY 2027-2028 Applications Received

Applicant	Application Title	Application Description	Commuter Choice Funding Request
Eligible Applications			
Arlington County	Ballston-MU Metrorail West Entrance	This project would help fund the construction of a new entrance at the west end of the Ballston-MU Metrorail Station. The new entrance would be located at the intersection of North Fairfax Drive and North Vermont Street and include two street-level elevators, stairs connecting to an underground passageway, and a new mezzanine with stairs and elevators to the train platform.	\$20,000,000
Arlington County	Route 55: East Falls Church to Rosslyn Enhanced Service	This project would fund enhanced service on ART Route 55, a local bus running between the East Falls Church Metro Station and the Rosslyn Metro Station via Langston Boulevard. This funding would increase frequencies on the route to every 10 minutes during the morning and afternoon peak periods.	\$475,000
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 699, an express bus service operating between the Monument Drive Transit Center and downtown Washington D.C.	\$4,588,744
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 698, an express bus service operating between Stringfellow Road Park and Ride Lot, Vienna Metro Station and the Pentagon.	\$1,684,916
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 697, an express bus service operating between the Stringfellow Road Park and Ride Lot and L'Enfant Plaza in Washington D.C. This funding would provide for three new morning and four new afternoon trips as well as the purchase of a new hybrid bus to support enhanced service.	\$4,072,453
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	This project would fund the continued operation of Fairfax Connector Route 598, an express bus service operating	\$2,514,209

Applicant	Application Title	Application Description	Commuter Choice Funding Request
Eligible Applications			
		between the Reston South and Reston North Park and Ride Lots, the Pentagon and Crystal City.	
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	This project would fund one morning and one afternoon commuter bus trip between the Leesburg Park and Ride Lot and Washington D.C. This new route would provide a direct trip between Leesburg and downtown Washington D.C.	\$269,698
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of two morning and two afternoon commuter bus trips between the Dulles South/Stone Ridge II Park and Ride Lot and downtown Washington D.C.	\$476,008
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	This project would fund the continued operation of one morning and one afternoon commuter bus trip between the Harmony Park and Ride Lot in western Loudoun County and downtown Washington D.C.	\$219,005
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	This project would fund the operation of a new commuter bus route from the University Boulevard Commuter Lot in Gainesville to the Union Station/NoMa area in Washington, D.C. Funding would also be used to purchase five coach buses for deployment on the new route.	\$9,445,500
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 622, an express bus service running between Haymarket, the University Boulevard Commuter Lot in Gainesville, and the Rosslyn-Ballston corridor.	\$605,600
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	This project would fund the continued operation of OmniRide Route 612, an express bus service running between the University Boulevard Commuter Lot in Gainesville and major employment areas including the Pentagon, L'Enfant Plaza and Navy Yard.	\$1,773,700

Applicant	Application Title	Application Description	Commuter Choice Funding Request
Eligible Applications			
WMATA	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Dunn-Loring Metro Station, Pentagon, and Crystal City Metro Station primarily via Arlington Boulevard. Route A6X would operate every 20 minutes during the morning and evening peak periods.	\$3,112,587
WMATA	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	This project would fund a new weekday limited-stop bus service connecting the Spring Hill Metro Station in Tysons, Mark Center and West Alexandria Transit Center primarily via Route 7. Route F2X would operate every 15 minutes during the morning and evening peak periods.	\$11,255,525
Total Eligible Projects Funding Request			\$60,492,945
Applicant	Application Title	Application Description	Commuter Choice Funding Request
Ineligible Applications			
Fairfax County	Route 400X New Limited-Stop Service	This project would fund a new weekday limited-stop bus service operating between the Tysons Corner Metro Station and the Franconia-Springfield Metro Station primarily via Backlick Road and Gallows Road. Route 400X would operate every 20 minutes during the morning and evening peak periods.	\$4,389,294
Applications Referred to DRPT I-66 OTB Program			
VRE	Broad Run Lead Track Design	This project would help fund preliminary engineering, environmental review, and final design of the construction of a new third (lead) track in the Manassas area on VRE's Manassas Line. The new track would help eliminate conflicts between VRE, Norfolk Southern, and Amtrak trains in the corridor and allow for future increased service on the Manassas Line.	\$5,000,000

I-66 Commuter Choice FY 2027-2028 Application Scores

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
Loudoun County	Route 483/883: Harmony Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	68	20	0	88	\$219,005
Potomac and Rappahannock Transportation Commission	Route 622: Haymarket to Rosslyn Express Service (Continuation)	Enhanced Bus Service	68	20	0	88	\$605,600
Loudoun County	Leesburg Park-and-Ride to Downtown Washington, D.C. New Service	New Bus Service	60	20	5	85	\$269,698
Loudoun County	Route 281/681: Stone Ridge Park-and-Ride to Downtown Washington, D.C. Enhanced Service (Continuation)	Enhanced Bus Service	64	20	0	84	\$476,008
Potomac and Rappahannock Transportation Commission	Route 612: Gainesville to Pentagon/Navy Yard Express Service (Continuation)	Enhanced Bus Service	60	13	5	78	\$1,773,700
Arlington County	Ballston-MU Metrorail West Entrance	Rail Capital	60	13	5	78	\$20,000,000
Potomac and Rappahannock Transportation Commission	Gainesville to Central/Northeast DC New Express Service	New Bus Service	60	13	0	73	\$9,445,500

Applicant	Application Title	Application Type	Technical Merit Score (75)	Annualized Cost Effectiveness Score (20)	Applicant Preference Score (5)	Total Score (100)	Funding Request
Fairfax County	Route 698: Stringfellow Road Park-and-Ride to the Pentagon Express Service (Continuation)	Enhanced Bus Service	56	13	0	69	\$1,684,916
Fairfax County	Route 699: Monument Drive Park-And-Ride to Downtown Washington D.C. Express Service (Continuation)	Enhanced Bus Service	49	7	5	61	\$4,588,744
Fairfax County	Route 697: Stringfellow Road Park-and-Ride to L'Enfant Plaza Express Service (Continuation)	Enhanced Bus Service	45	7	0	52	\$4,072,453
Arlington County	Route 55: East Falls Church to Rosslyn Enhanced Service	Enhanced Bus Service	38	13	0	51	\$475,000
Washington Metropolitan Area Transit Authority (WMATA)	Route F2X: Spring Hill Station to West Alexandria New Limited-Stop Service	New Bus Service	38	7	5	50	\$11,255,525
Fairfax County	Route 598: Reston to the Pentagon Express Service (Continuation)	Enhanced Bus Service	38	7	0	45	\$2,514,209
Washington Metropolitan Area Transit Authority (WMATA)	Route A6X: Dunn Loring to the Pentagon New Limited-Stop Service	New Bus Service	38	7	0	45	\$3,112,587