

**NVTC PROGRAM ADVISORY COMMITTEE /
NVTC-PRTC JOINT COMMISSION WORKING GROUP
THURSDAY, SEPTEMBER 17, 2026
All Virtual Meeting
[Public Streaming Via YouTube](#)
4:30 p.m.**

AGENDA

The Joint PAC/JCWG meeting is an ALL-VIRTUAL public meeting as permitted under the Virginia Freedom of Information Act (FOIA) and NVTC's Electronic Participation Policy. If the meeting method is changed, NVTC will provide a new meeting notice in accordance with FOIA, at least 72 hours in advance of the meeting. For those watching the committee meeting on YouTube, if the livestream transmission fails, please contact NVTC staff via email at support@novatransit.org, which will be monitored during the meeting.

1. Welcome and Opening Remarks
2. NVTC-PRTC Joint Commission Working Group
 - A. Overview of Upcoming I-395/95 Commuter Choice Call for Projects (FY 2028-2029)
 - B. Next JCWG Meeting: TBD/Spring 2027
3. NVTC Program Advisory Committee
 - A. NVTC Program Advisory Committee April 16, 2026 and June 18, 2026 Meeting Summaries
 - B. Envision Route 7: Next Steps
 - C. Next PAC Meeting: TBD/Spring 2027
4. Other Business

PAC Members:

Dalia Palchik, Chair
Juli Briskman, Vice-Chair
Sarah Bagley
Takis Karantonis
Justine Underhill

JCWG Members:

Dalia Palchik, Chair (NVTC)
Sarah Bagley (NVTC)
Kenny Boddye (PRTC)
Janaan Holmes (PRTC)
Takis Karantonis (NVTC)
Pamela Yeung (PRTC)

MEETING SUMMARY
NVTC PROGRAM ADVISORY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Streaming via YouTube
April 16, 2026

Program Advisory Committee Members Present:

Juli Briskman, Vice-Chair
Sarah Bagley
Justine Underhill

Program Advisory Committee Members Absent:

Dalia Palchik, Chair
Takis Karantonis

Other Commissioners Present:

Allan Fye (Alternate, Commonwealth of Virginia)

NVTC Staff and Others Present:

Kate Mattice, Executive Director
Jason Adle
Shannon Bacon
Rhonda Gilchrest
Sarah Godfrey
Adam Hager
Scott Kalkwarf
Hwajung Kim
Daniel Knickelbein
Ann McGrane
Tenley O'Hara
Amanda Sink
Sophie Spiliotopoulos
Melissa Walker
Owen Williams
Amy Garbarini (DRPT)
Sarah Husain (DRPT)
Kirk Dand (Arlington County)
Brent Riddle (Fairfax County)

Program Advisory Committee Vice-Chair Juli Briskman called the meeting to order at 4:42 p.m. She stated that the meeting was being streamed live via NVTC's YouTube channel and noted that she was filling in for PAC Chair Palchik. Staff confirmed that a quorum was present. Vice-Chair Briskman also welcomed Deputy Director of Programs and Policy Amanda Sink, who will be leading and supporting much of NVTC's technical work.

Vice-Chair Briskman stated that the summary of the February 19, 2026 Program Advisory Committee meeting was provided in the meeting materials. Committee members had no changes.

I-66 Commuter Choice Draft Program of Projects

Vice-Chair Briskman introduced NVTC Commuter Choice and Policy Manager Daniel Knickelbein and Program Analyst Jason Adle to provide an overview of the I-66 Commuter Choice Draft Program of Projects.

Mr. Adle provided an overview of the most recent Call for Projects, which closed in December 2025. NVTC received 16 applications totaling \$69.8 million dollars in requested funding. After an eligibility review, one project, Fairfax County's Route 400X, was deemed ineligible for Commuter Choice funding for not having a sufficient nexus to the I-66 corridor and was removed from consideration. Another project, VRE's Broad Run Lead Track, was referred to the Department of Rail and Public Transportation (DRPT) I-66 Outside the Beltway (OTB) grant program. This left 14 eligible projects totaling \$60.5 million in requested funding.

Mr. Adle explained that the remaining eligible projects were scored using NVTC's established scoring criteria for Commuter Choice projects. The heaviest weighted metric in the technical merit score measures person throughput, which is the measure of how efficiently a project moves people through the corridor. The technical merit score also looks at travel time savings, connections between transportation modes, whether a project's origins or destinations are in a Metropolitan Washington Council of Governments (MWCOG) activity center or equity emphasis area and the impact of a project on diversion mitigation. The scoring criteria also measures cost effectiveness by dividing the technical merit score with the amount of the funding request. Projects can also receive five points if they have been identified by grantees as their highest priority project.

Mr. Adle then presented the staff-recommended Program of Projects. The list of projects includes all 14 eligible applications. Scores for this round ranged from a score of 88 to a score of 45. The proposed Program of Projects totals \$60,492,945, which is the largest amount of Commuter Choice funding awarded in a single Program of Projects since the program's inception. Proposed projects by grantee are as follows:

- Three projects from Loudoun County
- Three projects from OmniRide
- Two projects from Arlington County

- Four projects from Fairfax County
- Two projects from WMATA

Mr. Adle then introduced Mr. Knickelbein to provide an overview of the public comment period for this Call for Projects, an overview of project benefits and next steps for the Program of Projects. Mr. Knickelbein stated that the public comment period ran from March 4 to April 3 and included an online survey, emails, social media outreach and a public hearing. Public comment materials were made available in both English and Spanish. During the public comment period, NVTC received 500 submissions, which is also the highest amount of engagement in the history of the I-66 Commuter Choice program. Most comments were supportive of both the individual projects and the program itself.

Mr. Knickelbein also shared an overview of the benefits from this Program of Projects. With each project round, NVTC staff run an analysis to estimate the benefits that projects are expected to bring to the region in terms of travel time savings, lowered fuel costs, reduced greenhouse gas emissions, and other metrics. Staff estimate that this year's Program of Projects, when fully implemented, will provide over 6,500 weekday project trips. This will result in a savings of \$3 million in fuel expenditures and 128,000 hours of travel time annually for Northern Virginia commuters.

Mr. Knickelbein noted that the Program of Projects will be presented in briefings to the Commission and the Commonwealth Transportation Board (CTB) Rail and Transit Subcommittee in May, followed by final action by the Commission and the CTB. The CTB will then approve the FY 2027-2032 Six-Year Improvement Plan (SYIP) in June and funding for new projects will be made available by July 1, 2026.

Vice-Chair Briskman asked when the program began. Mr. Knickelbein confirmed that the program started in 2016 and the first funding awards were for projects in FY 2017-2018. Vice-Chair Briskman also asked if the high number of public comments received was due to education about the Commuter Choice program. Mr. Knickelbein responded that it is due in part to both education and the approach taken by the communications team – in particular their targeting of social media advertising for outreach.

Ms. Underhill asked a question about how scores compare to previous years. Mr. Knickelbein stated that the scoring “band” is wide and this year's scoring range is average. All projects must go through the eligibility process to ensure benefits to toll-payers, so while projects may score higher or lower, all eligible projects do provide benefits to toll-payers. A question was asked about if it was possible to calculate how the environmental measures for Commuter Choice projects relate to the region's goals. Staff will review this request.

I-66 Needs Assessment Update

Vice-Chair Briskman asked 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

(ITB) corridor and that it provides funding for bus service enhancements, new bus service, bus and rail capital enhancements, access to transit improvements and TDM and commuter incentive programs. Funding for I-66 ITB became available in 2017, following the signing of the Memoranda of Agreement (MOA) in 2016. 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. The first round of funding for this program became available in 2023, following the signing of an MOA in 2022.

Mr. Knickelbein reminded the committee of the purpose and scope of the Needs Assessment, which is to broadly conduct a strategic look-back and look ahead of the I-66 Commuter Choice program.. The corridor was last studied in 2016 (for I-66 ITB) or 2020 (for OTB) and there have been many changes in travel patterns resulting from the pandemic. Programming challenges during the pandemic resulted in less demand compared to availability of funds and the Needs Assessment seeks to ensure that current momentum towards more balanced demand for projects and funding is sustained into the future. The study includes a travel demand analysis, a project scan, and a financial scenario analysis.

Mr. Knickelbein noted that the study has identified 89 projects totaling \$16.8 billion in potential investment across both programs. Ms. Garbarini then showed a graph identifying that the funding demand is higher than the available funding for both programs (which totals about \$1 billion over the life of both MOAs). As part of the I-66 Needs Assessment, a financial scenario analysis was undertaken.

Ms. Garbarini provided an overview of the key takeaways for the investment pipeline and the financial scenarios. Demand for both capital and operations exceed available funding for both projects. Debt issuance would provide the programs with an ability to quickly fund larger capital projects but results in less overall funding. In the context of limited funding and continued demand for transit operations projects, providing significant funding for large capital projects would constrain both programs' ability to continue to fund transit operations.

Ms. Garbarini then provided an overview of policy change analysis. Potential policy changes can help to leverage future revenue to support the most impactful projects and to fund projects that best meet the program's goals. Policy changes could also help support the implementation of different financial scenarios.

To conclude, Mr. Knickelbein asked committee members a series of questions to help inform the discussion of potential policy changes to be included in the final report:

- What does the Commuter Choice program currently do well?
- What could be tweaked to better support funding projects in their jurisdictions?
- What mix of project types did they see the program supporting in the future?

Ms. Bagley asked a question about the presentation of the financial figures and why they vary over time. Mr. Knickelbein clarified that the values were indexed to 2026 dollars, so the value of money decreases over time.

Ms. Underhill asked for clarification on the debt financing mechanism and how it would work. Ms. Mattice explained that the mechanism has not been used on this program before, but there are many ways that the mechanism could take form. The Commonwealth has used toll revenues before to issue debt. Mr. Fye added that while there are two separate revenue streams, DRPT sought to work jointly with NVTC to ensure any future changes would be implemented strategically.

Vice-Chair Briskman asked if both ITB and OTB toll revenues end up in the “Commuter Choice” program. Ms. Mattice clarified that Commuter Choice receives a portion of OTB funds, but the I-66 OTB program is separately managed by DRPT. Debt and bond issuance, as with other concepts in the financial scenario analysis, could apply to both programs.

In response to the discussion questions, Vice-Chair Briskman stated that the program and its scoring criteria seemed reasonable. Ms. Bagley stated that she likes that Commuter Choice incentivized projects to be “close to ready” and likes the speed of fund availability. Ms. Bagley asked about the viability of funding zero-fare programs. Mr. Knickelbein clarified that Commuter Choice has funded fare buy-down programs, but those programs are limited in their duration. Ms. Underhill asked for bus rapid transit (BRT) projects to be included in the project mix.

Mr. Fye asked if there was going to be a recommendation on the financial scenarios. Mr. Knickelbein clarified that the final report will note benefits and trade-offs of each scenario, rather than making a formal recommendation.

Zero Emission Bus Working Group

Vice-Chair Briskman introduced NVTC Director of Programs and Policy Ann McGrane and Program Analyst Owen Williams to provide an update on NVTC’s current work with the Zero-Emission Bus Working Group and the current state of zero-emission bus (ZEB) fleets in Northern Virginia.

Mr. Williams first provided an overview of the national state of ZEB adoption, including the challenges facing agencies. Year-over-year, there has been a 16% increase in the deployment of ZEBs nationwide. Most agencies are procuring battery electric buses (BEB) for their ZEB deployments. Some agencies have chosen to procure fuel cell buses, which have increased in deployments 49% year-over-year, primarily due to their operational flexibility and endurance compared to BEBs. Virginia and the Southeast are earlier in their adoption of ZEBs. Procurement and operational challenges are the current limiting factors to scaling. Procurement challenges included limited domestic manufacturing capacity and long delivery times and a reliance on competitive funding. Operational challenges include

energy limitations both onboard vehicles and at facilities and supporting infrastructural upgrades.

Ms. McGrane gave an overview of the current state of battery electric bus (BEB) adoption in Northern Virginia. Four agencies (ART, DASH, Fairfax Connector and Loudoun County Transit) currently operate BEBs in the NVTC district. 36 buses are currently in service, with another 36 on order.

Ms. McGrane gave an overview of NVTC's ZEB program. NVTC's ZEB program started with the release of the Northern Virginia Zero-Emission Bus Strategic Plan in January 2024, which established six strategies to support a regional ZEB transition. Since the release of the plan, NVTC has supported these strategies by facilitating regional ZEB Working Group meetings from 2022 to today, conducting the On-Route Charging Feasibility Study in 2025, and is now moving forward with a ZEB Working Group Technical Assistance contract with AECOM.

Ms. McGrane provided more detail on the ZEB Working Group Technical Assistance Contract. AECOM is under contract with NVTC to provide support to the ZEB Working Group. Their scope of work includes providing subject-matter expertise during working group meetings, presentations on emerging trends and timely research on topics of interest to the group. As part of the contract, they will also be conducting research on three topics identified based on the needs of NVTC agencies. More information on the chosen research topics will be provided at future PAC meetings. Ms. McGrane also noted that Ms. Sink would be transitioning to lead the ZEB Working Group.

Ms. Bagley provided a comment that agencies have had to pivot from a BEB procurement to a diesel bus procurement. Mr. Fye provided another comment noting that changes at the federal level are also having an impact on transit agencies.

Other Business

Vice-Chair Briskman announced that the next PAC meeting has been scheduled for June 18 at 4:30 p.m. in the NVTC Suite #230 conference room.

Vice-Chair Briskman adjourned the meeting at 5:42 p.m.

MEETING SUMMARY
NVTC PROGRAM ADVISORY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Streaming via YouTube
June 18, 2026

Program Advisory Committee Members Present:

Dalia Palchik, Chair
Takis Karantonis

Program Advisory Committee Members Absent:

Sarah Bagley
Juli Briskman, Vice-Chair
Justine Underhill

Other Commissioners Present:

David Snyder
Walter Alcorn

NVTC Staff and Others Present:

Kate Mattice, Executive Director
Jason Adle
Shannon Bacon
Vikram Sinha
Sarah Godfrey
Adam Hager
Daniel Knickelbein
Ann McGrane
Tenley O'Hara
Amanda Sink
Sophie Spiliotopoulos
Melissa Walker
Owen Williams
Paul Mounier (Arlington County)
Perrin Palistrant (PRTC/OmniRide) *(via electronic participation)*
Kirk Dand (Arlington County)
Carissa Nichols (Arlington County)
Morgan Standley (Fairfax County)

Welcome and Opening Remarks

Program Advisory Committee Chair Dalia Palchik called the meeting to order at 4:34 p.m. She stated that the meeting was being streamed live via NVTC's YouTube channel. Staff noted that a quorum was not reached, but they would continue with the presentations.

Meeting Summary of the April 16, 2026, Program Advisory Committee Meeting

Chair Palchik stated that the summary of the April 16, 2026, Program Advisory Committee meeting was provided in the meeting materials.

Envision Route 7

Chair Palchik introduced Envision Route 7 Senior Program Manager Vikram Sinha to provide an update on the Envision Route 7 project.

Mr. Sinha stated that Route 7 is a key corridor in Northern Virginia – 57,000 people live along the route and 12% of those do not own a car. Route 7's primary bus route, Metro Bus route F20, serves a variety of destinations along the corridor including multiple Metro Rail stations, jobs centers, healthcare, education and other opportunities. It is the busiest Metro Bus route in Virginia with over 2.4 million riders each year. NVTC is currently in phase 4-2 of the Envision Route 7 project. This phase covers the section of the corridor from Falls Church to Alexandria. The work from this phase includes quantitative analysis in the form of traffic modeling and outreach to gather feedback and educate the public on high-level trade-offs.

Mr. Sinha provided an overview of the traffic modeling process. The project team is comparing three scenarios – a no-build scenario, Alternative 1 with center-running bus lanes and Alternative 2 with curb-running bus lanes. This analysis is being conducted in close coordination with VDOT as they own much of the right of way along the project segment.

Mr. Sinha then provided an overview of the outreach that took place. The most recent round of outreach included pop-up events along the corridor at the Mark Center, Southern Towers and other important destinations. The team also conducted outreach with businesses in Seven Corners, Culmore and Bailey's Crossroads. During this phase of outreach, the project team had 516 total interactions, with most interactions taking place in a language other than English. This outreach phase culminated with an open house on June 9 at the Ellen Coolidge Burke Branch library in Alexandria. It was attended by 42 people. Throughout the outreach phase the project team has been gathering insights through a survey. The survey asks questions about the bus riding experience (or why one doesn't ride the bus), preferences on bus priority treatments and demographic information.

Mr. Sinha shared information about the F2X, an upcoming peak-only, limited-stop bus service that will be operated by WMATA along the route 7 corridor. F2X will run from the

Spring Hill Metro Rail Station to the West Alexandria Transit Center and provide additional frequency in the peak period on shared segments with Metro Bus route F20.

Mr. Sinha stated that the project team has completed studying the whole corridor for traffic impacts and has established Route 7 as a priority corridor in regional bus priority and bus rapid transit (BRT) planning work. Later in the fall, the project team will share final takeaways from the analysis, continue to build regional consensus on the path forward, and identify short- and medium-term projects to advance project goals in accordance with the Strategic Implementation Plan from 2024. NVTC Executive Director Kate Mattice noted that there is significant excitement from the Governor Spanberger administration in the corridor.

Mr. Karantonis asked a question on what the main “ask” is of Commissioners with regards to the project. Mr. Sinha replied that main ask is to give jurisdictional staff direction and authority to move projects that enable BRT on Route 7 forward. Mr. Sinha also noted that staff will be inviting Commissioners on a tour of the corridor to share the experience of riders.

Mr. Snyder asked about the positioning of the project and how best to prioritize it, and if there are specific components to advance. Mr. Sinha replied that at the end of this project phase, the team will work with jurisdictions and partner agencies to move aggressively towards advancing projects along the corridor with the hope of beginning design work.

Chair Palchik asked for more information about the F2X service and how its performance will be tracked. Mr. Sinha stated that the F2X will provide additional peak-period bus service along the Route 7 corridor. Additional frequency will be provided at locations where the F20 and the F2X have shared stops and locations. WMATA will track ridership data as part of the performance evaluation process and that qualitative feedback may be gathered by WMATA.

Chair Palchik asked about the interaction between NVTC and the Northern Virginia Transportation Authority (NVTA) and the jurisdictions regarding BRT. Ms. Mattice replied that NVTA is an excellent funding source and as infrastructure needs are identified, NVTA becomes a resource for funding those needs. NVTC is looking for jurisdictions to provide a vision of what they need in terms of infrastructure.

Mr. Alcorn arrived at 4:58 p.m. Staff reaffirmed that a quorum was not present.

Microtransit – Arlington County Pilot

Chair Palchik introduced Paul Mounier, project manager for Arlington County, who provided a presentation on Arlington’s microtransit program.

Mr. Mounier first provided an overview of the background of microtransit in Arlington County. Initial consideration and concepts of microtransit were noted in the Arlington Transit Development Plan and the most recent Arlington Transit Strategic Plan. An implementation plan was developed in 2024. The Virginia Department of Rail and Public Transportation (DRPT) awarded a \$2.5 million demonstration grant (with \$500,000 local match).

The current pilot zones are two areas on the western side of Arlington County. The service area includes specific destinations nodes outside the zone. Customers may book a trip entirely within a zone, between the two zones, or between a zone and destination node. Each trip is double the cost of the standard fixed-route fare on ART with all fare discounts also applying to the service.

The service is being run in a “turnkey” fashion by Via, who provides the vehicles and maintenance services and hires operators as W-2 employees. The county’s responsibility is to provide oversight of the service and the service design. Trips can be requested on demand and are dynamically routed. Wheelchair-accessible vehicles are available on demand or can be pre-booked. The service uses electrified vehicles – either all-electric vans or hybrid vans for wheelchair service.

Mr. Mounier then presented statistics on the first months of operation. Arlington County plans to evaluate the service based on customer satisfaction, ridership, productivity as measured by riders per revenue hour, and funding opportunities.

Chair Palchik asked questions about the yearly cost to the county of the service and how many companies can provide the service. Mr. Mounier replied that the cost depends on the size of the service and that during the procurement process the county received around 7-8 responses, with only two meeting their needs.

Mr. Alcorn asked a question about the app used for the service and the rationale behind the service area design. Mr. Mounier responded that the app was standalone but integrated into planning tools used by staff. The zone was designed to complement existing fixed route services

MicroTransit – OmniRide Lessons Learned

Chair Palchik then introduced Perrin Palistrant of OmniRide to provide an overview of OmniRide’s microtransit program and the lessons learned from the implementation of microtransit in Prince William County.

Mr. Palistrant provided an overview of the reasons why an agency may want to implement microtransit in their community. He then provided an overview of OmniRide’s first microtransit service in Manassas Park. He provided details on the fixed-route service that was previously available in the area, the reasons for transitioning the service to a microtransit service model, and the initial operational plan, timeline, and community outreach. Mr. Palistrant noted several challenges that had to be overcome during outreach, namely resistance of change to service. He provided an overview of how OmniRide responded to the concerns during implementation.

Mr. Palistrant provided an overview of subsequent microtransit services implemented in the Dumfries/Quantico area and the challenges encountered with that service, namely the interaction between the town of Quantico and Joint Base Quantico.

Finally, Mr. Palistrant gave an overview of the lessons learned during implementation, namely embracing flexibility and using commingling (allowing sharing of resources between paratransit and microtransit) to enable efficiencies.

Mr. Alcorn asked a question about the daily ridership of the services. Mr. Palistrant replied that between the two zones, average daily ridership is about 70-75 people per day. He also noted that the western zone in Manassas Park has “eclipsed” the ridership of the previous fixed-route service.

Other Business

Chair Palchik announced that the next PAC meeting has been scheduled for September 17 at 4:30 p.m. This meeting will also be a joint meeting with the Joint Commission Working Group (JCWG).

Chair Palchik adjourned the meeting at 5:42 p.m.