

NVTC-PRTC Joint Commission Working Group and Program Advisory Committee

Thursday, September 17, 2026



Agenda

1. Welcome
2. NVTC-PRTC Joint Commission Working Group
 - A. I-395/95 Commuter Choice Call for Projects (FY 2028 – 2029)
3. NVTC Program Advisory Committee
 - A. Envision Route 7



NVTC-PRTC Joint Commission Working Group

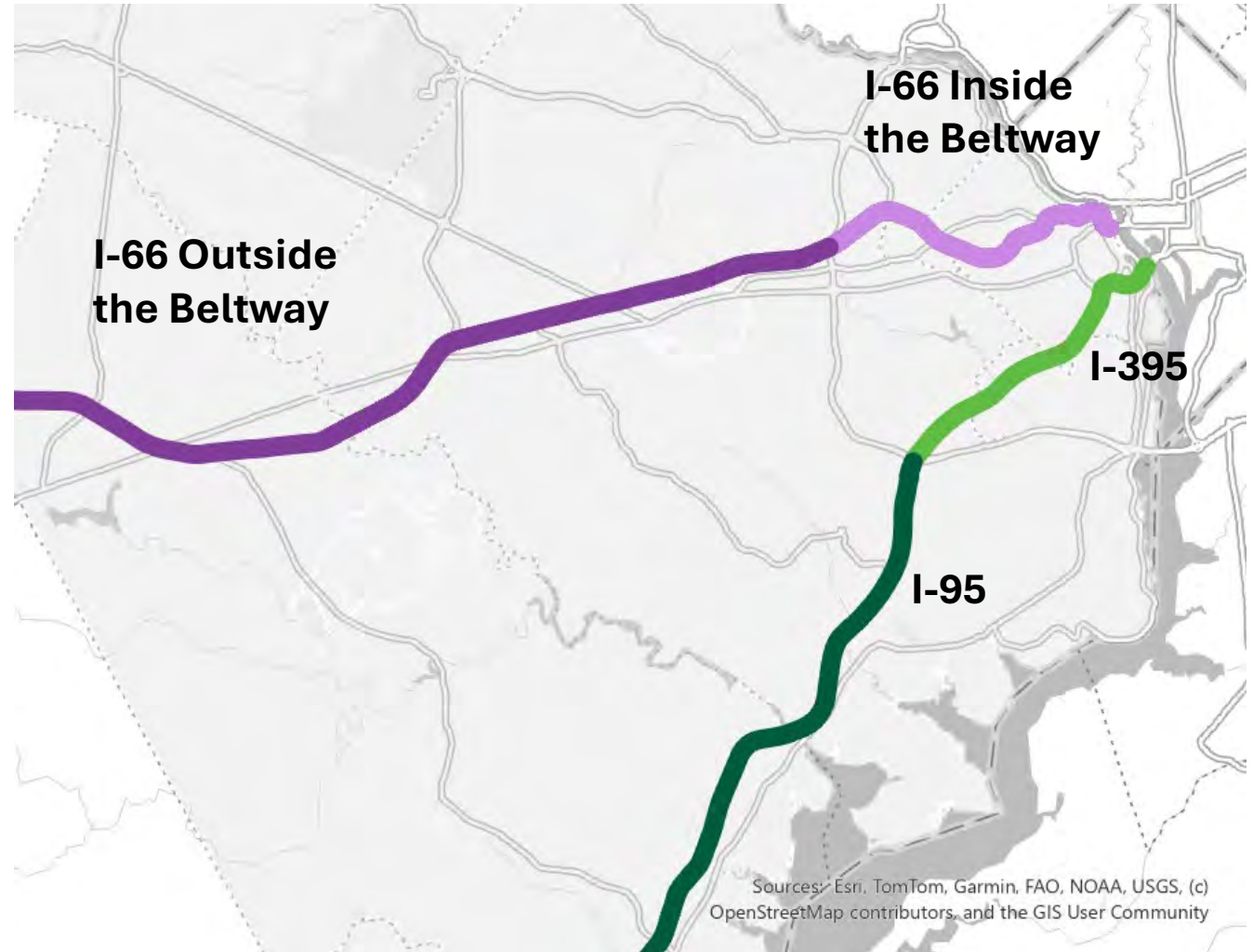
September 17, 2026



About Commuter Choice



- Partnership between the Commonwealth and NVTC since 2016
- Data-driven competitive grant program
- Serves I-66 and I-95 corridors
- Invests toll revenues into transit, ITS and TDM projects
- Focuses on **moving people**
- Two-year funding cycle



Commuter Choice Eligibility Requirements

Eligible Project Types



Bus or Rail Service



Bus or Rail Capital Projects



Roadway
Improvements



Access to Transit (bike/ped)



Transportation Demand Management (TDM)
(fare buy-down, customer outreach, etc.)



Quick Project Delivery

Funds must be obligated **within two years** of allocation and fully expended **within five years** of allocation.

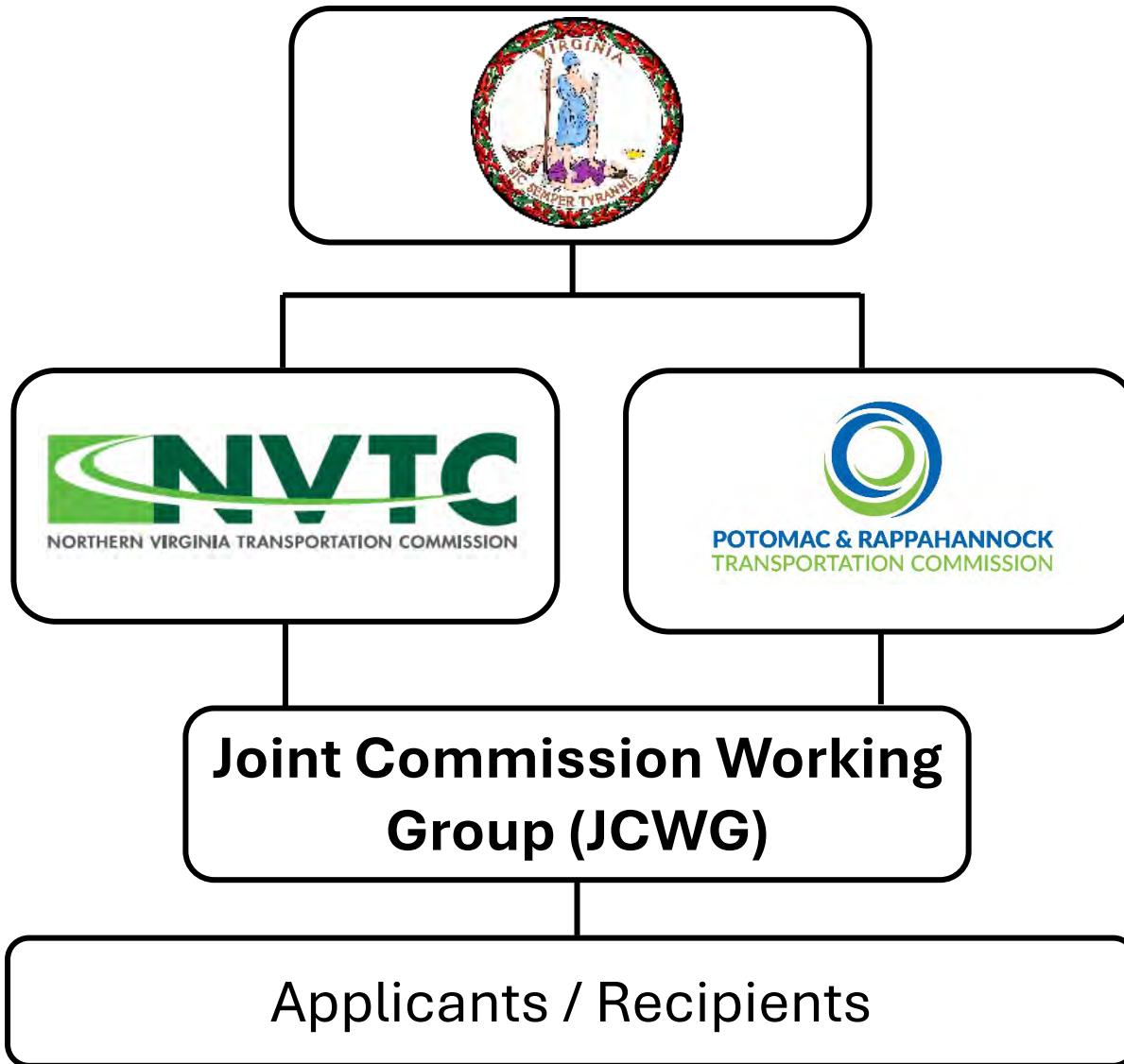


Project Requirements

Projects must meet **at least one of four** improvement goals outlined in the Memorandum of Agreement:

- ✓ **Maximize Person Throughput**
- ✓ **Improve Mobility**
- ✓ **Support New, Diverse Travel Choices**
- ✓ **Enhance Transportation Safety and Travel Reliability**

Roles and Responsibilities: I-395 Commuter Choice



- Approves projects identified by NVTC and PRTC (CTB, via DRPT)
- Receives and distributes concessionaire payment (VDOT)
- Receives annual Commuter Choice report (CTB)

- Set program policy and evaluation criteria
- Select projects for funding
- Adopt annual report for transmittal to CTB

- Serve as an oversight body for I-395/95 Commuter Choice
- Make a funding recommendation to the Commissions

- Apply for funding and carry out selected projects

Proposed Policy and Scoring Changes

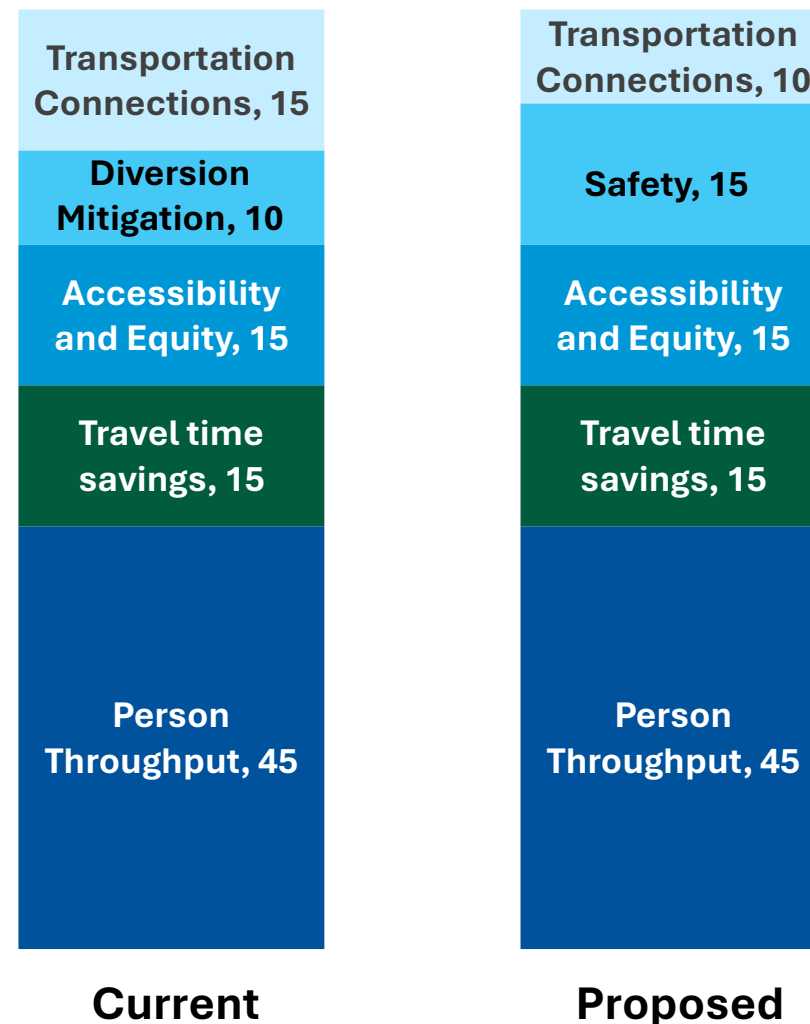
Policy Change

Changes maximum funding allocated to one project from a flat \$20M to 50% of available funding

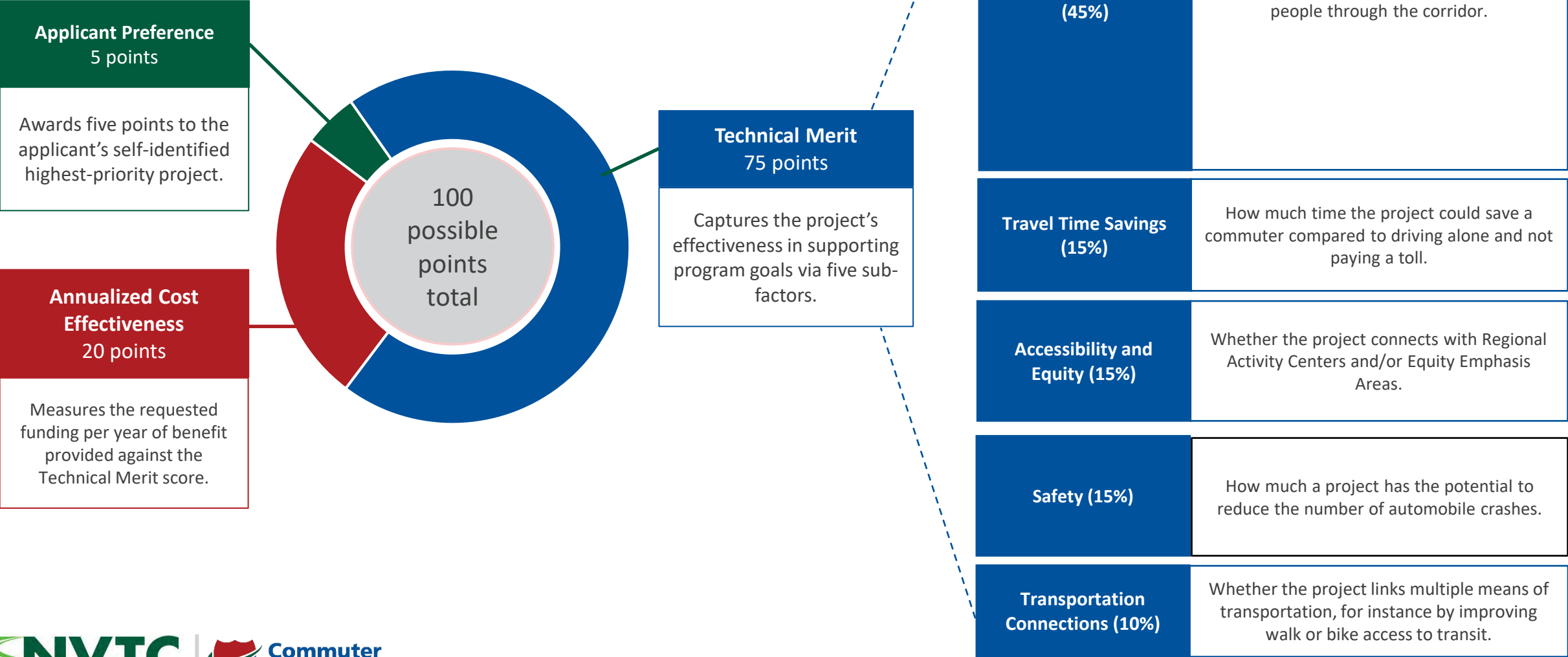
Scoring Changes

1. Distinguish between accessibility and equity locations
2. Remove diversion mitigation criterion and create new safety criterion worth 15 points
3. Change weighting of transportation connections from 15 to 10 points

Technical Merit Scoring Changes



Updated Evaluation Criteria



I-395/95 FY 2028-2029 Funding Cycle

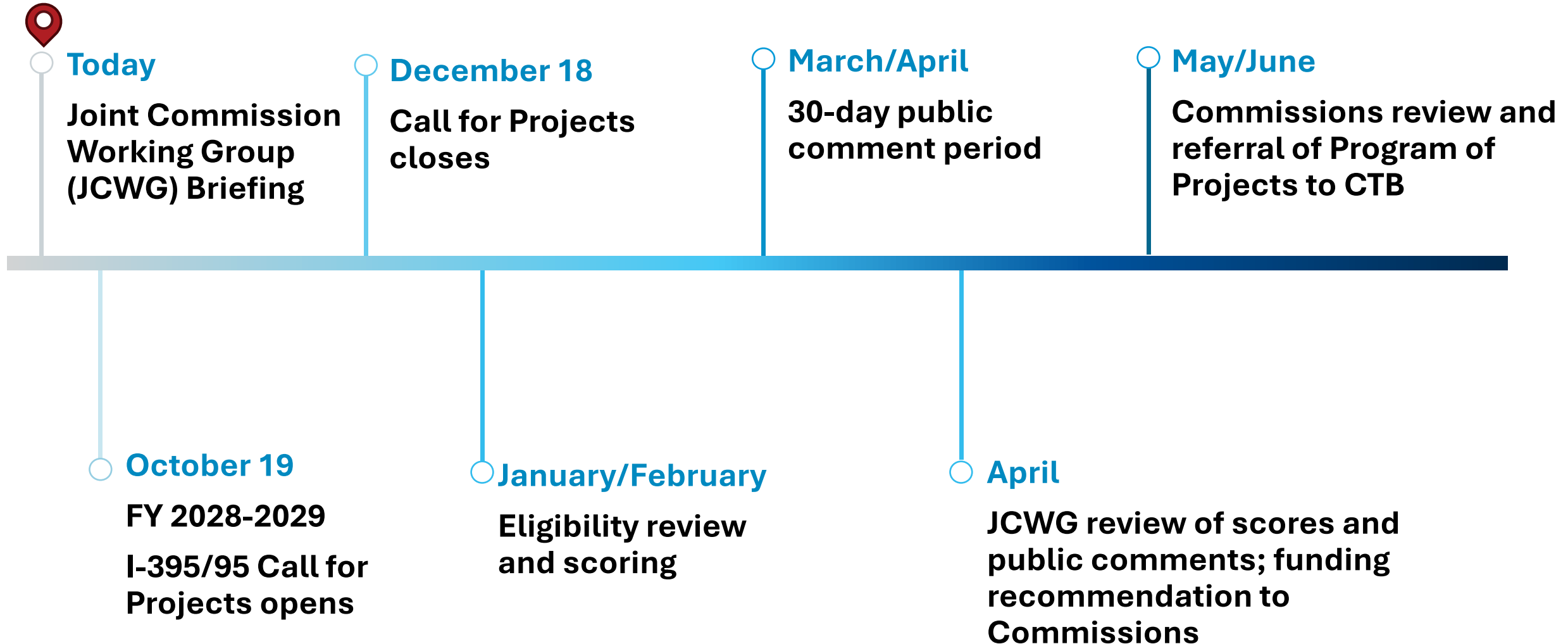
\$45-50 million
available for new projects

Significant demand for funding is expected and the Commissions will likely need to consider trade-offs when programming funding.

Numerous transit service enhancements will be seeking continued funding support and additional applications for capital funding are anticipated.



FY 2028-2029 Program Development Timeline



Questions?



Envision Route 7 Updates

September 17, 2026



Route 7 Connects Northern Virginia

The Route 7 Project Corridor

- ★ Key transportation corridor
- 🚌 40+ buses serve some portion of the corridor
- 🏠 57K people live along this route
- 🚫 12% don't own a car

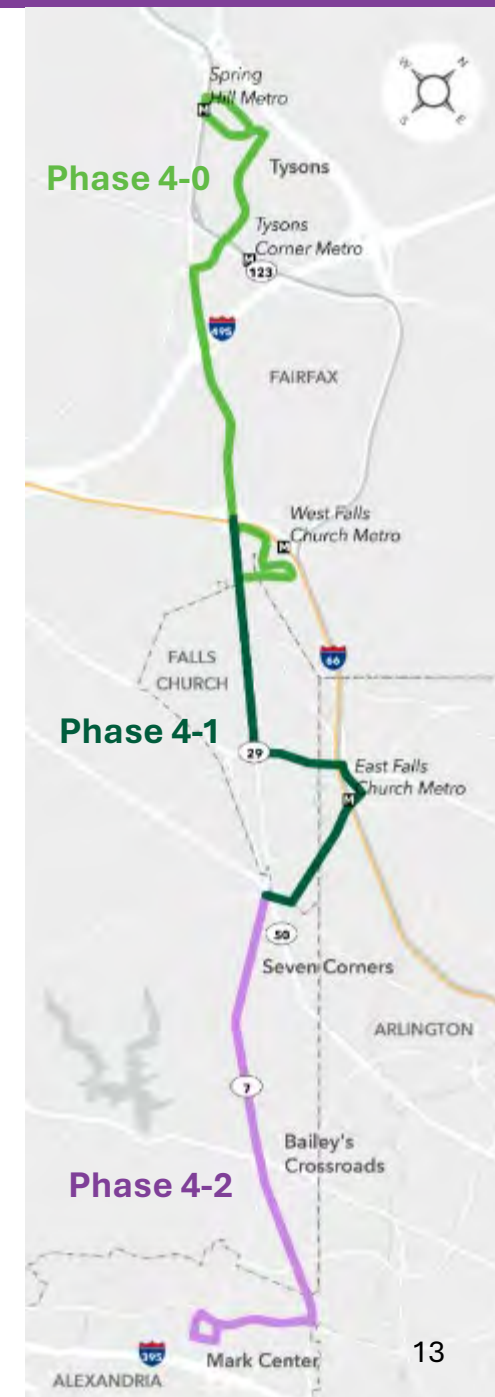


As the region grows, buses are a more efficient use of roadway space

Phase 4-0

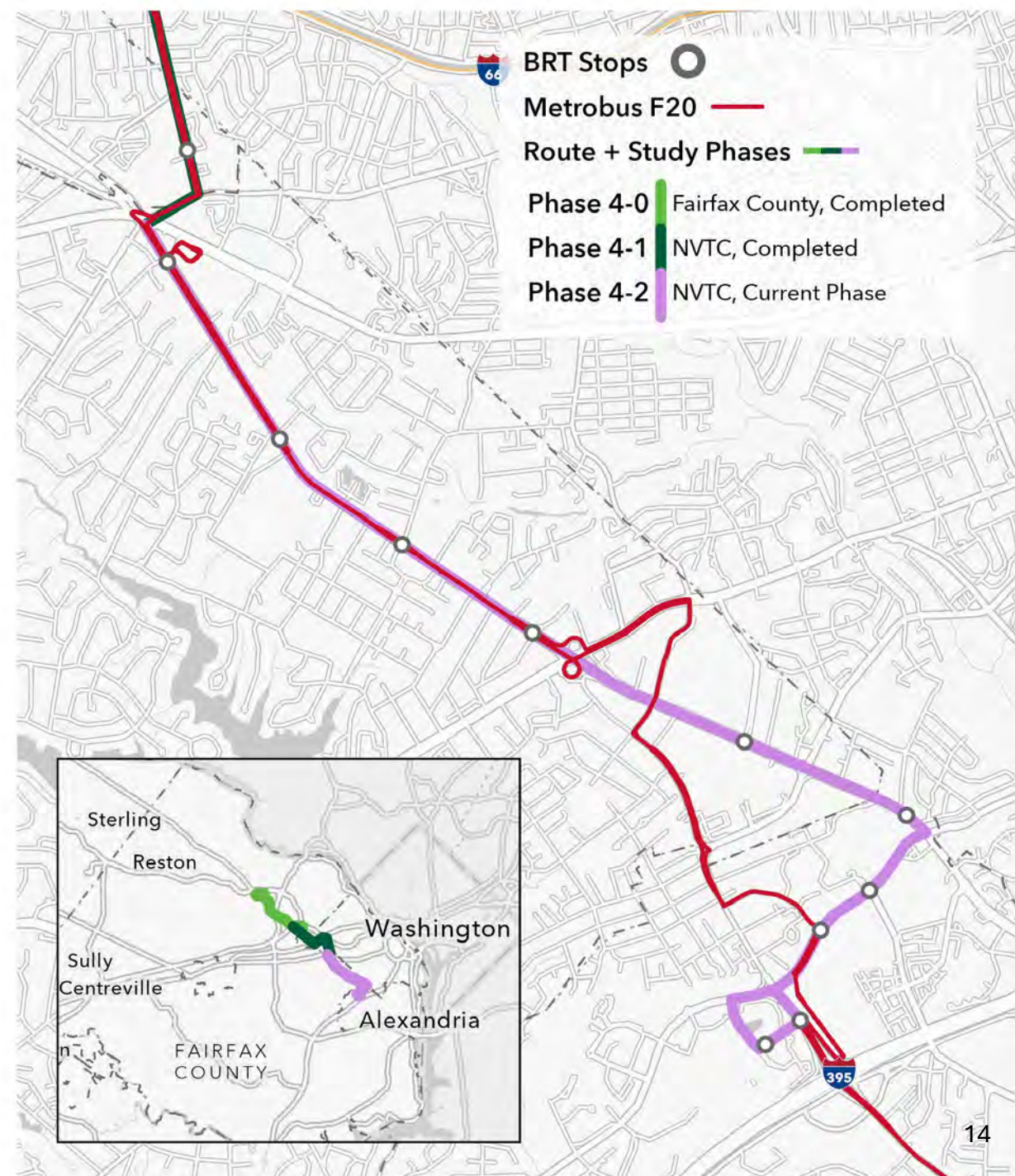
Phase 4-1

Phase 4-2

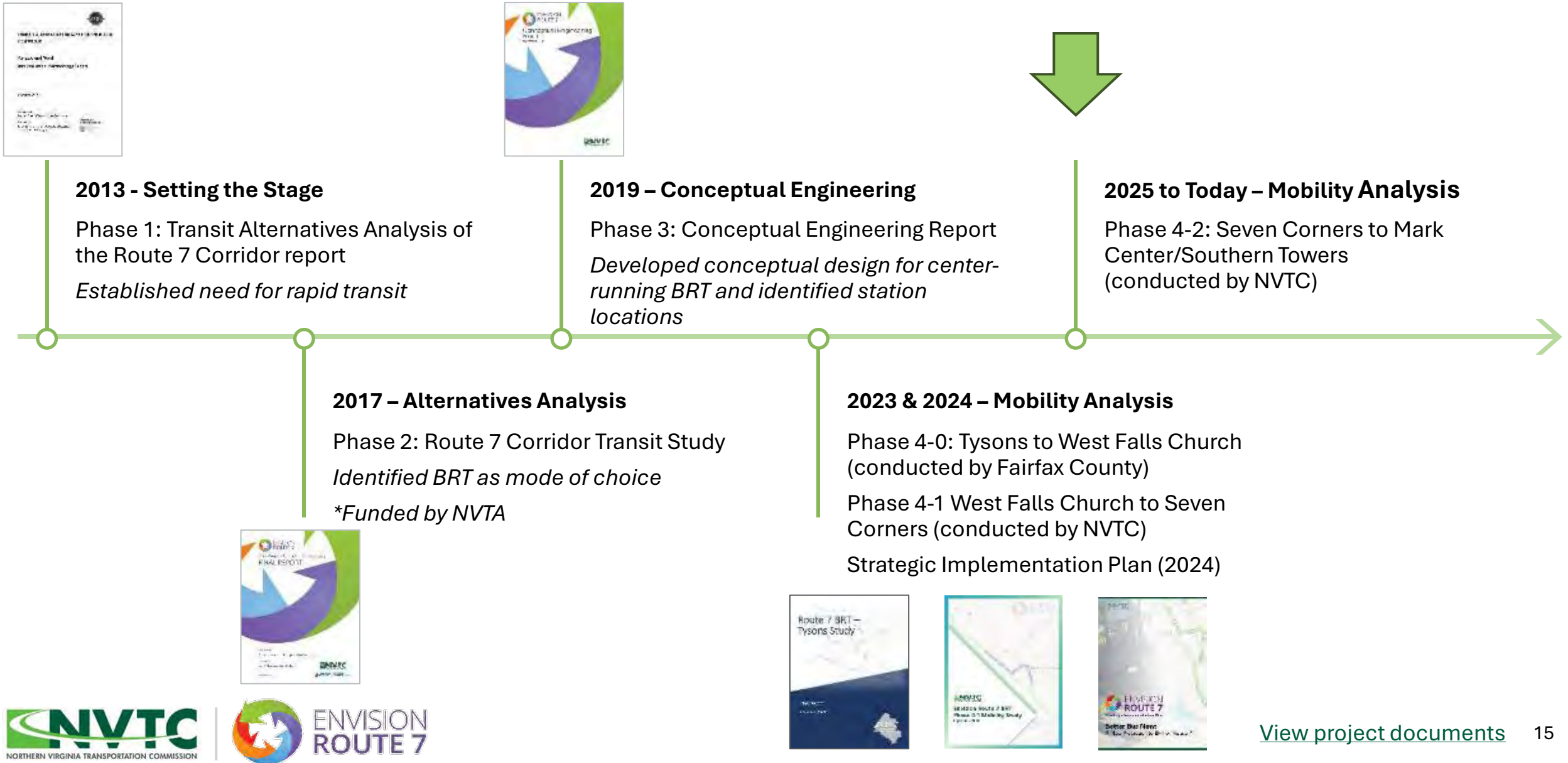


Metro Bus F20

- Carries **2.4M people** each year
- **Busiest** route in Virginia
- Average bus speeds on Route 7 **declined ~ 5%** from FY 24 to FY 25
- Metro added two buses and operators to maintain the current schedule as congestion increased travel time
 - o The regions **pays more to operate the same level of service**
- F2X starts December 2026, increasing peak frequencies



What We've Studied

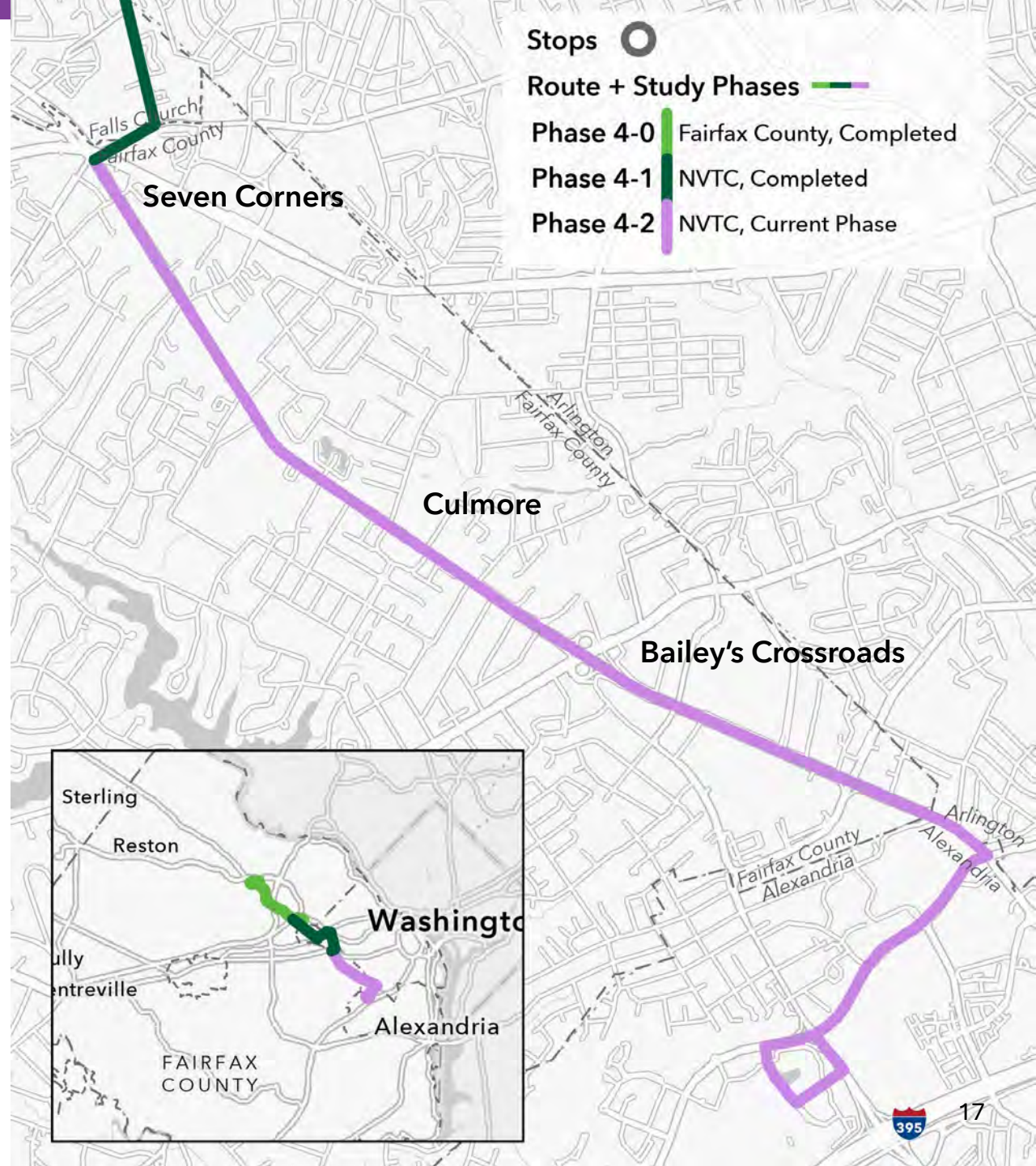


Why Are We Here?

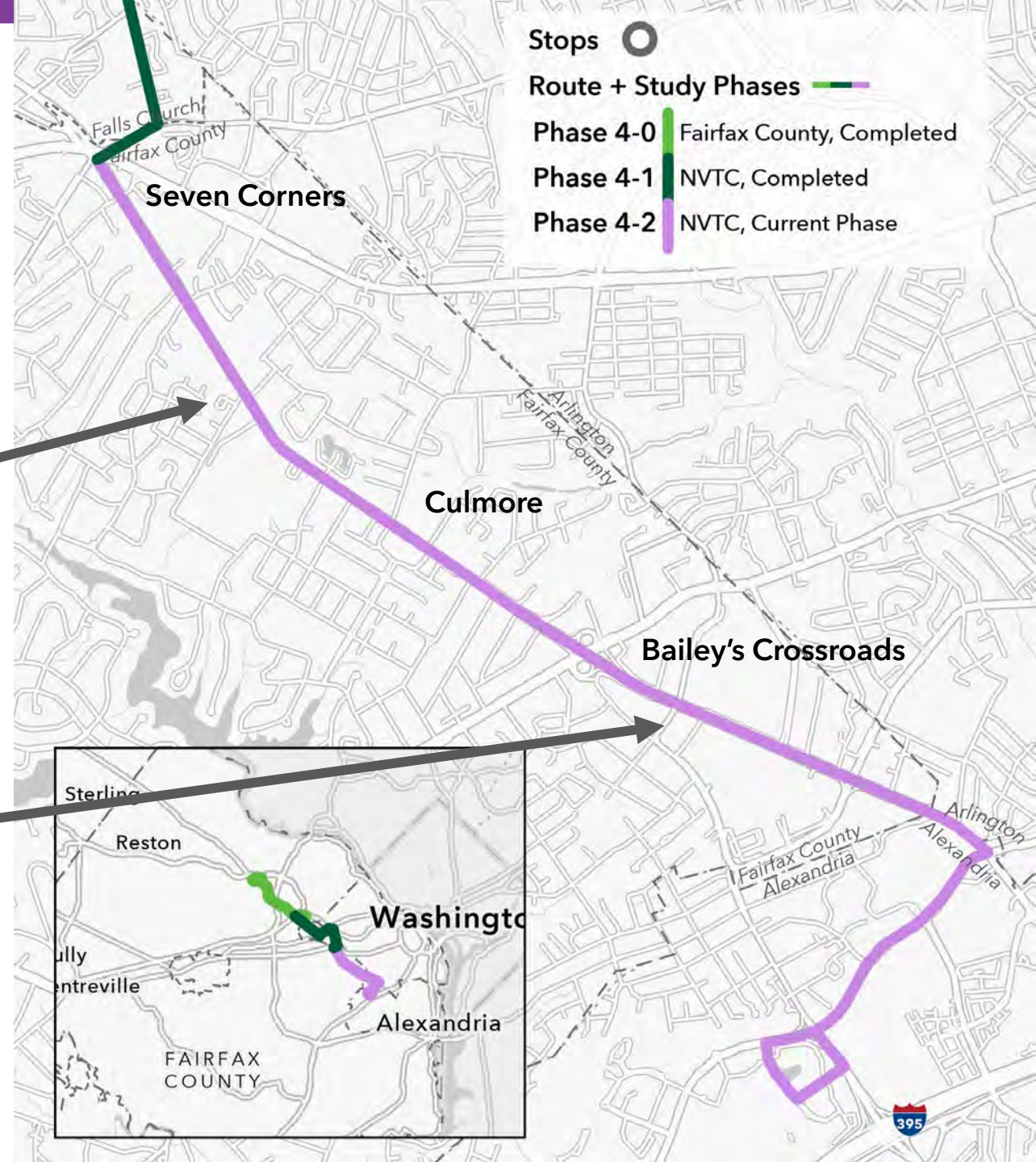
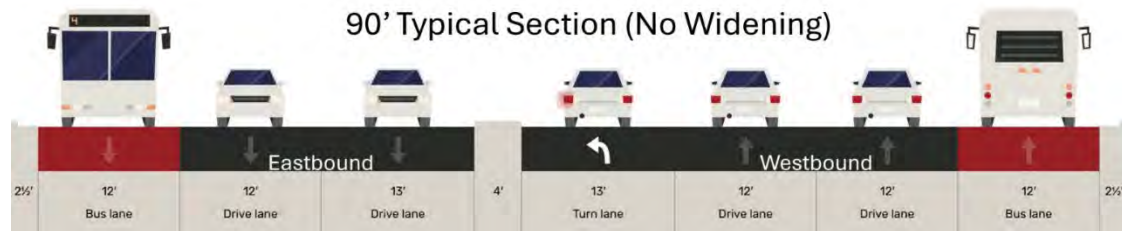
- Completed Phase 4-2 Study
 - Looked at impact of bus lanes on corridor
- With Phase 4-2 completed, the whole corridor from Tysons to Mark Center has been studied
- Share findings and provide context so jurisdictions can make bus priority choices on corridor
- Support for a BRT service along Route 7 is strong

Takeaways

- Phase 4-2 study corridor operates as **two distinct segments** – with Culmore in the middle
- From Seven Corners to Culmore, there is a need to **upgrade** the roadway, which could then accommodate bus lanes
- From Columbia Pike to Alexandria, Route 7 is **wide enough to handle curb bus lanes**, avoiding major impacts to property owners



The Road Doesn't Always Need to be Widened





The Traffic Study



What Options Did We Study?

2050 with no bus lanes

No Build

Center-running bus lanes

Build Alt. 1

Curb-running bus lanes

Build Alt. 2

In 2050: Congestion is Expected to Worsen and Buses Remain Slower than Vehicles

Without any bus lanes:

Compared to today, traveling the corridor in a car will take

11 minutes longer

(eastbound direction)

- Eastbound traffic encounters increased congestion due to I-395 spillback

For the northern segment from Seven Corners to Columbia Pike, the bus takes

nine more minutes

to travel that distance than cars

Two Bus Lane Alternatives

Both build alternatives maintain at least two general purpose (GP) lanes in each direction

Build Alt. 1 – Center

Center-running **maintains** existing GP capacity



Source: NACTO

Build Alt. 2 – Curb

Curb-running **repurposes** travel lanes for bus lanes



Source: NACTO

The Curb-Running Alternative is Easier to Implement

By repurposing existing space, primarily within the existing roadway, the amount of widening, property acquisition and cost of construction is minimized.

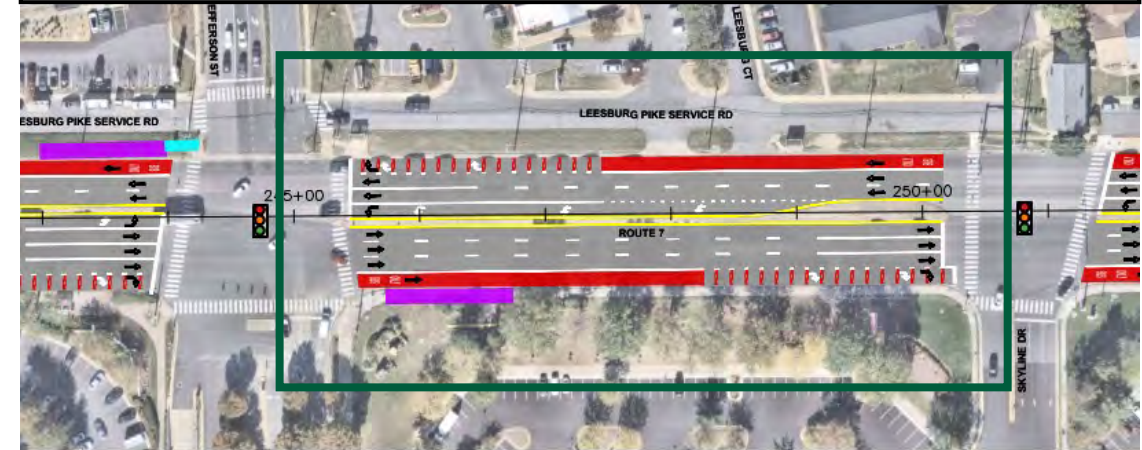
Center Running Concept

Impacts to
property



Curb Running Concept

Within existing
roadway width



Benefits of curbside bus lanes

With curb lanes:

- Do not need to widen roadway in the southern segment; can minimize roadway widening needed in the northern segment
- Travel time for cars does not substantially increase
- Bus lanes can move more people by accommodating multiple bus routes



NVTC Next Steps



Beyond Transit

- Improve last-mile connectivity for transit riders
- Construct sidewalks to provide safe space for pedestrians
- Widen sidewalks to be ADA compliant
- Enhance streetlighting to improve safety at night



Challenges

- Multiple roadway owners and jurisdictions requires matrix of solutions
 - Context sensitive bus priority allows for agility in improving bus priority
- Bus frequency along parts of the corridor is not high enough to implement bus lanes in some sections of corridor
- Constrained funding and staffing across jurisdictions impacts ability to advance capital project

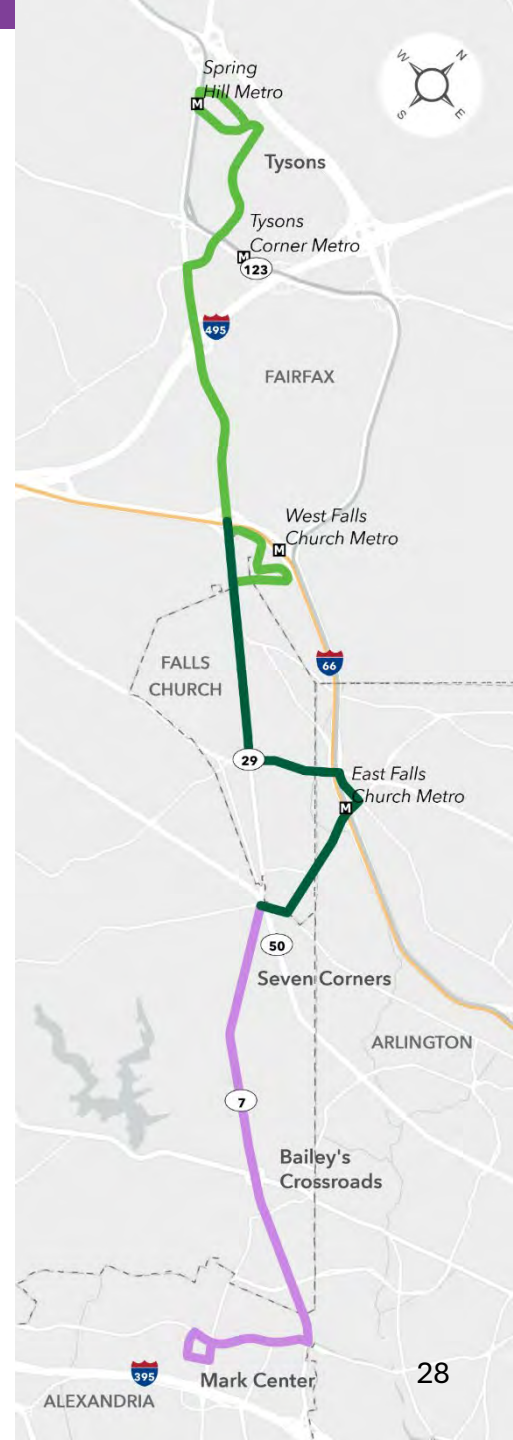


NVTC Next Steps for Envision Route 7

- Engage with jurisdictional partners, DRPT and VDOT on advancing bus priority in the near term
 - Scheduling briefings for boards and commissions
- Collaborate with WMATA to deliver increased frequency
 - F2X to begin operation in December during peak hours
- Build the case for bus priority on Route 7
 - Mason District Transportation Town Hall on 10/10
 - Elected official tour on 10/28 from Southern Towers to Seven Corners



Future progress on Route 7 is dependent on jurisdictions selecting a preferred roadway design



Envision Route 7 Upcoming Dates

- **9/21** - Final Draft Report to VDOT for Review
- **10/1** –NVTC Commission presentation
- **10/5** –Falls Church City Council Working Session
- **11/5** - NVTC Commissioners asked to accept report
- **12/1** - Fairfax County Transportation Committee presentation
- And more in 2027!

