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.