

Planning Coordination Advisory Committee Meeting

Wednesday, September 24, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in-person and livestreamed via YouTube.

AGENDA

1. Call to Order

Chair Colbert

Action Items

2. Summary Notes of June 25, 2025, Meeting

Chair Colbert

Recommended Action: Approve Meeting Notes

Discussion/Information Items

3. NVTA's Five-Year Strategic Plan Update

Amanda Sink, Project Delivery /
Grants Manager

**4. Regional Approach to Funding Northern Virginia's
Bicycle and Pedestrian Infrastructure**

Keith Jasper, Principal

5. Six Year Program Update

Sree Nampoothiri, Senior Manager, TPP

6. NVTA Update

Ms. Backmon, CEO

7. Adjournment

Chair Colbert

Next Meeting:

Wednesday, October 22, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, June 25, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting was held in person and livestreamed via YouTube.

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert (Town of Vienna), Chair of the Committee, welcomed Committee members and called the meeting to order at 6:35 p.m.
- Attendees:
 - **PCAC Members:** In-person - Mayor Colbert (Chair, Town of Vienna); Council Member Miles (Vice-chair, Town of Dumfries); Board Member Spain (Arlington County); Supervisor Glass (Loudoun County); Council Member Aguirre (City of Alexandria); Council Member Underhill (City of Falls Church); Council Member Peterson (City of Fairfax); Council Member Smith (City of Manassas); Vice Mayor Hedrick (Town of Herndon). Virtual – Supervisor Franklin (Prince William County); Mayor Bertaut (Town of Purcellville).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Transportation Planning and Programming); Dr. Nampoothiri (Senior Manager); Amanda Sink (Project Delivery/Grants Manager); Harun Rashid (Planning Analytics Manager).
 - **Other:** Dalia Leven (consultant staff), Jaleh Moslehi (Town of Herndon).

II. Action Items:

A. Summary notes of May 28, 2025, meeting: The meeting summary was approved unanimously, with abstention from members not present at the May 28th meeting.

B. BRT Action Plan (formerly Preliminary Deployment Plan):

- Mr. Jasper presented the context and status, major findings, amendments made to the draft Action Plan, and recommendations. He reminded committee members that this Action Plan is “...a strong blueprint for jurisdictions and agencies to develop BRT lines incrementally in addition to supplying the information necessary to demonstrate how they can successfully function as an integrated system once fully implemented.” This was not designed to be an operational plan with detailed design and service recommendations, rather an assumption-based evaluation of twenty-eight potential BRT routes with varying degrees of amenities. The guiding principle was Think Big (the 28-route regional BRT system); Start Small (make sure NVTA’s TransAction project list is inclusive of this system); Build Momentum (NVTA’s investment of more than \$880 million on the five BRT projects being developed in the region). From the beginning, this was a highly collaborative effort involving staff from all NVTA member jurisdictions, regional agencies, and transit agencies, together with localities external to Northern Virginia – Montgomery County, the District of Columbia, and Prince Georges County. In addition to practitioners, the Plan also draws from similar studies and projects in the region – WMATA’s Better Bus Redesign, NVTC’s Regional Bus Analysis, and regional policy initiatives like SJ28 and DMVMoves. With anticipated recommendations from NVTA’s standing/statutory committees in June/July, we are aiming for the Plan adoption by the Authority in July.

- Ms. Leven then presented notable findings from public survey and technical evaluations. Overall, survey respondents reacted positively to the regional blueprint. 72% of respondents indicated that they would be very likely/extremely likely to use the BRT system if it were available. Only 5% left a general negative or unsupportive comment. This was followed by major findings from travel-model based analyses with each of the 28 routes, and as a system, including:

- a. In 2045 (planning horizon year of forecasting dataset), there will be substantial shifts from driving to transit (27,000 trips).
- b. The above modal shift results in 12,000 person-hours of delay removed daily.
- c. On average, Northern Virginians will be able to access more than 17,000 additional jobs within 60 minutes by transit, with residents of equity emphasis areas experiencing even bigger improvements.
- d. Many of the BRT lines would likely be in the ‘competitive range’ for NVTA funding if submitted for evaluation under NVTA’s Six Year Program process.
- e. Overwhelming staff support for a regional BRT system, but more detailed development and public-facing outreach is needed.

If implemented, Mr. Jasper stressed that there will be higher potential for the region to successfully compete for state and federal funding.

- After the above presentation, Mr. Jasper shared the amendments made to the draft Action Plan since it was last presented to committee members. In addition to

minor revisions/edits to clarify wording, charts, and maps, a summary of spring 2025 survey findings was added. Moreover, in the last section of the Action Plan (section 8), NVTA staff drafted a set of recommendations. Two overarching recommendations are:

1. For NVTA: More detailed deployment planning including developing framework for regional tools for FTA ridership forecasts, additional route evaluations as requested by jurisdiction/agency staff, knowledge transfer through peer exchanges, developing guidelines and best practices, and ongoing outreach/public education.
2. Jurisdictions/agencies: Continue planning/coordination of BRT-related facilities, especially inclusion of the BRT routes in local comprehensive plans and transit plans, and other project development activities.

After this presentation, committee members shared following questions, concerns, and suggestions:

- *Council member Underhill: How will public feedback and local jurisdiction staff inputs be processed?* Mr. Jasper responded that the public comments were mostly solicited to gauge overall sentiments towards a regional BRT system. Other detailed comments regarding operations and service standards will be dealt with during project development by local jurisdiction/agency staff.

- *Council member Underhill: Will conflicts (if any) be flagged between TransAction projects and proposed BRT routes?* Mr. Jasper affirmed that in the next 18 months during next update of TransAction plan, specifically during finalizing the project list, these will be addressed.

- *Council member Underhill: How about conflicts between TransAction and local jurisdictions comprehensive plans?* Ms. Backmon responded that NVTA staff follow regulations set by HB1915, which requires local jurisdictions to identify and report to NVTA of any such conflict.

- *Mayor Betraut: Was there any outreach/education effort for local jurisdiction elected officials to incorporate these BRT routes onto their transit plans/schemes?* Mr. Jasper reiterated the HB1915 requirement and noted that further outreach will happen during the future stages of the work. He noted that a large part of outreach need to happen at the localities during project development.

- *Board member Spain: Can you please provide the survey findings? How structured and representative was the survey?* Ms. Leven noted that the survey closed recently and the team is preparing the full report.

- *Board member Spain noted that Arlington County is supportive of the Plan and requested additional time to review the recommendations.*

- *Council member Aguirre: Have you all done this type of analysis before this Action Plan?* Mr. Jasper noted that as a part of Six Year Program, we have evaluated BRT projects submitted to us for funding. In addition, we have drawn upon collective staff knowledge and expertise via regular meetings of the BRT Planning Working

Group, and similar projects and studies (e.g., NVTC's Regional Bus Transit Analysis). The consultant team is a national expert and leading several other bus initiatives in the region. Ms. Backmon added that the Action Plan is not a detailed operational plan. NVTA drew upon the expertise of the region through the BRT Planning Working Group that included all localities

- *Council member Aguirre: It appears some local leaders are unaware of this effort, including DASH CEO and WMATA General Manager? Ms. Backmon affirmed that NVTA staff are in constant contact with leadership at local jurisdiction/agency transportation departments, including jurisdiction DOT directors and NVTA CEO personally briefing WMATA's General Manager.*

- *Council member Aguirre: Are there any duplicative efforts between this Plan and local jurisdictions' initiative/project, e.g., (City of Alexandria has ongoing BRT planning activities)?* Mr. Jasper noted that this is a high-level regional blueprint of proposed BRT routes and does not duplicate local jurisdiction/agency operational plan and strategies. He added that the Plan started with the BRT network included in TransAction and brought in findings from NVTC's Regional Bus Transit Analysis and WMATA's Better Bus Network Study.

- *Supervisor Franklin: I am in support of this project. We need to make sure there are effective BRT services along Route 1 corridor in Prince William County, especially between Woodbridge and Dumfries area. Also, wanted to make sure the messaging is clear.*

- *Council member Peterson: What level of coordination happened between NVTA staff and jurisdiction leadership?* Ms. Backmon noted that NVTA staff primarily work with elected officials via Authority and PCAC memberships, and with jurisdiction/agency staff at RJACC meetings. Also, we are in constant contact with transportation leadership at jurisdiction and county level.

- *Council member Peterson: We need to have flexibility in this Action Plan, to adapt with issues and challenges during implementation at local jurisdiction level. Also, elected officials at all levels and the public need to be well-informed and educated on nuances of proposed BRT services. For example, dedicating a travel lane on US Hwy 50 in Fairfax City area can pose many challenges. Need to manage expectations.* Ms. Backmon noted that this is a flexible and broad regional vision and there will be a lot more public engagement events and official briefings during project development at jurisdiction/agency level. Mr. Jasper added that there is no financial commitment from any parties by adopting this Plan.

- *Council member Peterson: How time-sensitive is the need for localities to discuss and have some clarity on BRT routes with the upcoming TransAction Update?* Mr. Jasper noted that the project list update process will take up to a year from now. Ms. Backmon added that the TransAction update happens every five years and there will be more opportunities in the future.

- *Board member Spain: I would like to see the engagement report by September 30.*

- *Council member Aguirre: For the record, I want to note that we should take advantage of huge road space available down the Route 1 corridor in Prince William County to build BRT to the communities in that corridor.*

- With above discussions, Council member Smith made the following motion - *PCAC recommend NVTa approval of the BRT Action Plan, including next steps and recommendations.*
- Mayor Colbert noted that the Plan is a first step and suggested to ensure language in the document to note that there will be more opportunities to refine the details.
- Vice Mayor Hedrick: *I would like to see more data about the technical findings such as mode shift. Ms. Dalia noted that these will be included in the Technical Report.*
- Citing concerns from committee members during above discussions, Council member Peterson proposed an amendment: *The PCAC recommend NVTa approval of the BRT Action Plan, with the Section 8.0 Next Steps and Recommendations to be left as draft for incorporating the Committee concerns.* This motion was passed with support from nine committee members present, with one opposition and one abstention.
- Council member Smith made the following revised motion - *PCAC recommend NVTa approval of the BRT Action Plan, with the Section 8.0 Next Steps and Recommendations to be left as draft for incorporating the Committee concerns.* The motion passed with the support of ten committee members present and one abstention.

III. Discussion/Information items:

A. NVTa's Five-Year Strategic Plan Update:

- Ms. Sink briefly updated committee members on the current status of the 2025 Five-Year Strategic Plan update. Since the Authority's approval of the 2025 Five-Year Strategic Plan Vision, Mission, Core Values, and Goals in May 2025, staff have begun drafting the Strategies and Metrics that will support each Goal. The draft Strategies will be high-level and outline how NVTa can achieve each Goal, while the accompanying draft Metrics will enable flexible, qualitative assessment of progress.
- Council member Underhill asked if the strategies and associated performance metrics will be at broad level to allow for flexibility. Ms. Sink responded in the affirmative.

B. NVTa Update:

- Ms. Backmon reminded committee members of the upcoming major deadlines for the ongoing funding application process for the FY2026-2031 Six Year Program. The applications are due by August 1, and the governing body resolutions are due by October 31.

IV. Adjourn: The next meeting of the PCAC is scheduled for July 23rd. The meeting

was adjourned at 8:15 pm.

DRAFT



Strategic Plan Update

Presented by: Amanda Sink, Project Delivery/Grants Manager, NVTA

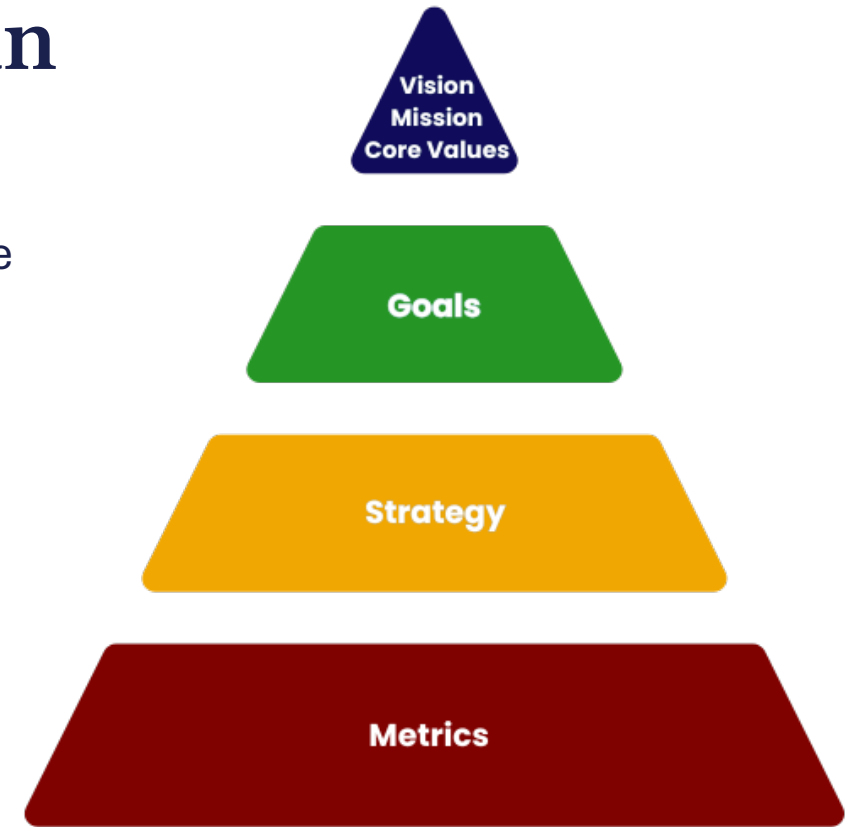


Outline

- Outline of 2025 Five-Year Strategic Plan
- Approved Vision/Mission/Core Values/Goals
- Draft Strategies
- Next Steps



Outline of 2025 Five-Year Strategic Plan



- The 2025 Five-Year Strategic Plan (Plan) will set the framework for the next five years.
- The overarching strategy will be to maintain and enhance performance for NVTa's primary responsibilities, while addressing other urgent and unmet regional transportation needs.
- **On March 26, 2025, the PCAC was initially presented the draft Vision statement, Mission statement, Core Values and four strategic Goals to accomplish over the next five years.**
- **On May 8, 2025, the Authority formally adopted these components as the foundation for the Plan.**

Approved Vision/Mission/Core Values/Goals

NVTA Vision: NVTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTA Mission: Our mission is to reduce congestion in Northern Virginia by planning, funding, and advancing multimodal transportation solutions that reflect our Core Values of Safety, Equity and Sustainability.

NVTA Core Values: Equity, Safety, Sustainability

2025 Five-Year Strategic Plan Goals

1. Lead the region's transportation initiatives

In collaboration with jurisdictions and agencies, NVTA will demonstrate regional leadership to develop and advance multimodal transportation solutions

3. Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics

2. Maximize public benefit through project selection and delivery

NVTA is a steward of the public's trust through continued transparent project selection and increased project sponsor accountability for timely delivery

4. Safeguard and diversify NVTA revenue sources

NVTA protects and expands its revenue to bolster the region's capital funding needs

Draft Strategies



Goal 1: Lead the region's transportation initiatives

In collaboration with jurisdictions and agencies, NVTa will demonstrate regional leadership to develop and advance multimodal transportation solutions

- 1.1 Advance TransAction and regional planning initiatives that incorporate evolving transportation trends and strengthen long-term decision-making**
- 1.2 Lead efforts to identify regional needs and develop actionable approaches for a coordinated regional response**
- 1.3 Remain at the forefront of evolving technology and practices by applying and supporting innovative approaches that benefit the region**
- 1.4 Amplify NVTa's presence and influence as the region's advocate in state and federal transportation discussions**

Draft Strategies



Goal 2: Maximize public benefit through project selection and delivery

NVTA is a steward of the public's trust through continued transparent project selection and increased project sponsor accountability for timely delivery

- 2.1 Maintain and evolve funding processes for projects that support long-term regional impacts**
- 2.2 Strengthen ongoing oversight and engagement with project sponsors to proactively identify and address factors impacting project delivery**
- 2.3 Enhance public awareness of NVTA's investments and project impacts**

Draft Strategies



Goal 3: Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics

- 3.1 Increase NVTA's data analytic capabilities to lead the use of evolving tools, methods, and technologies**
- 3.2 Deliver Northern Virginia-specific data and analytics support to assist regional partners**
- 3.3 Enhance public and partner access to NVTA data and continue delivering clear, data-informed messaging**

Draft Strategies



Goal 4: Safeguard and diversify NVTAs revenue sources

NVTA protects and expands its revenue to bolster the region's capital funding needs

- 4.1 Protect and strengthen NVTA's long-term funding capacity through disciplined financial stewardship and reliable, future-focused planning**
- 4.2 Evaluate NVTA's investments and economic benefits to the region and the Commonwealth**
- 4.3 Pursue competitive funding opportunities that leverage a regional approach and enhance NVTA's capacity to serve as a grant applicant and recipient**

Next Steps

Review Draft Vision & Goals

- Completed March and April 2025

Adopt Vision & Goals

- Completed on May 8, 2025

Review Draft Strategies

- **We are here!**
- The Draft Strategies were presented to the Technical Advisory Committee (TAC) on September 17, 2025

Adopt 2025 Five-Year Strategic Plan

- Tentatively scheduled to be presented to the Authority at the October 2025 meeting
- Full adoption anticipated in November 2025

Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure

Technical Advisory Committee

September 17, 2025





Agenda

1. Project Background
2. Project Approach
3. Questions



Project Background

Goal: Develop recommendations of strategies and sources to fund Northern Virginia's planned bicycle and pedestrian network as identified in 2024 VDOT study.

Methods:

- Research and review funding sources and strategies
- Evaluate case study examples
- Coordinate with existing and ongoing efforts
- Engage with our regional coordination partners

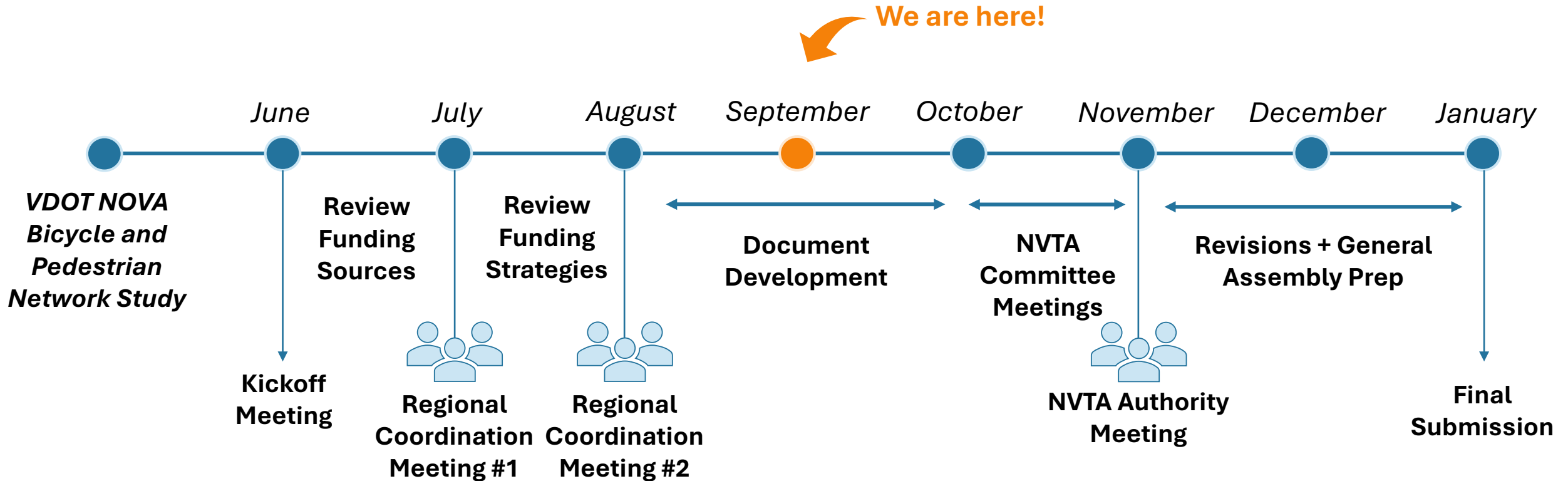


This Initiative is Not...

- Project identification
- Project prioritization
- Feasibility study
- Cost analysis



Project Timeline



Project Approach





Regional Coordination Stakeholders

Representatives from:

- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Manassas
- City of Manassas Park
- Town of Vienna
- Town of Clifton
- Town of Dumfries
- Town of Hamilton
- Town of Haymarket
- Town of Herndon
- Town of Lovettsville
- Town of Leesburg
- Town of Middleburg
- Town of Purcellville
- Town of Hillsboro
- Town of Occoquan
- Town of Round Hill
- Arlington County
- Fairfax County
- Loudoun County
- Prince William County
- Fairfax County Park Authority
- VDOT
- NPS
- TPB/MWCOG
- NOVA Parks
- NVRC
- NVTC
- VPRA
- VRE
- PRTC
- WMATA
- Fairfax Alliance for Better Bicycling
- Bike Loudoun
- Bike Falls Church
- Sustainability Mobility for Arlington County
- Coalition for Smarter Growth
- Prince William County Trails and Blueways Council
- Active Prince William
- Tysons Community Alliance
- Washington Area Bicyclists Association
- Virginia Bicycling Federation
- Alexandria Bicycle and Pedestrian Advisory Committee
- Potomac Pedalers
- Transportation Association of Greater Springfield
- Dulles Area Transportation Association

Held 2 regional coordination meetings.



Approach to Funding

Existing Funding Sources

Existing pots of money from a variety of sources including local, regional, state, and federal. These are sources of funding that can and may already be used to fund bicycle and pedestrian projects.

Future Funding Strategies

New strategies to create revenue, that may not be currently implemented in Northern Virginia or elsewhere, that would be used to fund bicycle and pedestrian projects.

*Feasible Solution or
Combination of funding
streams*



Review of Existing Funding Sources

1. Develop a list of funding sources (local, regional, state, federal) for bicycle and pedestrian infrastructure projects
2. Research the details and applicability of sources
3. Discuss with Regional Coordination partners
4. Develop funding source matrix



Regional Coordination Meeting #1

Date: Thursday, July 31st

Location: NVTA

Stakeholders: 27 participants

The meeting was supplemented by an online survey.

Duration: July 24th to August 18th

Response: 14

What We Learned:

- Maintenance projects are the most difficult to **identify** funding for.
- Construction and maintenance projects are the most difficult to **secure** funding for.
- Aside from local funding, overall, the funding of construction for bicycle and pedestrian infrastructure comes from Transportation Alternatives (TA), VDOT Revenue Sharing, Smart Scale, NVTA Local Revenue, NVTA Regional Revenue.



Exploring Funding Strategies

1. Identify strategies, including taxes and fees
2. Research and evaluate strategies against select metrics
 - Metrics included revenue magnitude, revenue growth potential, stability, pathway to implementation, tax/fee payer benefit, socioeconomic burden, and impact on business.
3. Discuss with Regional Coordination partners
4. Conduct case studies
5. Identify the most feasible set of strategies

*Findings from **SJ28** and **DMVMoves**, both transit focused, will be integrated where applicable.*



Regional Coordination Meeting #2

Date: Wednesday, August 27th

Location: Virtual

Stakeholders: 33 participants

The meeting was facilitated with live polling.

What We Learned:

- When asked how well the funding source summary captured what you do in your jurisdiction, participants said it was **accurate** (3.7/5) with five being very accurate.
- When asked how well do the strategies emerging as the highest benefit align with your thoughts and experiences, participants said it aligned **somewhat well** (3.3/5).
- Participants said **revenue magnitude** and **pathway to implementation** were the most important evaluation criteria.



Funding Strategies

- Corporate Income Tax
- Income Tax
- Corporate Franchise Tax
- BPOL Tax
- Service Tax
- Personal Property Tax
- Real Estate Tax
- TIF
- Land Value Tax
- Development Agreements
- PUD Agreements
- Grantor's Tax
- Utility ROW Agreement
- Sales Tax
- Restaurant, Food, or Beverage Tax
- Motor Vehicle Sales Tax
- Transient Occupancy Tax
- Utility/Communications Sales Tax
- Beverage/Alcohol Tax
- Streaming Services Sales Tax
- Auto Repair Labor Tax
- Parking Sales Tax
- TNC Fee/Sales Tax
- E-Commerce Delivery Fee
- Recreational Tax
- Motor-Vehicle Rental Tax
- Vehicle Tolling
- Mileage-Based Usage Fee/VMT Fee
- Congestion Pricing
- Vehicle Registration Fee
- Parking Fees
- Drivers License Fees
- Transportation Utility Fee
- Bicycle/Pedestrian Facility User Fee
- Development/Transportation Impact Fee
- Speed Camera Fines
- Sponsorship/Advertisements
- Naming Rights
- Carbon/Emissions Tax
- Crowdfunding Campaign
- Adopt-a-Trail Programs
- Merchandise Sales Fundraising
- Fundraising Events
- Public-Private Partnerships
- BIDs

45 funding strategies were reviewed qualitatively as part of this initiative.

Thank you!

