

Planning Coordination Advisory Committee Meeting

Wednesday, May 28, 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 March 26, 2025, Meeting

Chair Colbert

Recommended Action: Approve Meeting Notes

Discussion/Information Items

3. Preliminary Public Participation Update on the Draft BRT Action Plan

Keith Jasper, Principal, TPP

4. Next Steps and Preliminary Recommendations on the Draft BRT Action Plan

Keith Jasper, Principal, TPP

5. NVTA Update

Ms. Backmon, CEO

6. Adjournment

Chair Colbert

Next Meeting:

Wednesday, June 25, 2025

6:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, March 26, 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); Supervisor Walkinshaw (Fairfax County); Supervisor Glass (Loudoun County); Supervisor Franklin (Prince William County); Council Member Peterson (City of Fairfax); Vice Mayor Hedrick (Town of Herndon). Virtual - Board Member Spain (Arlington County).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Transportation Planning and Programming); Dr. Nampoothiri (Senior Manager); Amanda Sink (Project Delivery Manager); Harun Rashid (Planning Analytics Manager).
 - **Other:** Dalia Leven (consultant), Sara Allred (Fairfax County), Jaleh Moslehi (Town of Herndon).

II. Action Items:

- A. **Summary notes of November 20, 2024, and January 22, 2025, meetings:**
The meeting summary notes were approved unanimously.
- B. **2025 Meeting Calendar:** Proposed meeting dates and times were approved unanimously. The committee will meet on the fourth Wednesday of the month, at 6:30 p.m., with two exceptions: there will be no meetings scheduled in August, and the November and December meetings will be held on the third Wednesday to accommodate the holidays.

III. Discussion/Information items:

A. PDP-BRT Update:

- Mr. Jasper provided a brief background on NVTa's Preliminary Deployment Plan for a Regional Bus Rapid Transit system (PDP-BRT), introducing project consultant Ms. Dalia Leven.
 - Project Status Update: Currently the project in Phase 3 - Public Engagement, which runs from May to July, 2025. In Phase 1, the project team conducted data research on similar systems nationwide. In Phase 2, the consultant and NVTa staff conducted route and system level evaluations, the results will be presented at this meeting by project consultant Ms. Leven. Mr. Jasper briefed committee members on upcoming public engagement activities, with a timeline for the plan adoption by Authority in July.
- A total of 28 BRT routes evaluated in Phase 2. NVTa has already invested in 5 of these routes, one of which has existing service on certain segments (Metroway), and the other 4 are in various stages of development. The analyses set included route and system level evaluations, operations/financial/governance analysis, and 'what if' scenario analysis. This evaluation is based on following metrics: ridership, land use, costs, cost effectiveness, transportation impacts, readiness, revenues, and feasibility. Performance is evaluated for 2045.
- Ms. Leven presented the following:
 - 28 routes serving 282 stations, providing BRT service to 1.1 million residents and 860,000 jobs across 9 Northern Virginia jurisdictions. Planning-level cost estimate to build the entire system is about \$4.2 billion, with \$192 million per year to operate.
 - This BRT System will have more than 143,000 boardings each weekday – or more than 47 million riders annually. For reference, FY2024 Northern Virginia bus ridership was 33.6 million, and rail ridership was 60.2 million.
 - The system will shift almost 27,000 trips from driving to transit every day – more than 35% of those new transit trips will be from Equity Emphasis Areas. This results in:
 - Congestion Reduction: 12,000 person-hours of delay removed daily.
 - Emissions Reduction: 23 tons of CO2 emissions avoided daily.

The average resident of Northern Virginia will be able to access more than 17,000 additional jobs within 60 minutes by transit. Residents of Equity Emphasis Areas will be able to access 23,000 additional jobs within 60 minutes.

These systemwide performance metrics (weekday boardings, modal shifts, and job accessibility), were tested against three alternative scenarios: Post-pandemic 'New Normal', BRT-oriented Land Use, and Transportation Incentives and Pricing. Ms. Leven shared the assumptions for each scenario, and associated impacts on ridership. In summary, average daily BRT boardings in 2045, compared to the standard forecasts:

- 9% lower in "New Normal", less overall travels equate to lower ridership.
- 1.5% more ridership with BRT supportive land use, due to more jobs/housing with ½ mile of BRT stations.

- Substantial positive impacts in incentive/pricing scenario, with 70% more ridership. More than 200,000 trips shifted from driving to transit on an average day.
 - In Phase 3, NVTA will launch a series of public engagement events to share these findings, raise awareness, and solicit feedback on the draft plan. Two broad goals of these events are:
 - Education and Awareness: Raising awareness of BRT in the region and the benefits of investing in an integrated system.
 - Feedback on the Draft Plan: Sharing the recommended network and priorities with the wider community and getting feedback on the plan from a range of audiences.
- A schedule of these upcoming engagement events was shared.

Inquiries/clarifications from committee members:

- Council Member Peterson (City of Fairfax): *What is your source of land use and demographic forecasts, and at what geographic level?*

This study utilized forecast data from MWCOG/TPB's cooperative land use forecasts program (version 10.0). This dataset is available at Traffic Analysis Zones (TAZ) level, which are equivalent to Census Tracts.

Will this address future housing needs and their locations relating to the transportation system?

Some aspect of land use allocations is discussed in the scenario planning section, specifically with the "BRT-oriented Land Use" scenario.

- Supervisor Walkinshaw (Fairfax County): *Does the system-level cost estimate consider dedicated bus lanes, taking existing travel lanes and/or acquiring new rights-of-way?* There are 4 BRT service levels considered, with varying degrees of dedicated bus lane requirements. These were carefully considered based on discussions with jurisdictions/agencies providing transit services to derive optimum cost solutions.

Can these BRT projects be competitive in NVTA's fund application evaluation scheme, given its emphasis on congestion reduction?

Yes, for example, the Richmond Highway BRT project scored very high in all its NVTA funding program, even when evaluated without the widening portion. Additionally, the current Action Plan includes metrics that are well aligned with FTA's Capital Improvement Grant (CIG) program.

- Supervisor Glass (Loudoun County): *These proposed services are similar to Loudoun County commuter bus service?*

For most part, BRT services are a cross between Express and local bus services, where bus stops are strategically located to ensure a fast, frequent and reliable bus service.

B. NVTA Five-Year Strategic Plan Update:

- The Authority approved its first Five-Year Strategic Plan in 2017. Since then, staff have provided progress updates in 2018, 2019, 2020, and a close out

report in 2024. Ms. Sink presented the ongoing staff efforts to update and refine this plan, covering topics such as the draft vision, mission, core values, and related goals, as well as the timeline for Authority adoption.

- The 2025 Five-Year Strategic Plan will set the framework for the next five years (2025-2030). The overarching strategy will be to maintain and enhance performance for NVTa's primary responsibilities, while addressing other urgent and unmet regional transportation needs.
- In this Strategic Plan, staff is proposing the same vision statement as adopted during NVTa's latest long range transportation plan TransAction, adopted in December 2022. It reads - 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. There are four goals identified:
 - Lead the region's transportation initiatives.
 - Maximize public benefit through project selection and delivery.
 - Enhance regional planning through technical assistance and data-driven information.
 - Safeguard and diversify NVTa revenue sources.

Timeline for adoption: April 2025, Authority review of the draft Vision and Goals; May 2025, anticipated Authority adoption of the draft Vision and Goals; Summer 2025, NVTa staff to draft Strategies and Metric associated with the adopted Goals, providing updates to the Authority; Fall 2025, anticipate adoption of the 2025 Five-Year Strategic Plan.

Inquiries/clarifications from committee members:

Council Member Peterson: *What is the role of jurisdictions in this Strategic Plan?*

During the original plan adoption, the Authority held a work session to facilitate the development of the draft. In this round, plan development is coordinated with jurisdiction staff via its forum, RJACC.

Supervisor Walkinshaw: *For the first goal, do we have statutory support from the Commonwealth General Assembly?*

Yes, NVTa's funding legislation (HB 2313) directs staff to lead the region in all facets of transportation policymaking.

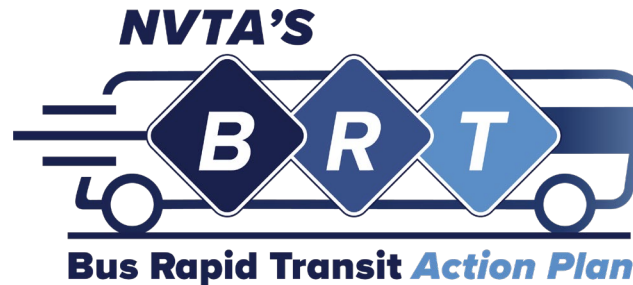
C. Project Status Update:

- Each month, staff solicits project (NVTa regional fund) progress information from project sponsors. Based on this information, staff drafts Monthly Status Reports to show progress of project implementation. Ms. Sink presented various aspects of this report, highlighting a breakdown of individual project contracts (Standard Project Agreements, or SPAs) by six status categories, substantive progress information, and a list of projects that have not provided recent updates.

- These are reported in the CEO project status report within the Authority meeting packet. Each report is a snapshot of information from the preceding months. As of the time of this presentation:
NVTa has allocated a total of: \$3,816,763,918; NVTa has appropriated a total of: \$2,388,299,169; NVTa has reimbursed a total of: \$993,574,546.
The report also includes upcoming public information meetings and milestone events (groundbreaking/ribbon cutting), and substantive project status information. Substantive changes include but are not limited to: SPA updates, project administration advancements, start/completion of phases, major engineering progress, project completion date changes, etc.

D. NVTa Update: Ms. Backmon updated committee on the April Authority meeting agenda items. These include a presentation on NVTa's Strategic Plan and project status reporting (similar to today's meeting), as well as the approval of two Standard Project Agreements for City of Fairfax and Fairfax County, and the FY2031 project recommendations for federal CMAQ-RSTP funds. Ms. Backmon highlighted key action items on the agenda, including the adoption of the NVTa 70% regional and 30% local distribution fund and operating budgets, and the Call for Regional Transportation Project (CfRTP) for the FY2026-2031 Six Year Program. Ms. Backmon also noted that the Commonwealth Transportation Board's Spring Six Year Improvement Program meeting for northern Virginia will be held at the VDOT Northern Virginia district office on May 8th at 5 p.m., which overlaps with the May 8 Authority meeting.

- IV. Adjourn:** With the approved yearly calendar, the next meeting of the PCAC is scheduled for April 23rd.
The meeting was adjourned at 8:00 pm.



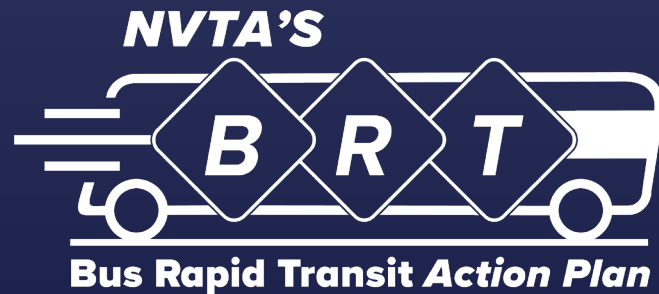
Planning Coordination Advisory Committee Meeting

May 28, 2025

BRT Action Plan Update

- A. BRT Action Plan Status Update
- B. Phase 3 Preliminary Survey Results
- C. Lessons Learned, Next Steps
- D. Discussion Questions

A. BRT Action Plan Status Update



BRT Action Plan Schedule Overview



We Are Here

Included:

- Peer Review & Best Practices
- Defining the BRT System
- Public Engagement

Included:

- Route Level Evaluation
- System Level Evaluation
- Operations/Financial/Governance Analysis
- “What if” Scenario Analysis

Including:

- Preparing Public Materials
- Pop-up & Open House events
- Online Survey
- NVTa work session & approval

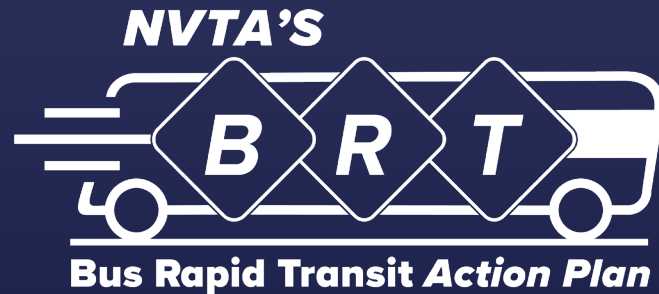
Including:

- Finalize documentation and supporting materials

Key Dates in Approval Process

- May 21: TAC reviews preliminary survey results
- May 28: PCAC reviews preliminary survey results
- June 12: NVTa reviews preliminary survey results
- June 18: TAC endorses Action Plan
- June 25: PCAC endorses Action Plan
- July 2: PPC endorses Action Plan
- July 10: NVTa approves Action Plan

B. Phase 3 Preliminary Survey Results



Spring Engagement Summary

- 10 Pop-ups balanced across NoVA with close proximity to more than one proposed BRT route
 - 6 events targeted drivers (farmers markets, retail centers, food distribution center)
 - 4 events targeted transit-users (Metro stations and commuter lot)
- 4,614 in-person interactions at pop-ups
 - 27% of interactions in Spanish or languages other than English
 - Over 4,600 pieces of print material distributed



Pop-Up Locations



Survey Overview

- 587 total responses, with 531 from Northern Virginia residents.

Jurisdiction	Completed Surveys	% Responses in the Region	% Population (2025)
Arlington County	118	22%	9%
Fairfax County	136	26%	44%
Loudoun County	39	7%	17%
Prince William County	44	8%	19%
City of Alexandria	117	22%	7%
City of Falls Church	29	6%	<1%
Manassas	19	4%	2%
Fairfax City	24	5%	1%
Manassas Park	5	1%	<1%
Somewhere else	42		

14 respondents preferred not to answer which jurisdiction they reside in.

- Respondents weighed in on:
 - The proposed BRT system and how it addresses their transit needs
 - Likelihood of using BRT
 - Preferred features for a BRT system in NoVA
 - How people would use the proposed BRT system
- Respondents were categorized as public transportation riders or non-riders based on their primary mode of transportation

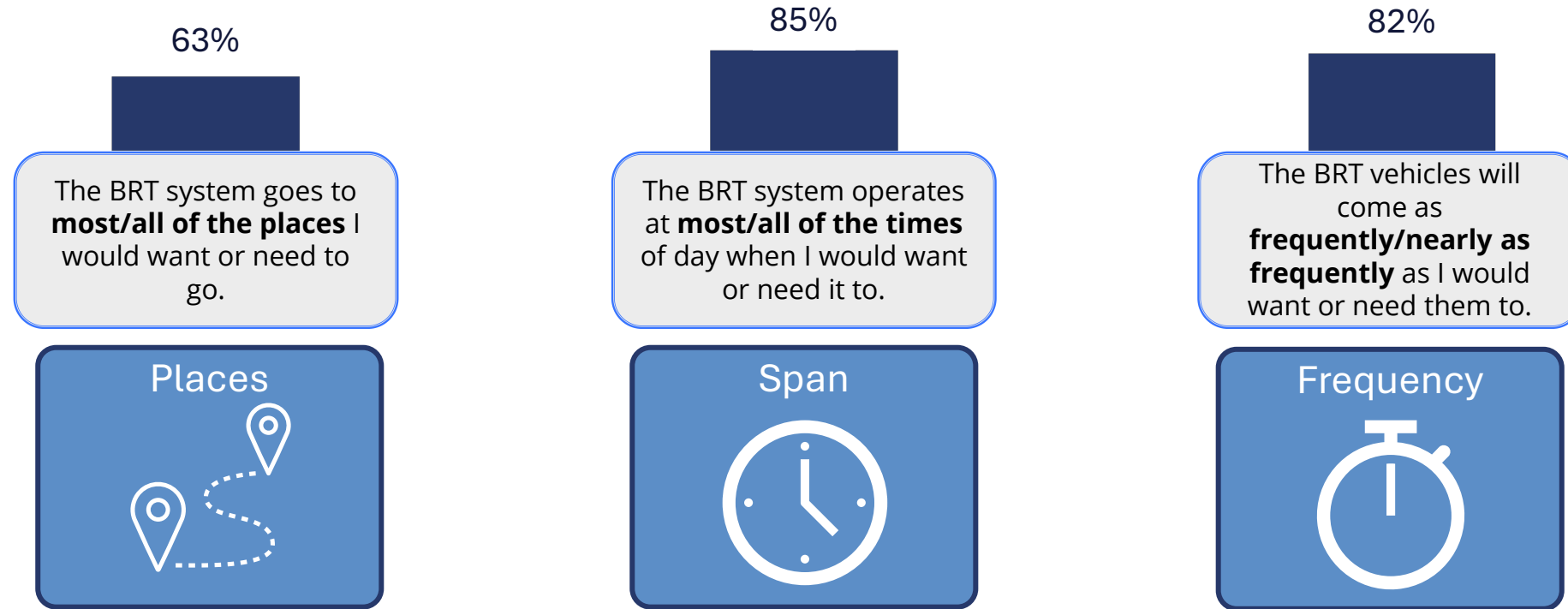
Type	Completed Surveys (Unweighted)
Riders	249
Non-Riders	329

9 respondents gave responses of “Other” and are therefore not included in the Rider vs Non-Rider split.



Overall BRT System Ratings

How well would you say this proposed BRT system meets your needs?

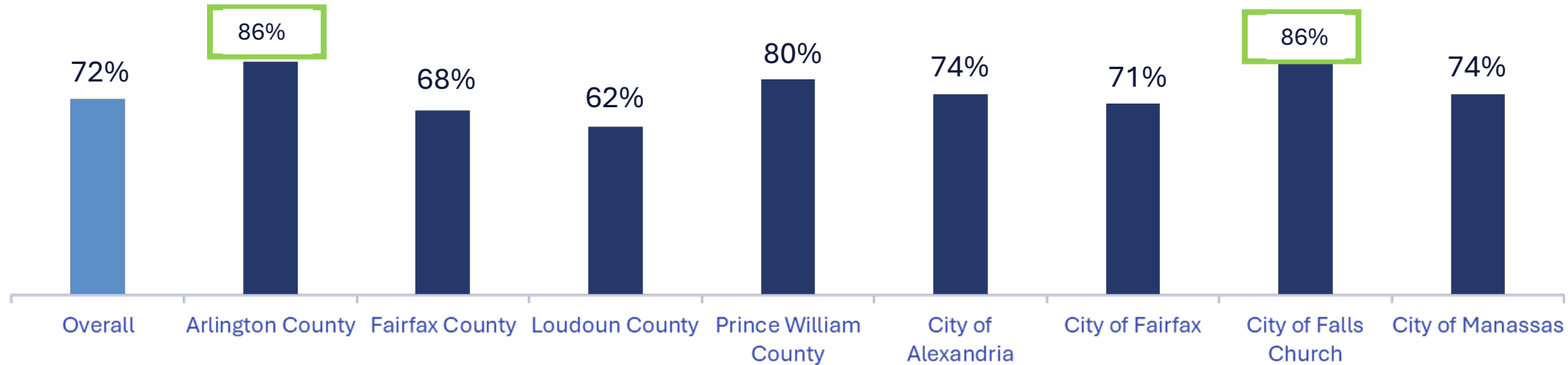


Additionally:

- Those **age 18-34** are more likely to say it goes to **all or most places** they would want to go than those who are **age 35 or older** (78%, compared to 56%).

Likelihood of using BRT

If BRT was available in your area, overall how likely would you be to consider using it?
% Extremely/Very Likely



Additionally:

- **Public transportation riders** rated themselves **very/extremely likely** to consider using BRT at a higher rate than non-riders (82% compared to 66% of non-riders).
- Those **age 18-34** are **extremely/very likely** to consider using BRT at a higher rate than those age 35 or older (84%, compared to 66%)

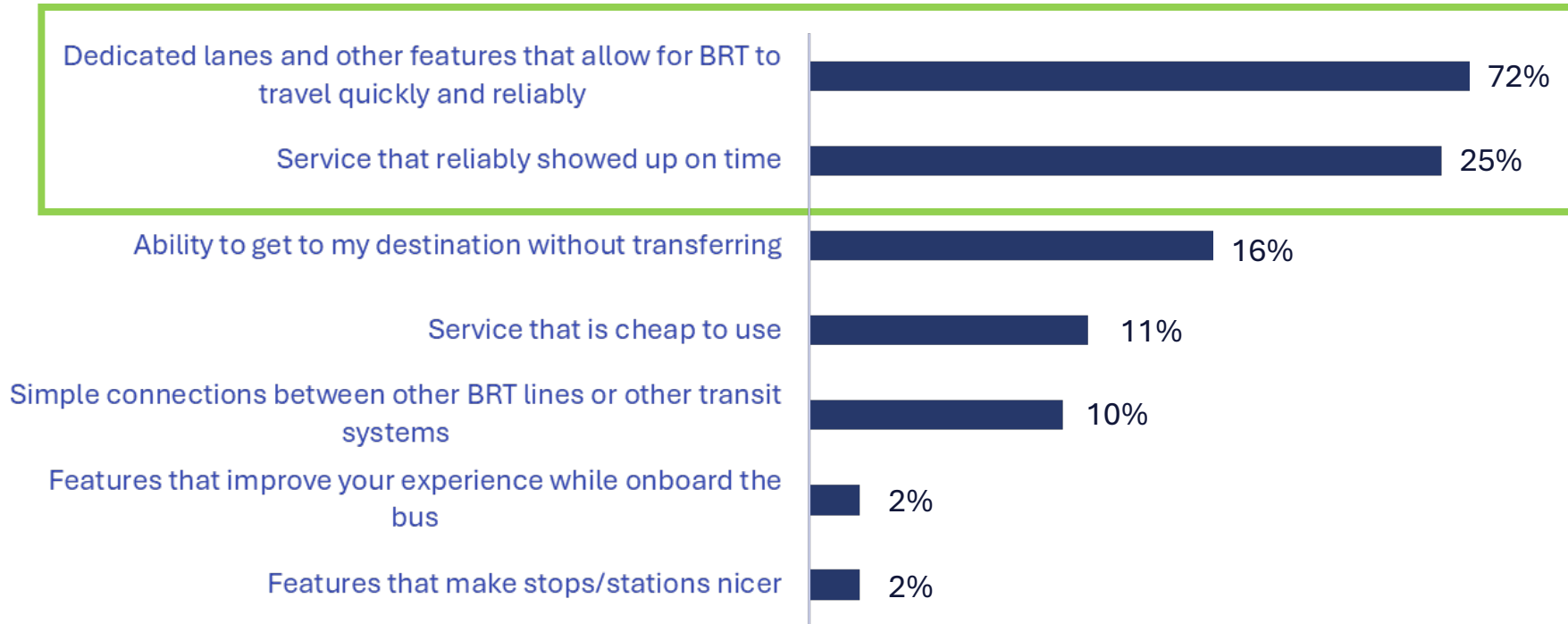
Note that City of Manassas Park is not displayed due to small n-size.

Locations of pop-ups, engagement events, or generally where respondents were intercepted can make respondents predisposed to having an interest in BRT.



BRT System Priorities

What is the most important characteristic of a BRT system for you to consider using it?



Additionally:

- White/Caucasian residents were more likely to choose **dedicated lanes and other features** than People of Color.

Proposed BRT Lines

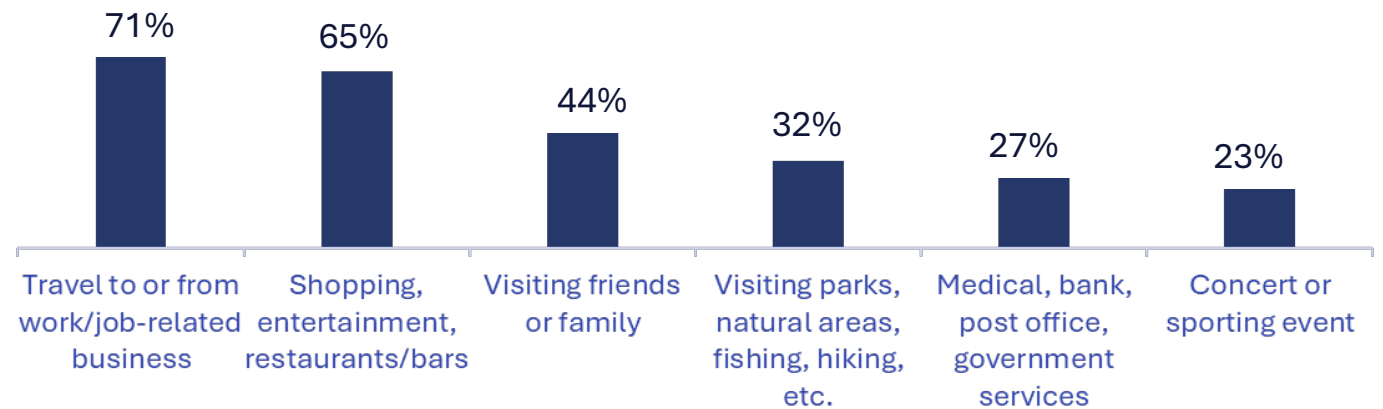
Which three BRT lines are you most likely to use?

Most Frequently Chosen Lines	%
#26 - I-95 Express	15%
#21 - I-66 Express	15%
#16 - Fairfax Boulevard	15%
#10 - Langston Boulevard	13%
#19 - Loudoun Connector	12%
#20 - VA-28 North	12%
# 22 - VA-28 South	12%
#13 - Gallows Road	12%
#5 - Route 7	11%
#1 - Richmond Highway	11%
#12 - Little River Turnpike	11%

Likelihood to use lines varies naturally by jurisdiction.

- For example, those in **Prince William County residents** are **more likely** to have selected **I-95 Express** than residents of other jurisdictions.

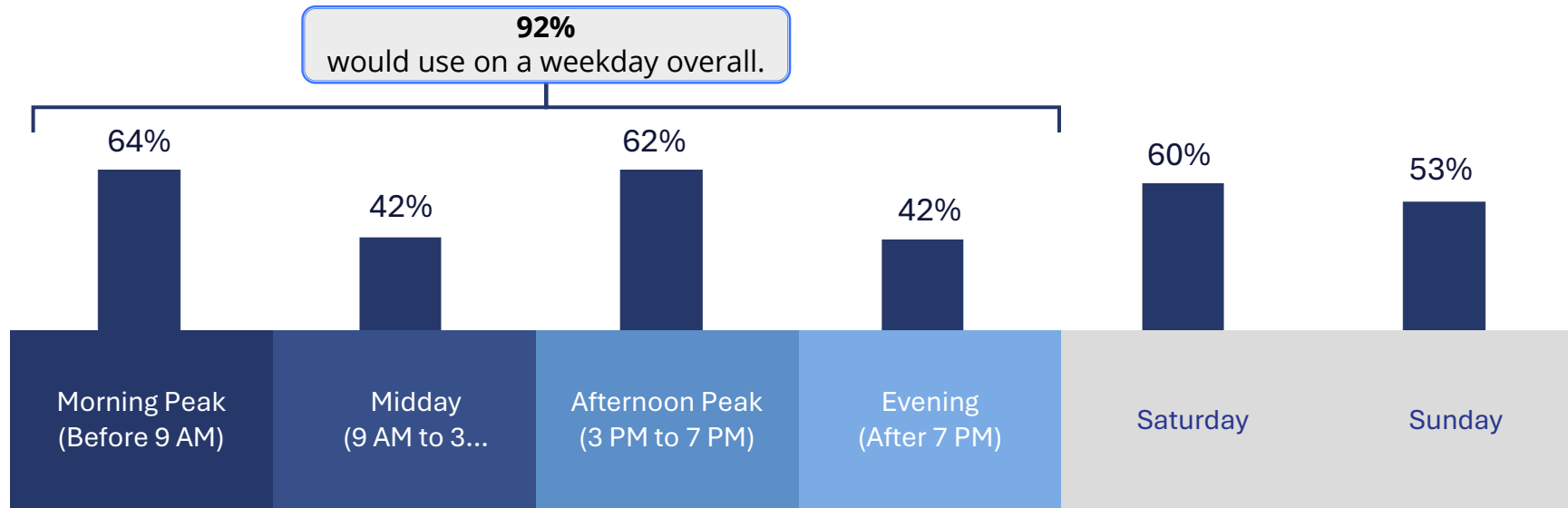
For what purposes would you use [line]?



Top mentions shown, for full list of lines refer to crosstabulations.

Proposed BRT Lines

What days and times of day are you likely to use this BRT Route?



On average, would use BRT route chosen **3 days per week.**

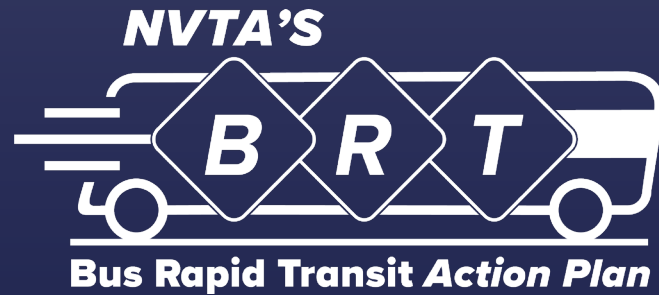
(Actual average = 3.1)



Additionally:

- Residents age 18 to 54 are more **likely to use their chosen route** during **afternoon peak times** (68%, compared to 48% among those 55 or older).
- Riders**, on average, **would use BRT more frequently than current non-riders** (4.1 days per week compared to 2.5 among non-riders).

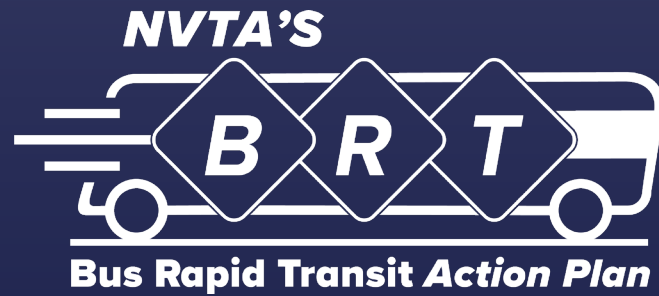
C. Lessons Learned, Next Steps



Lessons Learned, Next Steps

- What we've learned from:
 - Preliminary Survey Results
 - Technical Analysis
 - Staff Coordination
 - Overall
- Next Steps
 - Continue to integrate BRT into NVTA's and jurisdictions' planning processes
 - Additional research, e.g., performance evaluation, operations, and governance
 - Peer exchange
 - Expand outreach/education, including business community
 - Collaboratively develop holistic BRT implementation interoperability/design guidelines/standards
 - Explore/support non-NVTA funding opportunities
 - Specify FTA-compliant regional STOPS model

D. Discussion Questions



Discussion Questions

1. What is the biggest opportunity and biggest challenge facing deployment of regional BRT?
2. What steps should be taken to address these challenges, including by NVTa?
3. What additional analysis or more detailed information would you like NVTa to explore?