



## 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.

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**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.

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- 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 MWCOC/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

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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 NVTAs 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 NVTAs latest long range transportation plan TransAction, adopted in December 2022. It reads - NVTAs 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 NVTAs 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, NVTAs 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, NVTAs 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 (NVTAs 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:

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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 23<sup>rd</sup>.

The meeting was adjourned at 8:00 pm.