



SUMMARY MINUTES

Thursday, May 11, 2023

7 p.m., ET

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting was conducted in person and livestreamed via [NVTA's YouTube Channel](#)

1. **Call to Order** Vice Chair Snyder
 - ✓ Vice Chair Snyder called the meeting to order at 7:04 p.m.

2. **Roll Call** Mr. Davis, Board Secretary
 - ✓ **Membership: Attendees** Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Member Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Ms. Mary Hynes, Mr. Jim Kolb, Mr. John Lynch, Ms. Jennifer DeBruhl (Remote-Richmond-Distance) **Non-Attendees** Chair Phyllis J. Randall, Senator Jennifer Boysko, Supervisor Pat Herrity, and Mayor Derrick Wood.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon (Remote), Executive Assistant to CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank and Hannah Pajewski .
 - ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, and Christina Brown-Zechman-City of Alexandria.
 - ✓ **Other Attendees:** Tracy Baynard, Vice President, McGuireWoods Consulting, LLC. (Remote), and VDOT Staff: Heidi Mitter, Bicycle/Pedestrian and Park & Ride Coordinator, and Jessica Parris, Deputy District Traffic Operations Director.

Members of the public and jurisdiction and agency staff were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#)

3. **Approval of February 9, 2023, Meeting Summary Minutes** Vice Chair Snyder
 - ✓ Chair Wheeler moved Authority approval of the February 9, 2023, Meeting Summary Minutes and seconded by Mayor Wilson. The motion was unanimously approved.

4. **Approval of April 13, 2023, Meeting Summary Minutes** Vice Chair Snyder
 - ✓ Chair Wheeler moved Authority approval of the April 13, 2023, Meeting Summary Minutes and seconded by Mayor Davis-Younger. The motion was unanimously approved.

PRESENTATIONS

5. Analysis of Multimodal Capacity Expansion

Dr. Nampoothiri, Senior Transportation Planner

- ✓ Before Dr. Nampoothiri began the presentation, Ms. Backmon spoke to the detailed analysis staff conducted over several months regarding multimodal capacity expansion. She expressed thanks to Dr. Nampoothiri and other staff including Ian Newman, Harun Rashid, and Keith Jasper for their efforts in developing the analysis. Ms. Backmon emphasized that this work highlights NVTAs multimodal approach to funding projects and noted that a synopsis of the 30% Local Distribution Revenue and 70% Regional Revenue funded projects will be seen in the presentation. This information will be added to the NoVA Gateway and be kept up to date with each funding program.
- ✓ Dr. Nampoothiri opened by acknowledging jurisdiction staff who provided additional information, specifically on the 30% Local Distribution Revenue data and the capacity expansion by mode. He stated this information delivers insight on how NVTAs revenues are used for multimodal infrastructure enhancements through a comprehensive and consistent analysis of added multimodal linear infrastructure (lane miles).
- ✓ Dr. Nampoothiri noted the scope of the analysis which included the review of three modes of transportation, (1) Active Transportation, (2) Roadway, and (3) Dedicated Transit Lanes, and the consideration of projects that add new linear infrastructure. Ms. Hynes asked if a complete picture could be seen regarding whether a 3 ½ to 4 feet wide existing sidewalk that has 6 to 8 feet added be considered a replacement or new project. Dr. Nampoothiri answered that it would be considered a replacement project and acknowledged that type of project was not included in this analysis. He added that staff can add that type of analysis to this data in the future.
- ✓ Dr. Nampoothiri shared from the presentation that 50 of the 122 projects from FY2014-FY2027 70% Regional Revenues as well as 89 of the 257 projects from FY2014-FY2022 30% Local Distribution Revenues are projects that add linear features and were considered in this analysis. This brings a total investment of 139 projects with new added linear features to \$2.18 billion.
- ✓ Dr. Nampoothiri reported that the analytical approach included collating data from existing NVTAs project records, projects funded through jurisdictions' 30% Local Distribution Revenue funds and the Joint Commission on Transportation Accountability Reports. This data was cross verified with the latest information from jurisdictional project websites and was also verified by jurisdictional staff. He also shared that a Geographic Information System (GIS) based analysis was used to calculate linear infrastructure features and an internal review was conducted.
- ✓ Dr. Nampoothiri provided a geographic map analysis and a chart showing the added multimodal linear features based on Active Transportation, Roadway, and Dedicated Transit Lane modes of transportation. He noted that many of the roadway projects add

sidewalks and/or a multiuse trail, possibly one on each side which will be counted as separate lane miles of pedestrian facility and shared bike/pedestrian facilities. He highlighted the fact that both Regional and Local Distribution Revenues are enabling jurisdictions to build non-motorized infrastructure, specifically noting the total amount of Active Transportation and Dedicated Transit Lane miles added is close to the amount of Roadway Lane miles added. He pointed out that the Dedicated Transit right of way lane miles added doesn't include the West End Transitway and Envision Route 7 projects since their designs are not yet to a stage to calculate lane miles.

- ✓ Ms. Hynes noted a timeframe that identifies the development of the project would add value to the analysis. She added that this is a good beginning and suggested identifying standards used to determine, for example, what is a good sidewalk or a good use shared path so that localities can consider the best approaches to safety improvement projects.
- ✓ Mayor Wilson concurred that the analysis is a good beginning and asked if there could be an analysis provided that identifies projects as standalone Active Transportation versus facilities that are incorporated as part of a road project. He also inquired if a financial breakout of a broader layer on Active Transportation versus roads be provided. Dr. Nampoothiri noted that the differentiation of the number and associated dollar amounts between standalone and mixed component projects is possible.
- ✓ Chairman McKay noted that many of the existing projects have components of Active Transportation and asked how those components are categorized. Dr. Nampoothiri acknowledged the work involved in identifying the Active Transportation components and addressed the challenge involved in quantifying the Active Transportation components separate from the entire project as a whole. Chairman McKay noted his appreciation for the analysis and spoke to the need for a complete picture that includes the investment made to Active Transportation, particularly for localities that utilize the data to support their decision making on what projects to pursue. He also shared his hope that projects have multimodal components.
- ✓ Ms. Hynes noted that while the analysis shows which projects are new projects versus where replacements and improvements have been made, an added benefit could be seen in providing an appendix that identifies new versus replacement/improvement projects for each jurisdiction by mode. Dr. Nampoothiri noted staff is attempting to compile this data and will come back with added data as it becomes available.
- ✓ Chair Wheeler spoke to the number of road projects and asked if from those projects, could the Active Transportation components be identified as either a new addition or improvement since there are limited projects that are only road only projects. Dr. Nampoothiri highlighted his previous comments on the challenge of quantifying the Active Transportation components separate from the project itself. It was acknowledged that most new road projects include an Active Transportation component. Until recently the Active Transportation component was not tracked separately in the project data.

- ✓ Vice Chair Snyder clarified the difference between the \$1.98 billion of added multimodal linear infrastructure and the \$3.121 billion in total projects funded through Regional Revenues. He also spoke to the challenge for smaller jurisdictions to secure funding for bicycle and pedestrian facilities.
- ✓ Ms. Backmon noted that with the focused perspective on delivering multimodal projects, all projects compete against each other, and the bicycle and pedestrian facility projects compete well.

E.D. Note: The correct version of the Analysis of Multimodal Capacity Expansion presentation was emailed to Members.

6. Bicycle and Pedestrian Safety Programs in Northern Virginia

Mr. Lynch, Authority Member and Northern Virginia District Engineer, VDOT
 Ms. Mitter, Bicycle/Pedestrian and Park & Ride Coordinator, VDOT
 Ms. Paris, Deputy District Traffic Operations Director, VDOT

- ✓ Ahead of the presentation, Ms. Hynes highlighted that based on previous discussions surrounding safety, we know that 30% of injuries and fatalities occur in the Bike/Ped category. She stressed the need for further conversation on this topic and with the help of Mr. Lynch, introduced the guest presenters.
- ✓ Ms. Mitter began the presentation by sharing pedestrian fatality statistics from 2015-2022 and identified guiding policies and plans aimed at decreasing occurrences:
 - Statewide VTRANS plan goals
 - 2004 VDOT Bicycle and Pedestrian Accommodations Policy
 - Strategic Highway Safety Plan, *Arrive Alive*- using FHWA's Safe System Approach
 - Vulnerable Road User (VRU) safety assessment ongoing
 - Pedestrian Safety Action Plan (PSAP)

She noted that through Project Development, System Planning, and Operations & Maintenance, \$40 million is planned to be invested in NoVA District pedestrian improvements to address safety over the next five years.

- ✓ Ms. Mitter highlighted that Virginia's Strategic Highway Safety Plan-*Arrive Alive* has eight emphasis areas: Impaired Driving, Speeding, Occupant Protection, Roadway Departure, Intersections, Young Drivers, Bicycles, and Pedestrians, as well as three essential areas that will help in achieving their goals and objectives: Data, Incident Response and Emergency Medical Services, and Connected Vehicle/Autonomous Vehicles. She added that the [Pedestrian Safety Action Plan \(PSAP\)](#) is a report that includes a useful [public facing map](#) that shows crash data, identifies priority corridors, and etc. Ms. Hynes pointed out that the map can be helpful in identifying where jurisdictions may want to use local funds.
- ✓ Ms. Mitter mentioned the Virginia Highway Safety Improvement Program's (VHSIP) Systemic Investments Plan which focuses on severe crashes widely dispersed over the roadway network, applies low-cost countermeasures to treat specific crash types and

identifies wider benefit/greater return on investment with more targeted safety improvements. She pointed out that Pedestrian Crossing and Unsignalized Intersections are among the 8 data driven VHSIP initiatives that provide safety improvements to approximately 330 intersections in Northern Virginia. As reference, Ms. Mitter shared two maps of Northern Virginia that identify PSAP top priority corridors, and the progress of the VHSIP's signalized pedestrian crossing systemic plan.

- ✓ In conclusion, Ms. Mitter noted safety improvements are being incorporated with other initiatives to include the Annual Repaving Program, NoVA Bicycle and Pedestrian Network Study, STARS and Pipeline Studies, Regional Street Smart Campaign, partnerships with regional and local agencies as well as innovative initiatives like Vienna Metro Bike/Ped interim project, Cycle Track with Ziclas and [more](#).
- ✓ Board Member Cristol asked if more focus could be given on the VHSIP Systemic Investment Plan's Pedestrian Crossing initiative. She also asked if more clarity could be provided on whether the identified 300 pedestrian intersections are intersections that are undergoing enhancements or whether the intersections have been identified as needing to be signalized. Ms. Paris acknowledged that it will be a mixture of both since the funding utilization recognizes intersections that are due for improvements independent of this program. She clarified that the program will not improve an intersection which will be redesigned and improved under a different initiative in order to use funds most efficiently.
- ✓ Board Member Cristol acknowledged the great work done by VDOT staff and noted that \$40 million in the abstract might seem like a lot. She then paralleled the \$40 million investment with typical costs associated with jurisdiction's projects and shared how this amount could be exceeded considering the magnitude of attention given to bicycle and pedestrian safety at the locality level.
- ✓ Chairman McKay concurred with Board Member Cristol and asked how the \$40 million investment in Northern Virginia compares to other VDOT districts as well as asked for clarification on whether the \$40 million is VDOT funding in total. Mr. Lynch pointed out that Northern Virginia has about 50-60% of the identified signalized intersections in the state and added that he is unsure how much that equates to in funding but can confirm the \$40 million as strictly VDOT funding.
- ✓ Chairman McKay noted that the NoVA District's \$40 million investment does not include the investments made by member jurisdictions which collectively provides a complete picture of the investments made toward bicycle and pedestrian improvements in the region. He shared that Fairfax County is investing \$100 million over the next couple of years toward bicycle and pedestrian facilities and highlighted the benefit of having similar information from other jurisdictions as part of the conversation.
- ✓ Ms. Hynes followed up by identifying additional information to be compiled regarding where the jurisdictions are receiving funding toward bicycle and pedestrian improvements. She also shared her consistent focus on vulnerable road users and

expressed the need for the state to identify where to make investments, particularly for Northern Virginia.

- ✓ Vice Chair Snyder inquired if the \$40 million invested in the NoVA District was only on VDOT roads. Ms. Paris noted that while the \$40 million investment only reflects improvements made on VDOT roads, localities can apply for VHSIP funding later this summer for systemic and spot improvements. Vice Chair Snyder confirmed with Mr. Lynch and Ms. Mitter that additional information regarding this and other funding opportunities can be obtained by contacting NoVA District offices and via the NoVA District/VDOT website or following links found in the presentation.

7. Infrastructure Investment & Jobs Act (IIJA) Funding Opportunities Overview

Mr. Bedell, Becker & Poliakoff and Authority Member

- ✓ Mr. Bedell noted that we are 1 ½ years into the 5-year funding cycle of \$1.2 trillion and expressed that the time to act on applying for these funds is now. He highlighted a few existing programs being funded under the Infrastructure Investment & Jobs Act (IIJA) and shared new funding programs that local governments can now take advantage of.
- ✓ Mr. Bedell shared IIJA's total state formula allocations and a few of the U.S. Department of Transportation's funding opportunities under IIJA. He expressed benefit in localities applying for grant programs that they may not have historically considered. He also suggested that interested localities should identify what grant programs to apply to just ahead of the expected Notice of Funding Opportunities (NOFO) in Spring 2023.
- ✓ Mr. Bedell stressed that IIJA offers significant amounts of funding that can be obtained for Northern Virginia, noting a regional approach increases the chances of this funding being awarded.
- ✓ Vice Chair Snyder clarified that the grant programs listed in the presentation as closed can be pursued for FY2024. Mr. Bedell added that there will be three more years of available funding under each listed grant program and that year five is where we will see these programs fully closed for funding opportunities, particularly at the funding level we currently see.
- ✓ Chairman McKay clarified that the grant programs listed as closed is due to the federal government workflow and then asked if there is an equal amount of funding with each cycle to pursue. Mr. Bedell noted that the same amount of funding is broken up into a 5-year cycle.
- ✓ Vice Chair Snyder asked if the IIJA funding can be rescinded as part of the current federal debt negotiations. Mr. Bedell noted that this round of IIJA money has previously been allocated and cannot be rescinded. Mr. Kolb noted that while legislation could rescind any unobligated funds, this round of IIJA funding is not part of the targeted funding in the debt negotiations. Mr. Bedell added that any rescinding of infrastructure monies is unlikely given the well identified need for this funding at the state and local levels.

ACTION ITEMS

8. Approval of City of Alexandria's West End Transitway: Northern Segment (Phase 1) Standard Project Agreement (SPA) 2018-040-2

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that Alexandria's \$2.2 million West End Transitway: Northern Segment (Phase 1) project was adopted as part of the inaugural FY2018-2023 Six Year Program and received FY2022 appropriation approval on April 8, 2021. She also noted that this Standard Project Agreement was reviewed by the Council of Counsels.
- ✓ Mayor Wilson moved Authority approval of the City of Alexandria's West End Transitway: Northern Segment (Phase 1) Standard Project Agreement 2018-040-2 in accordance with NVTAs approved Project Description Form as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority and seconded by Board Member Cristol. The motion was unanimously approved.

9. Approval of Letter of Endorsement for City of Alexandria's FY2023 Charging and Fueling Infrastructure Discretionary Grant Application

- ✓ Ms. Backmon noted the City of Alexandria's request for endorsement on their FY2023 Charging and Fueling Infrastructure (CFI) Discretionary grant application in which \$700 million is available under the U.S. Department of Transportation's CFI grant program. She added that the City has developed an Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS) to act as a roadmap to meet the electric vehicle charging infrastructure and technical needs.
- ✓ Mayor Wilson moved Authority approval of the letter of endorsement for the City of Alexandria's FY2023 Charging and Fueling Infrastructure Discretionary Grant Application and seconded by Chairman McKay. The motion was unanimously approved.

DISCUSSION/INFORMATION ITEMS

10. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon pointed out the FY2024-2029 Six Year Program Call for Regional Transportation Projects (CfRTP) was approved by the Authority on March 9, 2023. The portal to submit applications opened on May 1, 2023, and the deadline for submitting applications is July 28, 2023, at 5 p.m. with the deadline for submitting resolutions of support from respective governing bodies being October 27, 2023, at 5 p.m.
- ✓ Ms. Backmon reminded everyone that the Request for Proposals (RFP) for the Preliminary Deployment Plan for a Regional Bus Rapid Transit System was made on April 6, 2023, with a deadline for submitting proposals today. She added that a review of the received proposals is underway.

- ✓ Ms. Backmon noted Virginia’s Intelligent Transportation Society’s (ITS) Annual Conference in which NVTA’s Regional Transportation Planner Mackenzie Love serves on the Board of Directors. Ms. Love will be presenting in a poster competition which creates the opportunity to share NVTA’s InNoVAtion Initiatives and overall Transportation Technology Strategic Plan (TTSP) with a state-wide audience.
- ✓ Ms. Backmon highlighted the Bike to Work Day will take place on Friday, May 19, 2023. NVTA will be participating at a pit stop in the Town of Vienna to inform participants about NVTA’s W&OD Trail Investments in addition to NVTA’s overall regional planning and programming role in Northern Virginia.
- ✓ Ms. Backmon spoke to the anticipated 10th and 20th Anniversary Celebration scheduled for June 8th, 2023, at the Northern Virginia Association of Realtor’s Headquarters. She shared details including the speaker line-up and noted that the celebration will immediately follow the Authority business meeting that begins at 7 p.m.
- ✓ Lastly, Ms. Backmon acknowledged today as the 8th anniversary of NVTA’s very first groundbreaking; the Route 28 improvement projects which was initially located in Loudoun and Fairfax Counties and now includes Prince William, Manassas, and Manassas Park.

11. Chair’s Comments

Vice Chair Snyder

- ✓ Vice Chair Snyder inquired about the July 13th, 2023, Authority meeting. Ms. Backmon noted that in light of the Metropolitan Washington Council of Governments Annual Retreat where six Authority members are expected to attend, the July 13th meeting will likely be cancelled.

12. Adjournment

Vice Chair Snyder

- ✓ The meeting was adjourned at 8:22 p.m.

NEXT MEETING: June 8, 2023, at 7 p.m., ET

Please Note Change of Address

Northern Virginia Association of Realtors (NVAR) Headquarters

8407 Pennell Street Fairfax, VA 22031