



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING COORDINATION ADVISORY COMMITTEE Wednesday, February 28, 2024, 6:30 pm Northern Virginia Transportation Authority

### 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 6:40 p.m.
- Attendees: This was an in-person meeting.
  - **PCAC Members:** Mayor Colbert (Chair, Town of Vienna); Board Member Cunningham (Arlington County); Supervisor Franklin (Prince William County); Council Member Underhill (City of Falls Church); Vice Mayor Hedrick (Town of Herndon); Mayor Milan (Town of Purcellville).
  - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Manager, Planning and Programming); Harun Rashid (Planning Analytics Manager).
  - **Other:** Sara Allred (Fairfax County); Jaleh Moslehi (Town of Herndon)  
Consultant Staff: Dalia Leven (Cambridge Systematics).
- Before the agenda items, Ms. Backmon welcomed new committee members, and briefly described following as an introduction to NVTA as an organization:
  - a. Funding/enabling legislation and start of dedicated revenue streams for NVTA
  - b. Composition of Authority policy-making body
  - c. Statutory and standing committees and their role in NVTA's two core functions – long-range transportation plan, TransAction; and associated Six Year Program (SYP).
  - d. For an up-to-date status on planning and programming activities, Ms. Backmon showcased the 2023 Annual Report

#### II. Action Items:

- A. **Summary Notes of November 16, 2022, Meeting:** The November 16, 2022, meeting summary was approved, with abstentions from members who did not attend the November 16 meeting.
- B. **Approve the CY2024 Meeting Calendar:** Motion to approve the proposed meeting schedule was passed unanimously.

### **III. Discussion Items:**

#### **A. FY2024-2029 Six Year Program Update:**

- Dr. Nampoothiri presented an overview of the Six Year Program process at NVTA, with updates from its ongoing FY2024-2029 program. He elaborated on the performance-based planning and programming activities that are based on a holistic approach with both quantitative and qualitative metrics to make project funding recommendations.
- Below are highlights from this presentation:
  - a. The analytical framework for NVTA's investment decision-making is based on a performance measure schema (10 measures) which is based on a set of goals/objectives that were adopted during its long-range plan TransAction adoption in December 2022.
  - b. All applications for funding are checked against an initial set of eligibility requirements and then evaluated with quantitative and qualitative measures. Three major metrics form the basis of quantitative analyses – Congestion Reduction Relative to Cost (CRRC), combined ratings derived from the set of 10 TransAction performance measures (TransAction Rating) and Long Term Benefit. Qualitative analysis is based on past performance history of NVTA projects, other funding leverage and/or gaps, alignment with NVTA's 3 Core Values of Safety/Equity/Sustainability, geographic and modal balance, and public comments.
- A placeholder spreadsheet table was shared with committee members to show the organization of this set of quantitative and qualitative measures with a summary of the current set of candidate projects and their map locations. In response to a question on this process, Mr. Nampoothiri explained that the weighting scheme for the set of 10 performance measures was adopted during the TransAction update process in 2022.

#### **B. NVTA Transportation Perception Survey:**

- Starting in 2015, NVTA had been conducting a longitudinal survey to capture NoVA residents' perception and attitude towards overall quality of life as it relates to transportation infrastructure and investment. Mr. Jasper presented the purpose and timeline of the current version by stating that although it asks certain questions on travel behaviors, it is not a travel survey. Also, in the current survey, there were new questions added to seek inputs on NVTA's ongoing Bus Rapid Transit (BRT) initiative.
- Following items were highlighted from the survey – a set of key findings, contributing factors to quality of life, NVTA's performance on planning and project implementation.

#### **C. Preliminary Deployment Plan – Bus Rapid Transit (PDP-BRT):**

- As a pre-cursor to the BRT planning process, the above survey solicited inputs on following topics – familiarity with ongoing bus initiatives in the region; familiarity with BRT initiatives; if/when implemented, preferred use and perceived benefits of a BRT system. Mr. Jasper shared findings from the survey on these topics and then shared the purpose, phased approach and a timeline of the PDP-BRT. He explained that this preliminary deployment plan is to bridge the gap between TransAction Plan and the Six

Year Program by creating a knowledge base/resource platform for local jurisdictions to seek for BRT implementation funding from NVTA.

- Mr. Jasper then presented NVTA's current BRT investments, a map showing their service alignments, and the full set of BRT proposals in TransAction. The PDP-BRT initiative will ensure that all these proposed BRT services are planned/coordinated to form a cohesive system of high-capacity transit in Northern Virginia. Currently, the planning process is in its first phase of public engagement aiming to collect citizen inputs via focus groups, followed by an online survey.
- *Referring to the TransAction BRT project map, will there be any BRT service considered for the western Loudoun County area (Mayor Milan)?* - Mr. Jasper explained that for a BRT service to be effective there needs to exist a certain threshold of population and employment density with anchor land use activities on both ends of a BRT line. As it exists now, other forms of transit services may better serve the transportation needs of west/south-west Loudoun County residents. Also, of the note is that land use planning/zoning is the responsibility of local jurisdictions. Ms. Backmon further explained that BRT systems will work better in current Metrorail service corridors, where an extension is facing a long implementation timeline.
- *How were the participants of the focus groups selected (Council member Underhill)?* - Mr. Jasper explained that it was conducted by a marketing research firm, with the objective of collecting data from a demographic cross-sectional group of potential transit users. The process involves a facilitated conversation framed with pre-shared questionnaire on a virtual meeting platform.
- As a part of NVTA update, Ms. Backmon stated that NVTA is moving to a new office location in the later part of March, and this is the last PCAC meeting at its current location. Due to this relocation, the next PCAC meeting will be held virtually and a meeting link will be shared by staff closer to the March 27 meeting.

#### **IV. Adjourn**

- The meeting was adjourned at 7:50 pm.