



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.