



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, March 11, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted on WebEx and Live Streamed via YouTube

1. **Call to Order** Chair Randall
2. **Roll Call** Margaret Duker, Clerk
3. **Adoption of Resolution 21-03 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** Chair Randall
Recommended action: Adoption of Resolution 21-03 for Electronic Meetings During COVID-19 Pandemic
4. **Minutes of the February 11, 2021 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentations

5. **Potomac Yard Metro Station Project Status Update** Mayor Wilson, City of Alexandria
6. **National Landing Transportation Update** Mr. Jay Corbalis, JBG Smith

Action Items

7. **Approval of the TransAction and Six Year Program Update Contract Award to Cambridge Systematics, Inc.** Mr. Longhi, CFO
Recommended Action: Approval of Contract Award
8. **Approval of Revisions to Policy 19 – Local Distribution (30% Funds)** Ms. Sen, Financial Analyst
Recommended Action: Approval of Policy Changes
9. **Endorsement of Prince William County's Infrastructure for Rebuilding America (INFRA) application for the Route 123 Improvements at I-95, Route 1, and Old Bridge Road Project** Ms. Backmon, Executive Director
Recommended Action: Endorse INFRA Application

**10. Approval to Cancel/Transfer - Town of Dumfries Standard Project Agreement
2015-053-1, Widen US Route 1 – Brady’s Hill Rd to Route 234**

Mr. Longhi, CFO

Recommended action: Approval of Standard Project Agreement Cancellation

**11. Approval of Regional Revenue Fund Standard Project Agreement 2015-053-1
Prince William County, Widen US Route 1 – Brady’s Hill Rd to Route 234**

Mr. Longhi, CFO

Recommended action: Approval of Standard Project Agreement

**12. Approval of the City of Fairfax Request for Additional Transform 66 Outside the
Beltway Concessionaire Payment Funding**

Ms. Backmon, Executive Director

Recommended action: Approval of Additional Funding Request

Discussion/Information Items

13. Governance and Personal Committee Report

2021 General Assembly Update Ms. Baynard, McGuire Woods Consulting, LLC

14. Finance Committee Report

Mayor Rishell, Chair

i. Investment Portfolio Report

Mr. Longhi, CFO

ii. Monthly Revenue Report

Mr. Longhi, CFO

iii. Operating Budget Report

Mr. Longhi, CFO

15. Planning and Programming Committee Report

Mayor Wilson, Chair

16. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

17. Technical Advisory Committee Report

Mr. Boice, Chair

18. Executive Director’s Report

Ms. Backmon, Executive Director

19. Chair’s Comments

Closed Session

20. Adjournment

Correspondence

Next Meeting: April 8, 2021 at 7:00pm

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**RESOLUTION 21-03 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC
COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF
EMERGENCY DURING COVID – 19 PANDEMIC****MARCH 11, 2021 MEETING ELECTRONICALLY**

March 11, 2021

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority finds that it has a responsibility to demonstrate to the public, through the Authority’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Authority to assemble in a single location on March 11, 2021, to discuss and transact the business of the Authority listed on the March 11, 2021 Authority Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Authority hereby finds that meeting by electronic means is authorized because the items on the March 11, 2021, Authority Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the March 11, 2021, Authority Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 11th day of March, 2021.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, February 11, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted on WebEx and Live Streamed via YouTube

1. Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:02pm.

2. Roll Call

Margaret Duker, Clerk

- ✓ Voting Members: Chair Randall; Council Member Snyder; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Davis-Younger, Mayor Wilson; Mayor Meyer (Arrived 7:12 PM); Vice - Mayor Banks; Senator Boysko; Delegate Roem; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mayor Burk; Mr. Horsley; Ms. Sinner.
- ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Peggy Teal (Assistant Finance Officer); Margaret Duker (Board Clerk).
- ✓ Other Attendees: Rob Dickerson (Council of Counsels); Joanna Anderson (Council of Counsels); Daniel Robinson (Council of Counsels); Steve MacIsaac (Council of Counsels); Tracy Baynard (McGuire Woods Consulting LLC); Mayor Vance and Vice - Mayor Marasco (Town of Hillsboro).

3. Adoption of Resolution 21-02 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic

Chair Randall

Recommended action: Adoption of Resolution 21-02 for Electronic Meetings During COVID-19 Pandemic

- ✓ Delegate Roem made the motion to adopt Resolution 21-02 to Find Need to Conduct a Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic; seconded by Board Member Cristol. Motion passed by 12-0-1 as Mayor Meyer had not yet joined the meeting.

4. Minutes of the January 14, 2021 Meeting

Recommended action: Approval [with abstentions from those who were not present]

- ✓ Mayor Davis-Younger moved to amend the Minutes as her name was not listed in the meeting Minutes Roll Call.

- ✓ Delegate Roem moved for the acceptance of the amended January 14, 2021, meeting minutes; seconded by Senator Boysko. Motion passed as amended by 12-0-1 with Vice-Mayor Banks abstaining as he was not present at the last meeting.

Presentations

5. Town of Hillsboro Route 9 Project Update

Mayor Vance, Town of Hillsboro

- ✓ In his introductory remarks, Mayor Vance of the Town of Hillsboro, thanked Chair Randall and Executive Director, Ms. Backmon, for the opportunity to update the Authority on the progress of the Hillsboro Route 9 Project.
- ✓ Noting that the Hillsboro Traffic Calming Project was possible due to the extraordinary partnership between the NVTa, Loudoun County and the Town of Hillsboro.
- ✓ Mayor Vance pointed out that he and some residents of the Town had come before the Authority, advocating for funding to support the Hillsboro project during the Public Hearing held on the FY2018-2023 Six Year Program.
- ✓ This time around, he was there to update everyone on how the Authority's investment is paying off, transforming the Route 9 Corridor and the Town's 'Main Street'.
- ✓ On behalf of the project team, Mayor Vance expressed gratitude to the NVTa members, past and present, as well as Staff for all their input and support.
- ✓ Mayor Vance again thanked former NVTa Chairman, Marty Nohe, who together with Executive Director, Ms. Backmon, visited the Town to learn about the potential merits of the project in Hillsboro; and also mentioned that Chair Randall and Blue Ridge Supervisor, Buffington, had encouraged the Town to apply for NVTa funding.
- ✓ He pointed that the exceptional leadership of Ms. Backmon, the guidance of an incredible talented team of professionals, Michael Longhi (CFO), Peggy Teal, Keith Jasper, Erica Hawksworth and all NVTa Staff who were there from the onset when help was needed, made it possible for the project to advance to where it is today.
- ✓ Mayor Vance closed his remarks by informing the Authority that to mark that historic day when the NVTa Board voted to stand by the Town of Hillsboro on June 18, 2018, he proclaims on behalf of the Hillsboro Town Council, that June 18th will be forever recognized and celebrated as 'NVTa DAY' in the Town of Hillsboro.
- ✓ To this end, he invited the NVTa Board and Staff to join the Town of Hillsboro on June 18th this year, to mark that day of celebration.
- ✓ He finished with a video which showed how despite challenges like the Town's main water pipe breaking down, the COVID—19 public health crisis and consequently having to redo the construction schedule, the Route 9 Project remains on schedule and within budget. The video also showed the project history and progress with notes of thanks and appreciation from Town residents.

✓

- ✓ Vice-Mayor Marasco joined Mayor Vance to again thank all Members of the Authority and Staff, adding that the Town of Hillsboro has been a good steward of NVTAs funding as project is on time and within budget.
- ✓ Chair Randall commended Mayor Vance and Vice-Mayor Marasco noting that they are true public servants.
- ✓ Delegate Roem commented that she is a huge fan of innovative intersection design and hopes other jurisdictions can see how a small town like Hillsboro's intersections makes a remarkable difference. She further applauded the Town for their creativity and looks forward to seeing more.
- ✓ Mayor Vance noted that Route 9 moves about 17,000 vehicles per day through the town.

6. Five Year Strategic Plan Update

Ms. Backmon, Executive Director

- ✓ Ms. Backmon updated the Members noting that the Authority's Strategic Plan serves as an outline for the Authority and Staff to expand upon the accomplishments and outlines the strategic goals of regional prosperity, mobility, innovation and funding.
- ✓ The achievement of these four (4) strategic goals ensures that the Authority continues to grow as the regional leader in transportation planning and funding.
- ✓ For regional prosperity, the NoVA Gateway Dashboard was launched. This is a public-facing tool which has been helpful in providing real-time transportation data unlike previously when such information was only made available through the Status Updates from the Executive Director's report.
- ✓ Also, NVTAs was one of the first organizations to conduct an analysis into the impacts of COVID-19 on transportation in the region.
- ✓ Further, contracted with Chmura Economics and Analytics to update NVTAs Economic Impact Analysis.
- ✓ With regards to Mobility, NVTAs achieved a major accomplishment by adopting the FY2020-2025 Six Year Program. In spite of COVID-19 and associated revenue reductions, NVTAs was able to preserve prior funding programs and commitments while successfully adopted a two-year update to the FY2024-2025 SYP (Six Year Program) at a value of \$539 million.
- ✓ The TransAction Update was kicked off with a Listening Session early in January 2020, including various standing, statutory and advisory committees reviewing and updating the TransAction Vision, prior to the Authority adoption.
- ✓ In the area of Innovation, NVTAs and Staff from the Commonwealth of Virginia have continued to work on the development of the RM3P initiative. This is a huge initiative targeted at getting more people off the road using innovative offerings.
- ✓ NVTAs hosted the 5th Annual Transportation Round Table last Spring, which brought together various thought leaders to deliberate on emerging technological trends in transportation. Ms. Backmon added that NVTAs will host

the 6th Annual Transportation Roundtable, to be conducted virtually for the first time, due to the COVID-19 Pandemic.

- ✓ The Authority established an internal travel trends monitoring program to monitor COVID impacts, which will be incorporating into the NoVA Gateway Dashboard.
- ✓ With regards to Funding, Ms. Backmon noted that NVTa has continued to receive unmodified (clean) Audit opinions.
- ✓ By implementing use of the Regional Revenue funds for the operating budget, NVTa saved localities \$2.9 million in FY2020.
- ✓ Ms. Backmon finished her presentation noting NVTa staff will be looking to refresh the Strategic Plan once the pandemic is over.

Action Items

7. Approval of Prince William County RSTP Transfer Request from Route 28 Phase I to Sudley Road Widening in City of Manassas

Ms. Backmon, Executive Director

Recommended action: Approval of Transfer

- ✓ Chair Wheeler moved Authority approval of the transfer of \$1,030,091.08 in RSTP funds from 'Route 28 Phase I' in Prince William County, to 'Sudley Road Widening' in the City of Manassas; seconded by Mayor Davis-Younger. Motion passed unanimously.
- ✓ Chair Wheeler noted that the Route 28 Phase I project had been completed and there are some left over funds. The County found that the Sudley Road Widening Project would benefit from this funding transfer.
- ✓ Mayor Davis-Younger inquired about the Authority's Regional Revenue funding and the synergies with Smart Scale.
- ✓ Ms. Backmon responded that the SmartScale program is under the purview of the Commonwealth Transportation Board (CTB) which staff recently released its Round 4 SmartScale funding recommendations this past January.
- ✓ The Authority's funding is in two parts: the 70% Regional Revenue which is used to fund regional transportation projects in the Authority's six year programs and the 30%, which goes to the local jurisdictions from which the revenues are received.
- ✓ Ms. Backmon pointed that there is no association between the two funding sources. However, given the high cost of projects in Northern Virginia, it is common to see projects with multiple funding sources including the Authority's regional revenues, federal, state and local funding sources, allocated to them.
- ✓ The Authority helps to synchronize all these funding sources to enable the region to optimize all available funding opportunities.
- ✓ Chair Randall offered to meet with Mayor Davis-Younger to explain some of these funding sources in greater detail.
- ✓ Ms. Backmon went on to add that Authority Member Ms. Hynes, who is also a member of the CTB, is another resource for information regarding SmartScale funding.

8. Approval of the City of Falls Church RSTP Transfer Request from Bikeshare Connections to Pedestrian Crossings along Broad Street at Oak St, Fairfax St, and Berry St (HAWK Signals)

Ms. Backmon, Executive Director

Recommended action: Approval of Transfer

- ✓ Council Member Snyder moved Authority approval of the transfer of \$133,793 in RSTP funds from ‘Bikeshare Connections’ to ‘Pedestrian Crossings along Broad Street to Oak Street, Fairfax Street, and Berry Street (HAWK Signals)’; seconded by Chairman McKay. Motion passed unanimously.
- ✓ Council Member and Vice-Chair Snyder noted that the City of Falls Church moves about 20,000 vehicles through the City in a day so this funding will be helpful in constructing these needed pedestrian signals to enable people move from one point to another.

Discussion/Information Items

9. 2021 General Assembly Update (Verbal Report)

Ms. Baynard, McGuire Woods Consulting, LLC

- ✓ Ms. Baynard noted the following State budget activities:
 - The House and Senate dedicated money to the Transit Incentive Fund. This is to be used for reducing fares for low-income riders and secondly to boost transit in urbanized areas.
 - The Senate has a more extensive set of initiatives through the proposed use of Virginia’s share of the federal Coronavirus Relief funding. Virginia estimates it will receive \$252 million – with \$37 million to be programmed by Metropolitan Planning Organizations (MPOs).
 - The Senate recommends allocating the remaining \$215 million in the following manner:
 - \$22.4 million for FY 21 to fill funding gap in Virginia’s share for Metro Capital Fund dedicated to SGR projects
 - \$5 million for FY 21 to the Transit Ridership Incentive Program; \$2.5M from this amount to reduce or eliminate fares and \$2.5M to support regional programs focused on congestion reduction along long-distance commuter routes
 - \$137.6M for FY 21 for Statewide Intercity Passenger Rail to extend service along the I-81/Rt.29 Corridor to Washington, D.C. Secretary is required to provide an assessment of total infrastructure costs to extend service to Bedford. This replaces Governor’s proposal to use \$50 million in general funds
 - \$40M for FY 21 for a Statewide Multi-Use Trail Initiative which replaces the Governor’s proposal to use \$5 million in general funds
 - CTB to program money for planning, development and construction of multi-use trails
 - \$17.5M for Eastern Shore-Bay Coast Railway Rails to Trails

- \$17.5M for safety enhancements to W & OD Trail at Wiehle Avenue and improving intermodal connectivity of Cross-Country Trail at Difficult Run
- \$2.5M for Fall Line Trail
- \$2.5M for Ivy Creek Trail and completion of the Tobacco Heritage Trail
- Requires the Office of Intermodal Planning and Investment to convene a work group to recommend a prioritization process, identification of new opportunities and funding needs assessment of new multi-use trails opportunities – report due October 15, 2021
- \$10M for FY 21 for the Transportation Partnership Opportunity Fund to support the smart infrastructure test bed partnership pilot between City of Falls Church and Virginia Tech

10. Finance Committee Report

Mayor Rishell, Chair

- ✓ Chairman McKay, Vice-Chair of the Finance Committee, presented the Finance Committee Report in Mayor Rishell's absence by briefing the Authority on the Finance Committee's last meeting.
- ✓ He noted that the Finance Committee met on January 21st and is scheduled to meet again on February 18th.
- ✓ He noted that at the last meeting, the Committee discussed the FY2022 operating budget and the new initiative to make enhancements to PIMMS.
- ✓ Also informed Members that the procurement for the next TransAction Update is in the negotiation stages and the lack of I-81 revenue remittances continues to be a challenge.
- ✓ The Committee also discussed the Authority's investment portfolio and noted the fact that it continues to perform well.
- ✓ Delegate Roem asked if there are any projections regarding how much will be available for funding applications.
- ✓ Mr. Longhi responded noting that revenue estimates for funding programs are conducted the year in which those programming decisions are going to be made, noting they will be updated next Spring.
- ✓ Mr. Longhi further added that there will be more budget reviews in the coming months but the Authority continues to hold a strong financial position.
- ✓ Delegate Roem further asked when the next Call for Projects is anticipated.
- ✓ Mr. Longhi responded that it will commence this Summer for the FY2022-2027 Six Year Program, noting the added years will be FY2026-2027.

i. Investment Portfolio Report

Mr. Longhi, CFO

- ✓ No verbal report given.

ii. Monthly Revenue Report

Mr. Longhi, CFO

- ✓ No verbal report given.

iii. Operating Budget Report

Mr. Longhi, CFO

- ✓ No verbal report given.

11. Executive Director's Report

Ms. Backmon, Executive Director

- ✓ Ms. Backmon reminded the Authority that NVTa will once again be hosting the Annual NoVA Transportation Round-table event together with the Intelligent Transportation Society of Virginia.
- ✓ She noted that the event will be held on March 10th from 8am to 12noon.
- ✓ She asked if any Authority Member who has not registered but is interested in attending, to contact her.

12. Chair's Comments

- ✓ Chair Randall informed the Authority that she attended a very innovative DASH Electric Bus Ribbon-Cutting event in the City of Alexandria with Mayor Wilson.
- ✓ She also congratulated Mayor Wilson on the City of Alexandria's move to electric buses.

13. Adjournment: The meeting adjourned at 7:54pm.

Next Meeting: March 11, 2021 at 7:00pm

NVTa Offices



5.

Potomac Yard Metrorail Station Project Update

Northern Virginia Transportation Authority Meeting
March 11, 2021



Overview

- Total NVRTA Investment: \$69.5 million
- Project Status: Under Construction
- Substantial Completion: March 2022
- Implementation:
 - Jurisdiction: City of Alexandria
 - Operations: Washington Metropolitan Area Transit Authority (WMATA)
 - Contractor: Potomac Yard Constructors (PYC)

Budget and Funding Sources

Total Project
Budget
= \$370M



• \$200M



• \$70M



Virginia Transportation
Infrastructure Bank (VTIB)
Loan

• \$50M



Virginia Department of Rail and Public Transportation

• \$30M



Congestion Mitigation and
Air Quality Improvement
(CMAQ) Funding

• \$20M

City Funding Sources

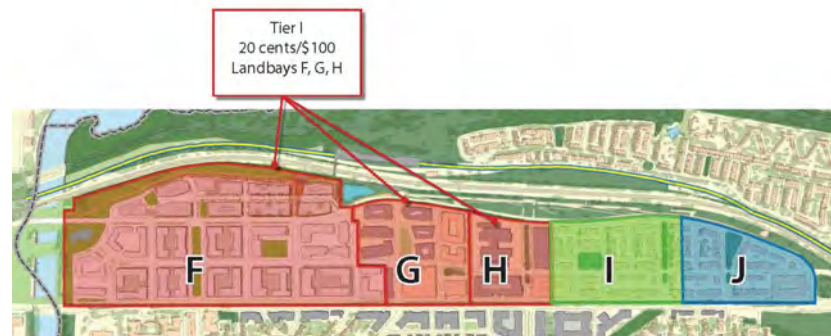
- General Obligation Bonds

- \$175M

MOODY'S INVESTORS SERVICE			
ALEXANDRIA (CITY OF) VA			
Instrument Information			
CUSIP: 0153027K2			
Sale Details			
Desc	General Obligation Capital Improvement Bonds, Series 2019A	Issuer	Alexandria (City of) VA
Type	General Obligation	Obligor(s)	Alexandria (City of) VA
Amount	204.08		
Maturity Date	July 15, 2029		
Moody's Ratings			
Underlying	Insured	Enhanced	
Aaa	Watch Status	Watch Status	Watch Status
as of 21-Nov-2019			

- Special Tax District Funds

- \$25M





NVTA Return on Investment

- Local and regional benefits
- Primary Benefit: New Metro system access point
- Secondary Benefits: Catalyst for transportation, economic development, environmental, and community infrastructure

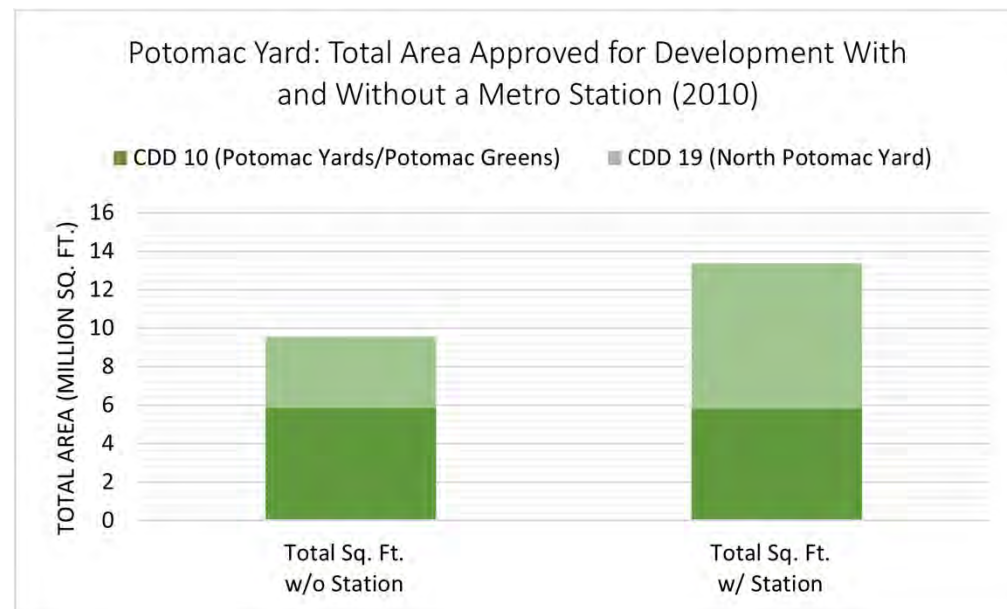
-
- metroway**
- Metroway Service**
- Metroway Stop
 - Metrolink Station
 - Dedicated Lanes for Transit
 - Transit Vehicles in Mixed Traffic
- Legend:**
- Existing Dedicated Metroway
 - Potential Dedicated Metroway
 - Existing Metroway Station
 - Proposed Metroway Station
 - Flexible Metrolink Zone

ROI: Economic Development

- Catalyst for Potomac Yard and Rt. 1 Corridor development
- Essential for maximizing potential Potomac Yard development opportunities

- North Potomac Yard SAP:

- With Station:
7,525,000 sq. ft.
- Without Station:
3,100,000 sq. ft.



ROI: Economic Development

• Evolution of North Potomac Yard SAP:

- North Potomac Yard Small Area Plan Update (2017)
- JBG North Potomac Yard Design
- VA Tech Innovation Campus
- National Landing/ Amazon HQ2 Campus
- North Potomac Yard Innovation District (2019)



North Potomac Yard
Small Area Plan (2010)



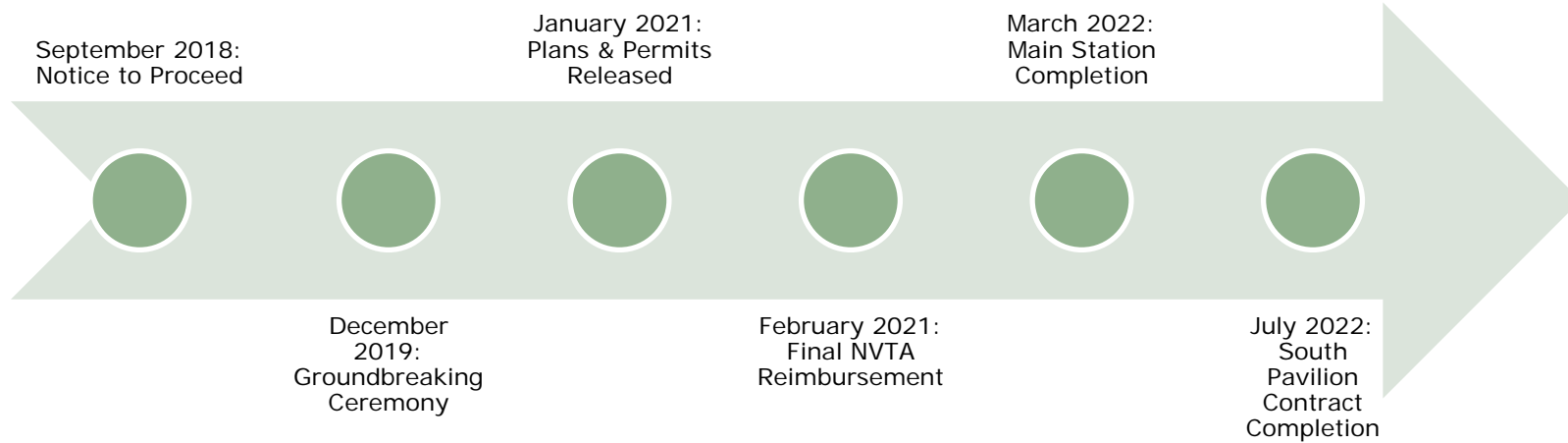
North Potomac Yard
Small Area Plan (2020)



North Potomac Yard
Small Area Plan (2020)
with Innovation District

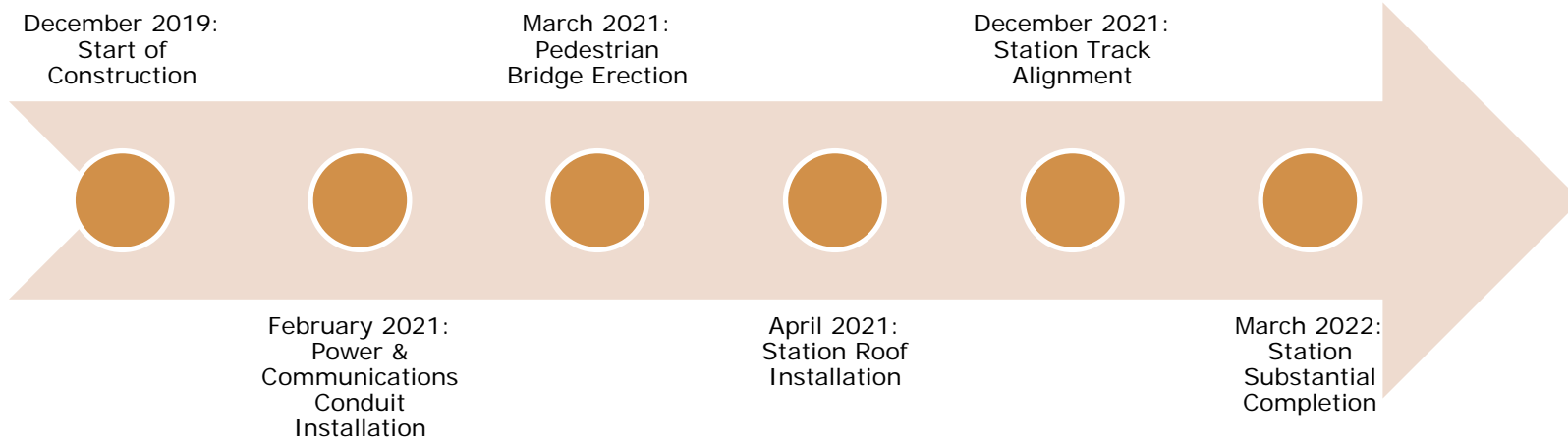


Project Milestones





Construction Milestones





Station Construction

- Station Components:
 - Headhouse, Mezzanine, and Platform
 - A/C Switchgear Building
 - Pedestrian Bridge and Knuckle Pier
 - North Pavilion
 - South Pavilion



Station Platform and Headhouse

Station Headhouse, Platform, and Pedestrian Bridge



Station Platform, Looking South



Station Platform, Looking South



Station Headhouse and Platform, Looking North



Station Headhouse, Looking North



Station Headhouse, Looking North



Station Headhouse, Looking North



Station Headhouse, Looking North



Station Headhouse, Looking South



Station Headhouse, Looking South



Station Headhouse, Looking South





A.C. Switchgear Building

A.C. Switchgear Building



A.C. Switchgear Building





South Power and Communications Conduit Duct Banks

South Conduit Duct Banks



South Conduit Duct Banks



South Conduit Duct Banks



South Conduit Duct Banks



South Conduit Duct Banks



South Conduit Duct Banks





Knuckle Pier and Pedestrian Bridge

Knuckle Pier and Pedestrian Bridge



Knuckle Pier and Pedestrian Bridge



Knuckle Pier and Pedestrian Bridge



Knuckle Pier and Pedestrian Bridge





North Pavilion

North Pavilion



North Pavilion



North Pavilion



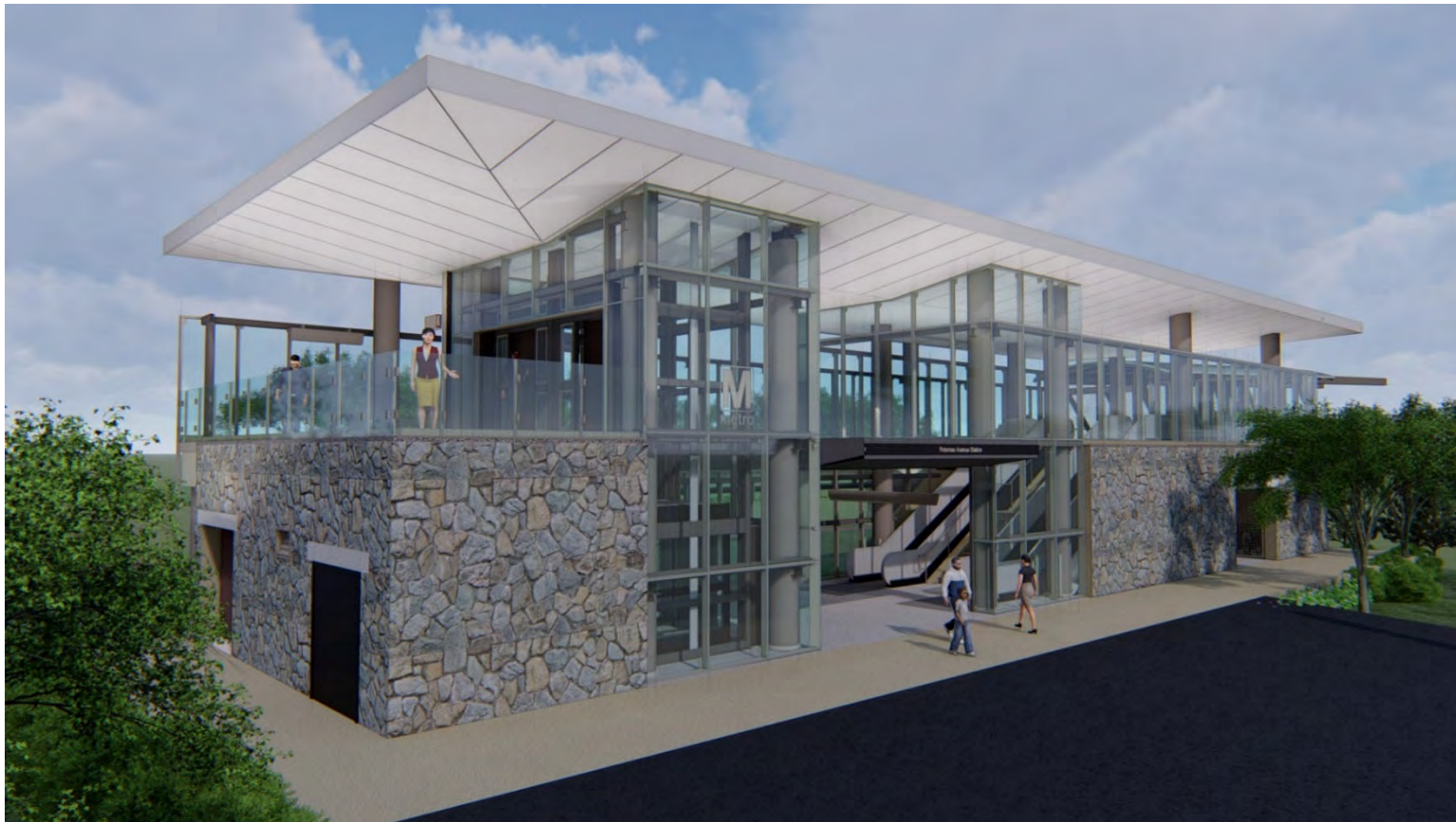
North Pavilion



North Pavilion



North Pavilion





South Pavilion

South Pavilion



South Pavilion



South Pavilion



South Pavilion





Thank You

Crystal City Station + CC2DCA

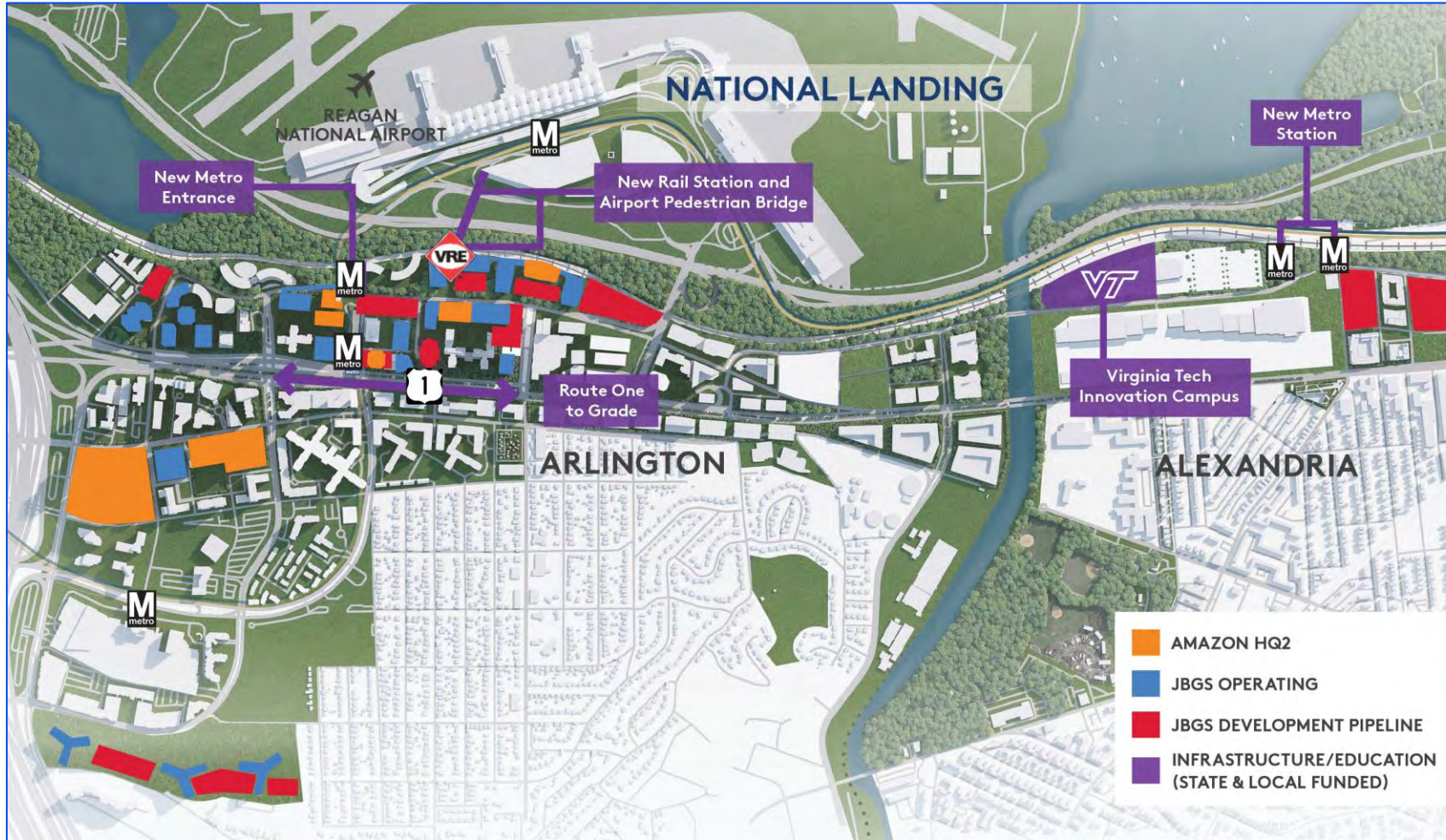
Connecting opportunity

March 11th, 2021

6.



JBG SMITH in National Landing



- 6m SF of operating assets + 7.2m SF development pipeline
- Development partner on Amazon's HQ2 and VT's Innovation Campus

America's Most Connected Downtown



3 Metrorail stations served by Blue and Yellow lines

5 Arlington Transit bus routes

9 WMATA bus routes

3 commuter bus routes

Two trailheads accessing hundreds of miles of regional trails

Bus rapid transit with dedicated lanes

Only 34% of National Landing employees drive alone to work, compared with a national average of 76%¹



Two Projects....

CC2DCA

Estimated Completion
2028

Funding
Arlington County
Commonwealth of Virginia
Northern Virginia
Transportation Authority

Institution/Organization
Arlington County



CRYSTAL CITY STATION

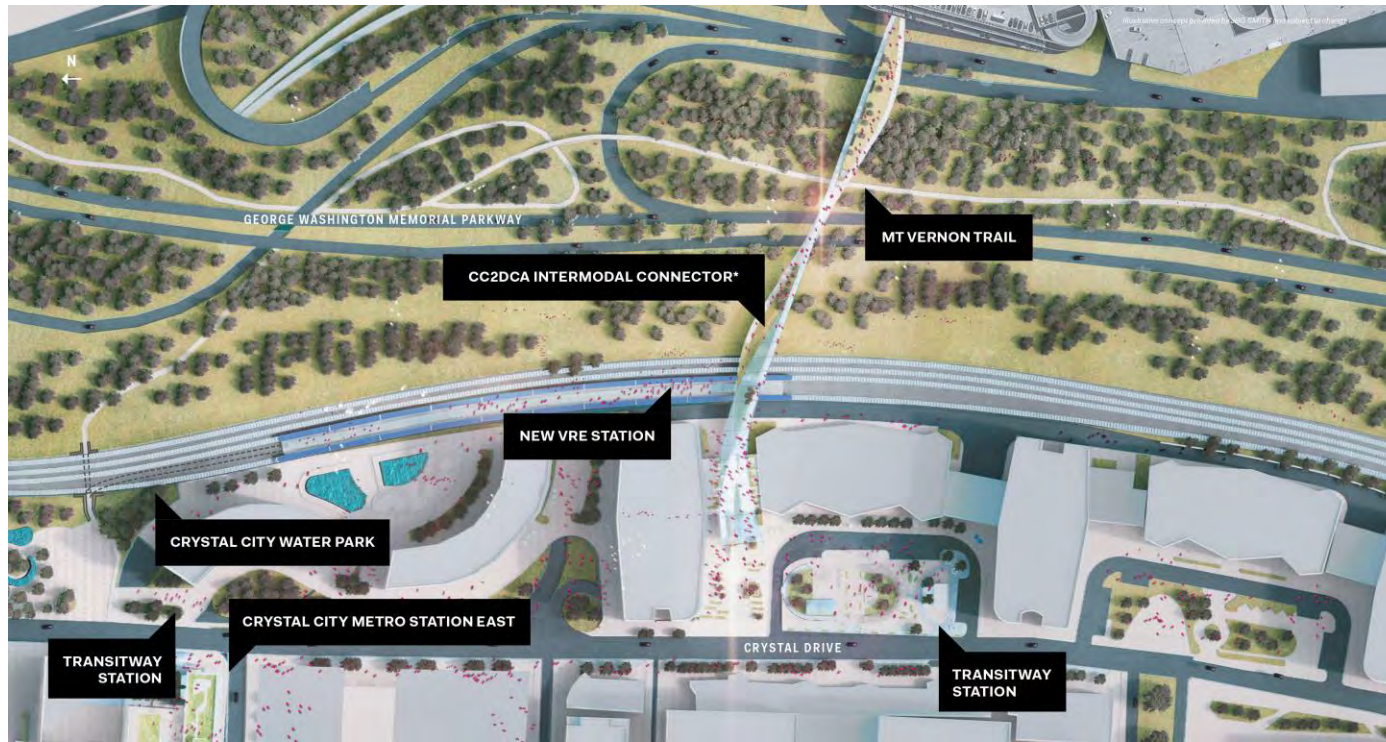
Estimated Completion
2024

Funding
Commonwealth of Virginia
JBG SMITH
Northern Virginia
Transportation Authority
Virginia Railway Express

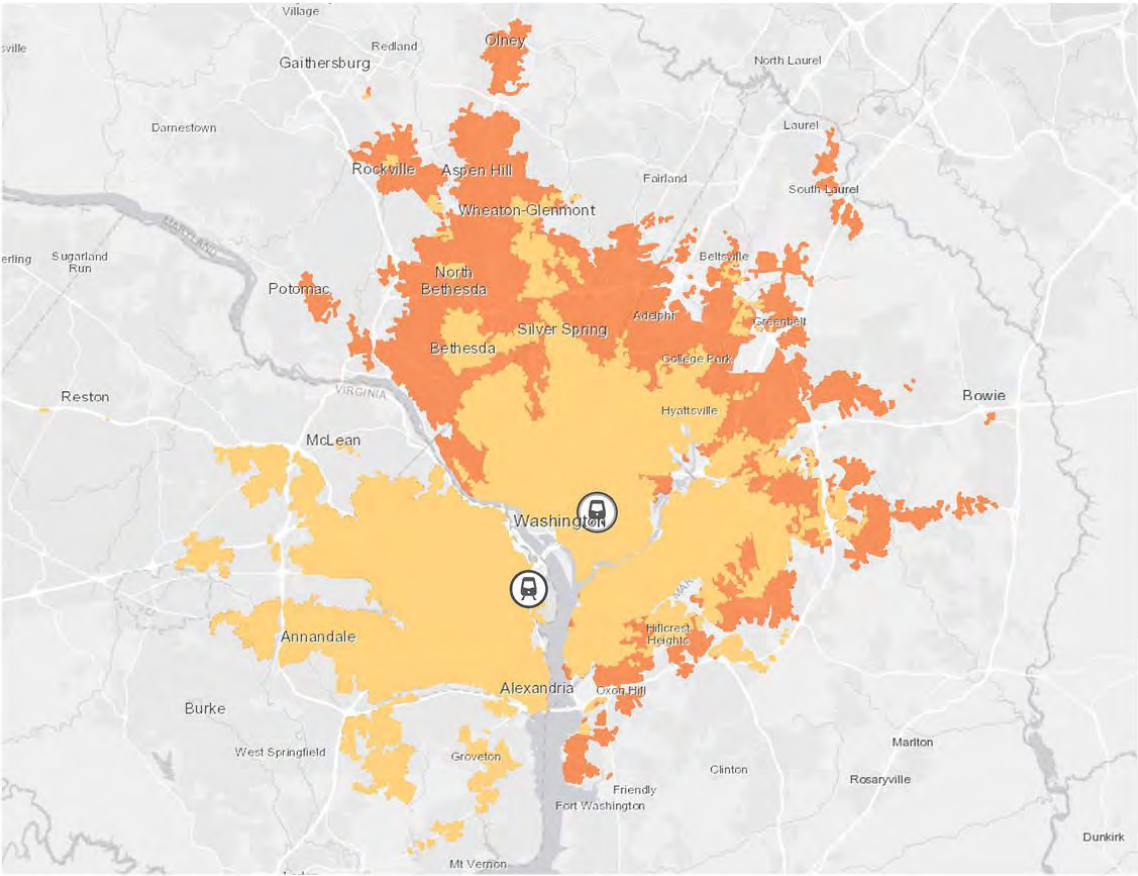
Institution/Organization
Virginia Railway Express



...Infinite Connections



The Promise of “Through-Running”



Through-running
as a reality
=
Access to quality
talent + housing

765,000 additional people
within
commuting distance

38% are college educated

59% are people of color

97,000 additional homes
within
commuting distance

NEW MARKETS OPENED WITH THROUGH-RUNNING*

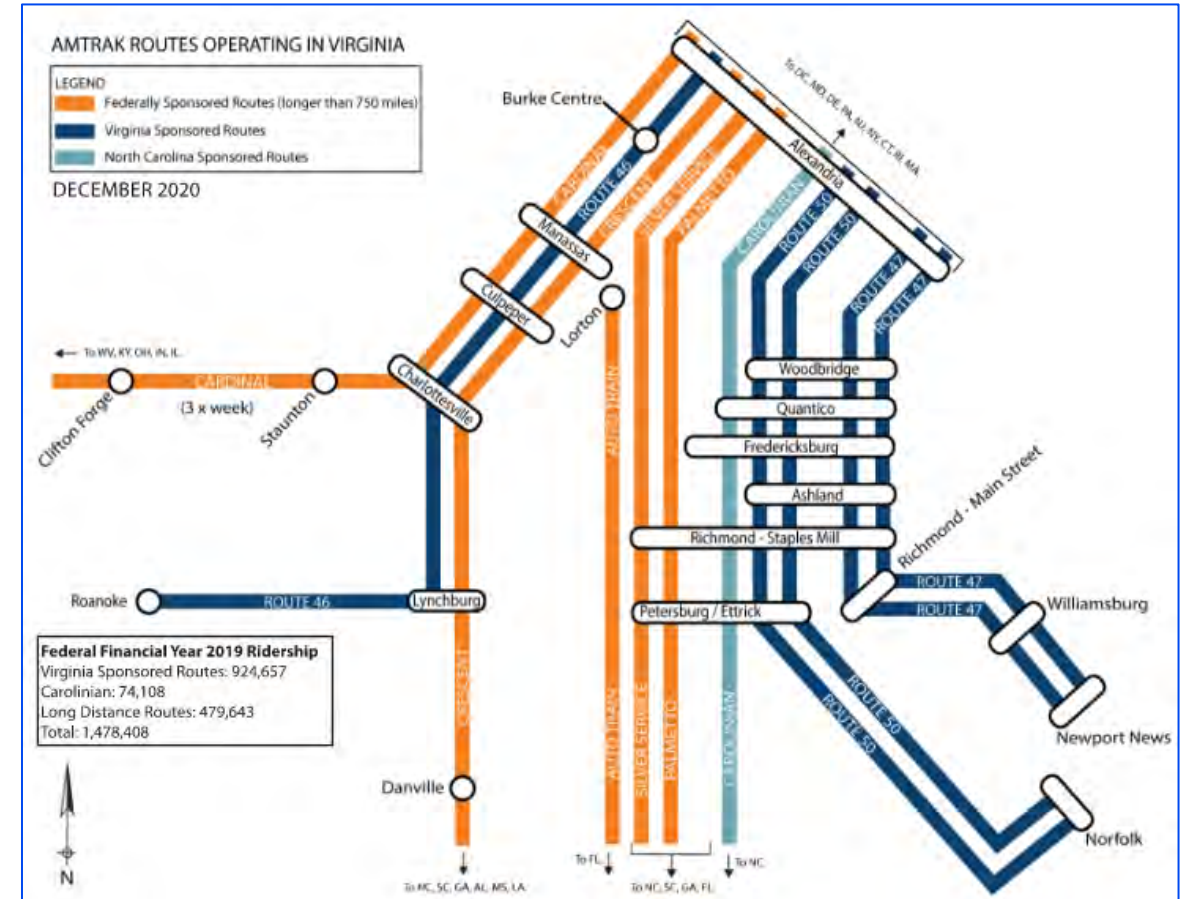
- KEY
- Within 60 minutes by transit to National Landing in AM peak, **without** through-running
 - Within 60 minutes by transit to National Landing in AM peak, **with** through-running

*Using GTFS data, commuting time is determined by current and modeled transit schedules. One hour refers to the transit plus walking time to reach a destination.

Estimates based on GIS analysis using US Census Bureau data. Results assume all three MARC lines serve L'Enfant, Crystal City, and Alexandria stations.



Transforming Rail (and Aviation) in VA



An architectural rendering of a modern urban plaza. In the foreground, a man in a striped sweater and jeans walks away from the viewer, carrying a brown bag. To his right, a woman in a floral dress and another in a white dress walk towards him. They are on a wide, paved plaza with a large, curved, wooden-slatted canopy overhead. In the background, there are modern buildings with glass facades and a green roof. A blue banner with the word "QUESTIONS?" is superimposed over the center of the image. The scene is bright and sunny, with shadows cast on the ground.

QUESTIONS?

NATIONAL LANDING: MOBILITY NEXT

NEXT-GENERATION
MOBILITY IN
AMERICA'S MOST
CONNECTED
DOWNTOWN



**NATIONAL
LANDING**
PENTAGON CITY
CRYSTAL CITY
POTOMAC YARD

WHERE WE ARE

National Landing is Virginia's largest walkable downtown, just minutes from Washington, D.C., and boasting some of the region's most connected transportation infrastructure. With 12 million square feet of office space, National Landing is of similar scale to other notable downtowns, such as downtown Austin. National Landing is home to more than 26,000 residents, and attracts a significant visitor population, with the region's second-largest concentration of hotel rooms at nearly 5,500.

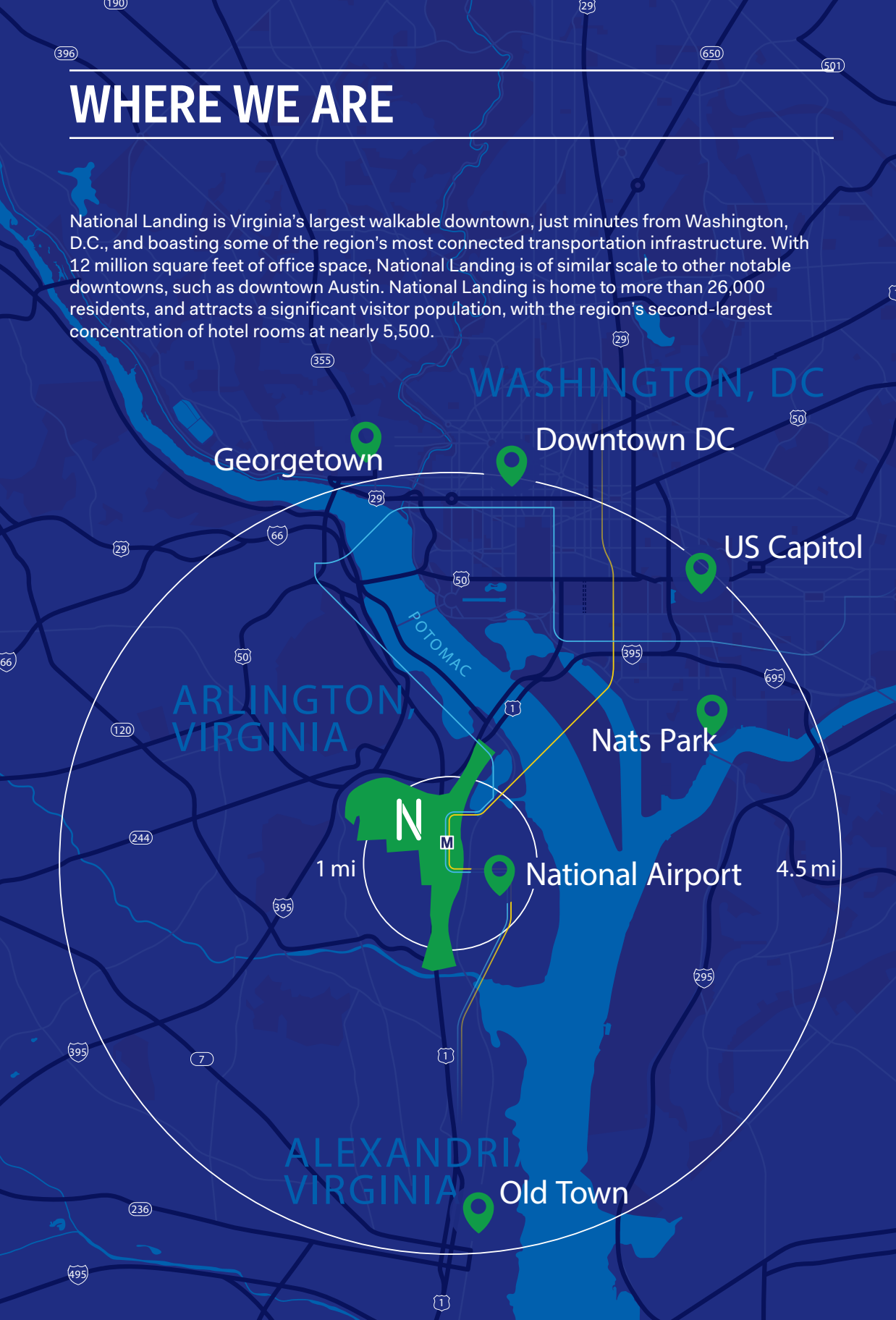


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Cover: Illustrative concept provided by JBG SMITH and subject to change.

Notes:

1 This document does not reflect the views of Arlington County or other transportation agencies. Specific project information is gathered from available public information from designated lead entities at the time of publication and is subject to change.

2 All graphics derived from the 2018 CC2DCA Feasibility Study are conceptual, illustrative, and subject to change. No design or engineering has been completed.

3 The information contained within the July 2020 Reimagine Route 1 Report is not a work product by Arlington County or the Virginia Department of Transportation (VDOT); the report was funded solely by the National Landing BID.

From freight rail to Metrorail, interstate highways to international airports, National Landing's evolution has always been tied to transportation. This rich legacy has made this urban center one of the most connected in the region, with three Metrorail stations, two major highways, miles of on-street bike lanes and off-street trails, commuter rail and bus rapid transit.



A TRANSFORMATION UNDERWAY

Now, with the addition of Amazon, Virginia Tech and others, a new era is underway in National Landing and its three Arlington County neighborhoods of Crystal City, Pentagon City, and Potomac Yard. A next-generation mobility system is evolving, built upon the strong existing transportation foundation. Guided by a shared vision of economic competitiveness linked to multi-modal mobility, the public and private sectors are together investing more than \$4 billion in a transportation network to meet the needs of National Landing's future generations.

Simultaneously, Arlington County is moving forward on \$270 million worth of infrastructure projects to put people first in the public realm and improve transit connections; and Ronald Reagan Washington National Airport is well underway on Project Journey, a \$1 billion project to modernize and improve access and connections at DCA. Overall, the approach is rooted in four core principles:

Strengthening
transit
capacity

Expanding
regional
access

Prioritizing
human-scaled
mobility

Removing
barriers to
connectivity

The result will be a downtown district with unparalleled access — where you can catch the Metro across town for lunch, a train to New York or Richmond for the night, or a flight to a vacation in the Caribbean, all within walking distance. **In short, National Landing is poised to become the most connected downtown in America.**



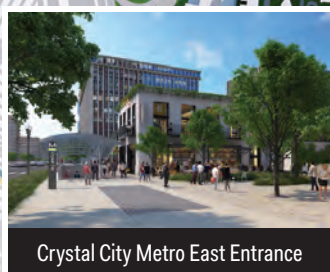
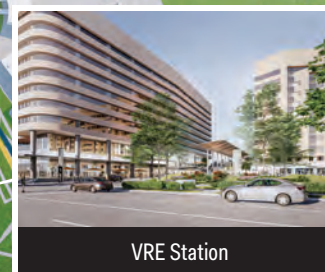
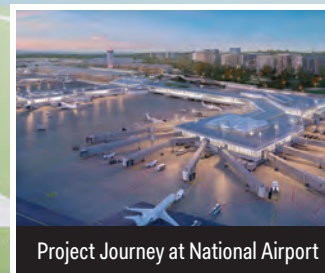
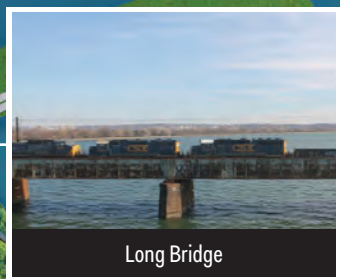
ABOUT THE NATIONAL LANDING BID

The National Landing Business Improvement District (BID) is a nonprofit organization that thrives on its strong private-public partnership with Arlington County and local property owners. The BID supports and complements National Landing's exciting transformation of Crystal City, Pentagon City, and Potomac Yard into the region's premier urban, centralized downtown through core services such as community events, economic development, transportation, marketing, and public realm beautification.

The BID envisions National Landing as a downtown linked seamlessly to the region and acts as a champion of projects that enhance connectivity both within the area and to other economic activity centers. The Crystal City to DCA Intermodal Connector (CC2DCA), which will create a safe and efficient walkway from the heart of National Landing to neighboring National Airport, and the Route 1 Multimodal Improvements, which will reimagine the highway into a more pedestrian-friendly experience, are examples of two transformative projects highlighted in the BID's 2019 Strategic Plan.

All graphics derived from the 2018 CC2DCA Feasibility Study are conceptual, illustrative, and subject to change as Arlington County progresses through the National Environmental Policy Act (NEPA) study process.

OVERVIEW



Illustrative graphics derived from the CC2DCA Feasibility Study, the Reimagine Route 1 report, and the National Landing BID are conceptual, illustrative, and subject to change, and are not a work product by either Arlington County or the Virginia Department of Transportation (VDOT).

STRENGTHENING TRANSIT CAPACITY

Mass transit is the backbone of National Landing’s transportation network. The downtown’s robust transit choices allow thousands of residents, employees and visitors to travel throughout the region quickly and conveniently, without worrying about traffic or parking. Building on those assets by adding capacity and increasing connectivity is the foundation of National Landing’s long-term transportation strategy.

- 3 Metrorail stations served by Blue and Yellow lines
- 5 Arlington Transit bus routes
- 9 WMATA bus routes
- 3 commuter bus routes
- Two trailheads accessing hundreds of miles of regional trails
- Bus rapid transit with dedicated lanes
- Only 34% of National Landing employees drive alone to work, compared with a national average of 76%¹



¹ Arlington County Study on the 22202 Zip Code, 2020



Access to Crystal City: A Second Metro Entrance

A second entrance at the Crystal City Metrorail station was initially envisioned in the 2010 Crystal City Sector Plan — and the project was one of five included in Virginia’s Memorandum of Agreement with Amazon. The project — expected to cost \$90 million — will be funded by a combination of local, state and federal funding. JBG SMITH is designing the station under a public-private partnership agreement with Arlington County. The new station entrance is anticipated to open by end of 2023, alleviating platform congestion and delivering riders directly to Crystal City’s retail main street, Crystal Drive.

Estimated Completion
2023
Funding
Arlington County Commonwealth of Virginia Northern Virginia Transportation Authority
Institution/Organization
Arlington County

Transitway North to South

An extension of the existing Crystal City Potomac Yard Transitway to Pentagon City was included in the Amazon HQ2 Memorandum of Agreement with Virginia. The project will extend dedicated lanes, further improving frequent, high-capacity bus service to Pentagon City and the Columbia Pike corridor.

Estimated Completion
2022
Funding
Arlington County Commonwealth of Virginia Northern Virginia Transportation Authority
Institution/Organization
Arlington County

Potomac Yard Alexandria Infill Metro Station

Now under construction, the Potomac Yard Metro Station will provide a direct connection into the Alexandria portion of Potomac Yard. Over the next decade, this area will transform into an urban neighborhood with 7.5 million SF of new offices, homes, and retail destinations, anchored by Virginia Tech’s 1 million-SF innovation campus. This new station anchors a seamless, easily accessible urban corridor stretching from Old Town Alexandria to Pentagon City.

Estimated Completion
2022
Funding
City of Alexandria Commonwealth of Virginia Developer contributions
Institution/Organization
City of Alexandria

PRIORITIZING HUMAN-SCALED MOBILITY

Within National Landing, improving human-scaled mobility — walking, biking, scooting, and other forms of next-generation mobility options — is a critical priority to connect the long blocks and far reaches of the downtown district.

Redevelopment in the pipeline now will upgrade and beautify **thousands of linear feet** of sidewalk frontage in the next few years.

For pedestrians, this includes widening sidewalks, increasing pedestrian priority, and **improving safety**.

Three new trailheads built as part of other major projects will create new connections to the popular Mt. Vernon Trail and Four Mile Run Trail.

National Landing has 8.5 miles of bike and scooter lanes now, with another **5.5 miles planned**, 4 miles of which will be protected.



Army Navy Drive as a Complete Street

The project will rebuild Army Navy Drive as a multimodal “complete street,” featuring enhanced bicycle, transit, environmental and pedestrian facilities. The reconstruction will provide a physically separated two-way protected bicycle lane along the south side of Army Navy Drive, in addition to shorter and safer pedestrian crossings, and will accommodate future dedicated transit lanes.

Estimated Completion
2024

Funding
Arlington County

Institution/Organization
Arlington County
Northern Virginia
Transportation Authority
U.S. Department of
Transportation

Potomac Avenue as a Cycling Connection

In 2020, Arlington County upgraded Potomac Avenue between Crystal Drive and Four Mile Run to include buffered and protected bike lanes along the entire length, connecting Alexandria’s popular Potomac Avenue Trail to National Landing. The work was done as part of a routine resurfacing project.

Completion
2020

Funding
Arlington County

Institution/Organization
Arlington County

REMOVING BARRIERS TO CONNECTIVITY

CC2DCA

Washington National Airport is less than a third of a mile from the heart of National Landing's retail main street along Crystal Drive, but getting there from the downtown's transit network can be a challenge. The CC2DCA Intermodal Connector will create a delightful and short pedestrian walk between National Landing and DCA, stitching together disconnected transportation infrastructure. The new connection also brings the Airport Metrorail Station within walking distance of Crystal Drive and offers the opportunity to provide an additional bicycle connection to the Mount Vernon Trail. Conceptualized and studied by the National Landing BID to achieve goals in the 2010 Crystal City Sector Plan, the project has garnered significant public and private support. In 2018, the connector was included in the Memorandum of Agreement in the Amazon HQ2 deal.

- In 2018, the BID issued the CC2DCA Intermodal Connector Feasibility Study outlining how a new, 900-foot bridge could deliver enhanced connectivity and celebrate the George Washington Memorial Parkway through an iconic, attractive connection.
- Arlington County is aiming to complete the National Environmental Policy Act (NEPA) review process and have a conceptual design in hand by 2023, at which point the project could proceed to final design and construction.
- The NEPA process requires considering various alternatives, so the County will consider several options beyond just a bridge.

Estimated Completion
2028

Funding
Arlington County
Commonwealth of Virginia
Northern Virginia
Transportation Authority

Institution/Organization
Arlington County

Once completed,
National Landing
will be the **only**
downtown in the
country within
easy walking
distance of a
major airport.



Illustrative concept provided by the National Landing BID and subject to change.

Route 1

Route 1 through National Landing is a physical and psychological barrier dividing the downtown district north to south. Removing this highway and replacing it with a unifying, urban boulevard that can serve all modes is a key part of the long-term vision for the downtown and was identified as a “Big Move” in the BID’s 2018 Strategic Plan.

- The BID’s *Reimagine Route 1* report* released in 2020 outlines how “complete streets” principles and best practices can be incorporated into a transformed, green corridor that serves as an inspirational gateway for National Landing and a real place for people, not just cars.
- Improving Route 1 has garnered significant public and private support, and was highlighted as a key project in the Amazon HQ2 memorandum.
- VDOT is currently studying the feasibility of the boulevard conversion as well as an elevated option, and will make recommendations in 2021.
- Land unlocked converting Route 1 to a boulevard could help fund the project while providing much-needed space for new housing.
- The project builds on the 2010 Crystal City Sector Plan vision for an improved Route 1, while taking into account new best practices in urban design, pedestrian improvements, and urban highway removal.

Estimated Completion
2028

Funding
To be determined

Institution/Organization
Virginia Department of
Transportation



Illustrative concept provided by the National Landing BID and subject to change.
*The Reimagine Route 1 Report is not a work product by Arlington County or the Virginia Department of Transportation (VDOT) and was funded solely by the National Landing BID.

EXPANDING REGIONAL ACCESS

In addition to strengthening transit service within the downtown, expanded regional rail will provide more people from across the region with direct, convenient access to National Landing. Regional commuter rail already brings employees from Maryland and Virginia to the area, but investments underway now will augment service from Amtrak, Maryland Area Regional Commuter (MARC), and Virginia Railway Express (VRE).

The landmark “Transforming Rail in Virginia” plan will greatly expand cross-Potomac capacity and allow for a significant increase in VRE service.

A new “Long Bridge” will make direct access to Maryland on the VRE regional rail system possible for the first time, including future opportunities for a high-speed rail connection from DC to Richmond.

In addition to service within the National Capital area, Amtrak is exploring the addition of regional service to the new VRE station, thereby serving hundreds of destinations in Virginia and throughout the Northeast corridor.



Long Bridge

At the center of Virginia’s ambitious program to expand passenger rail service is the new Long Bridge project, which will add a new, two-track rail bridge across the Potomac between Virginia and DC. The existing bridge, constructed in 1904, is a major bottleneck in the region’s rail network.

When completed, the additional capacity provided by the new Long Bridge will allow for a significant expansion of passenger rail service, including doubling the existing Amtrak service in the state and the introduction of weekend and late-night VRE service on the Fredericksburg Line. The new bridge will also include a dedicated bicycle and pedestrian bridge, creating a new, direct link between National Landing and Southwest DC.

Estimated Completion
2030

Funding
Amtrak
Commonwealth of Virginia
Northern Virginia
Transportation Commission
Virginia Railway Express

Institution/Organization
Virginia Department of Rail & Public Transportation
Virginia Passenger Rail Authority

New VRE Station

Virginia Railway Express is designing a new passenger rail station in National Landing on Crystal Drive. The VRE station will be built on land owned by JBG SMITH, and the company is working with VRE to design and fund a truly world-class station that will serve as an elegant entryway into National Landing.

In addition to VRE service, the station is intended to host Amtrak and MARC service and will be designed not to preclude a potential connection to the airport. The ultimate alignment of the CC2DCA Intermodal Connector will be dependent on the on-going federal environmental process (details on page 12).

Estimated Completion
2024

Funding
Commonwealth of Virginia
JBG SMITH
Northern Virginia
Transportation Authority
Virginia Railway Express

Institution/Organization
Virginia Railway Express



Illustrative concept provided by JBG SMITH and subject to change.

The Promise of Through-Running

Today, Maryland and Virginia each run separate commuter rail services that terminate in downtown DC. Connecting, or "through-running," MARC and VRE service would enable a one-seat commuter rail ride between Virginia and Maryland for the first time. This connection would increase economic opportunity throughout the region by expanding access to a diverse, educated workforce, well-paid jobs, and a wider range of housing types and price points.

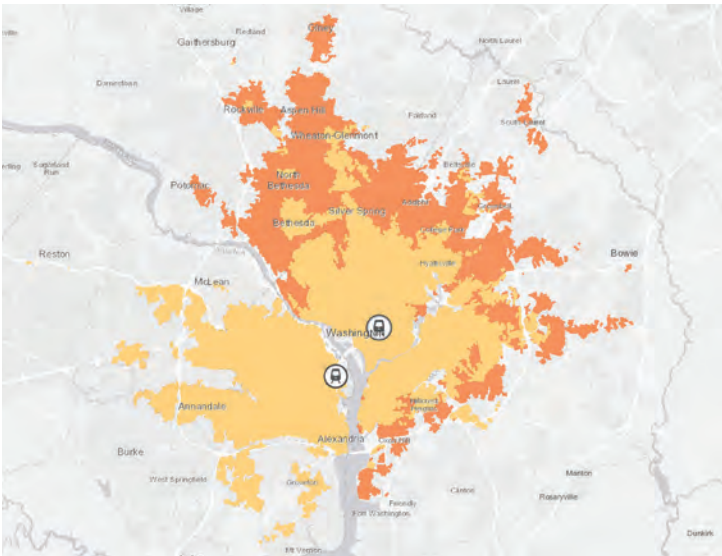
Through-running
as a reality
=
Access to quality
talent + housing

765,000 additional people
within
commuting distance

38% are college educated

59% are people of color

97,000 additional homes
within
commuting distance



NEW MARKETS OPENED WITH THROUGH-RUNNING*

KEY

- Within 60 minutes by transit to National Landing in AM peak, **without** through-running
- Within 60 minutes by transit to National Landing in AM peak, **with** through-running

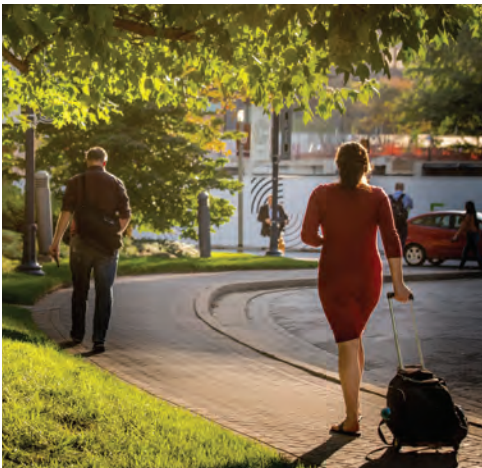
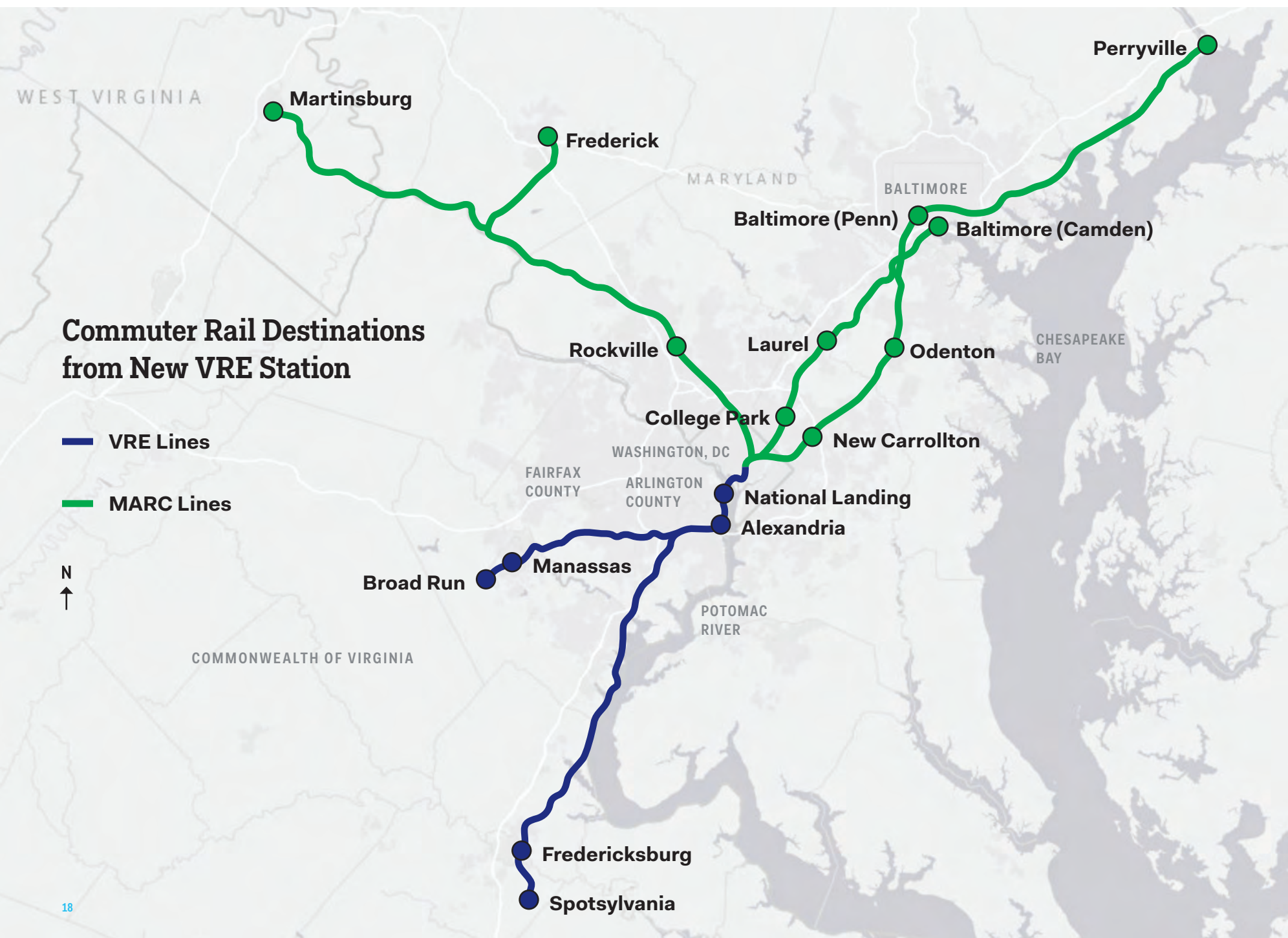
*Using GTFS data, commuting time is determined by current and modeled transit schedules. One hour refers to the transit plus walking time to reach a destination.

Estimates based on GIS analysis using US Census Bureau data. Results assume all three MARC lines serve L'Enfant, Crystal City, and Alexandria stations.

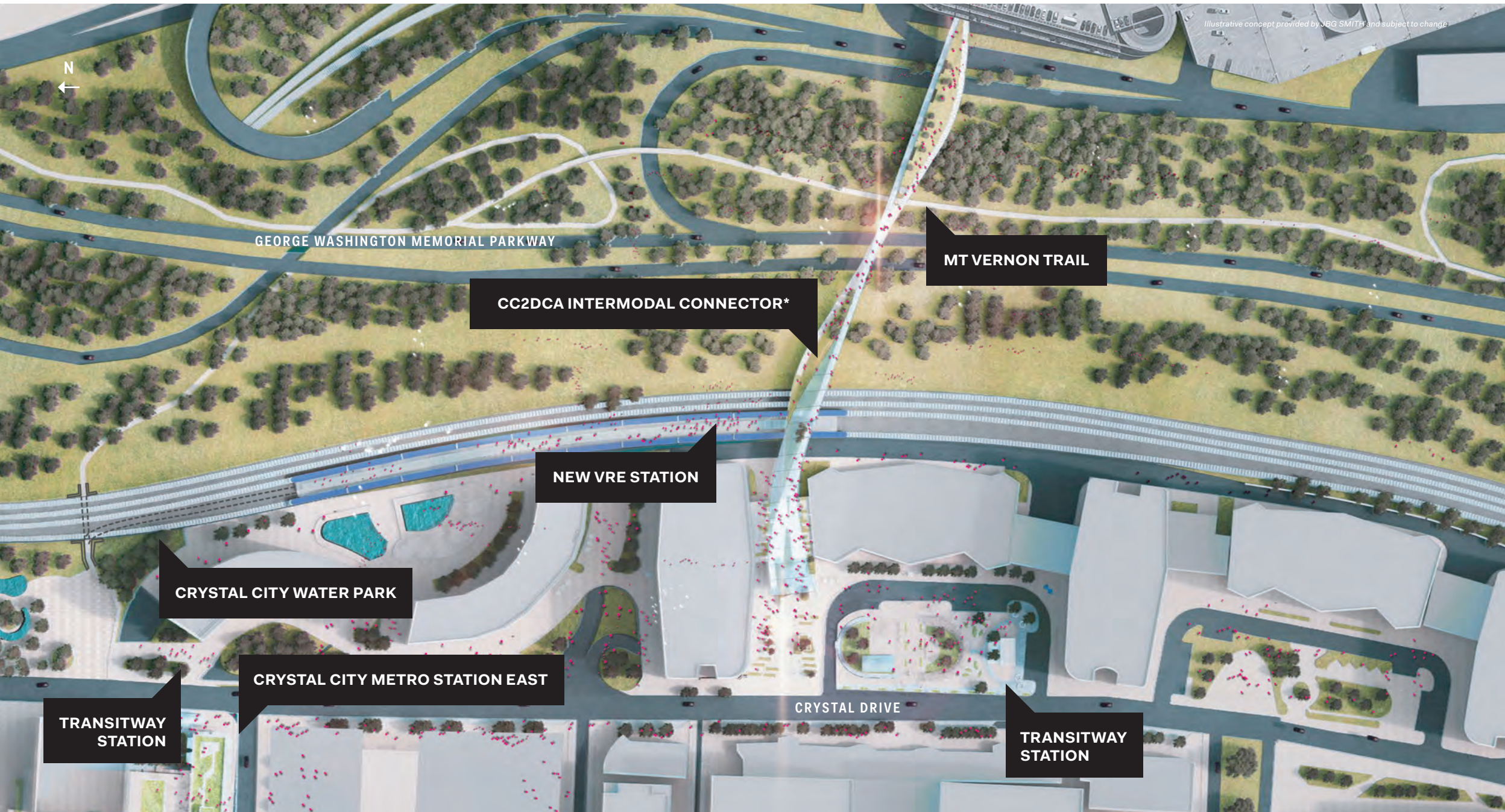


Illustrative concept provided by JBG SMITH and subject to change.

REGIONAL RAIL MAP



VRE CONNECTIONS TO THE AIRPORT



* The CC2DCA alignment will be dependent on the outcome of the NEPA process.

MAKING THE NATIONAL CONNECTION

National Airport has long been recognized as a key economic activity generator for the National Landing area. In the future, regional commuter and intercity rail service will arrive at the doorstep of National Airport via the CC2DCA Intermodal Connector,* delivering unparalleled connections and making National Landing the closest business district to a major airport in the country.



Project Journey

The Metropolitan Washington Airports Authority (MWAA) is in the midst of constructing a new, 14-gate terminal and two new security checkpoints at Washington National Airport (DCA).

Known as Project Journey, the \$650 million modernization program is expected to be completed in 2021. While the project does not add any flight capacity to the airport, it is expected to ease crowding and create a better overall experience for the more than 23 million fliers who pass through DCA annually.

Estimated Completion
2021

Funding
Metropolitan Washington
Airports Authority

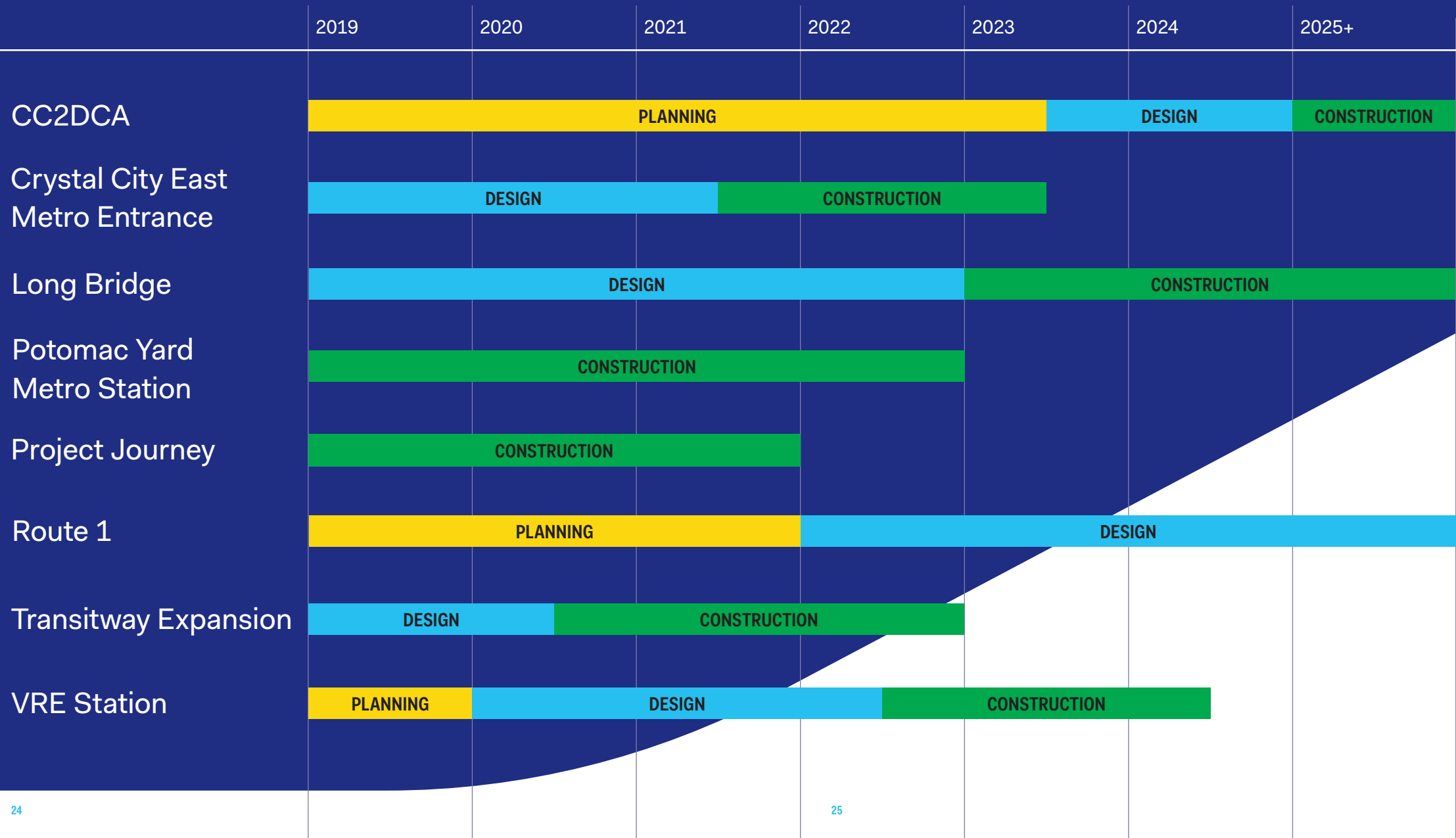
Institution/Organization
Metropolitan Washington
Airports Authority



SUMMARY TIMELINE

Infrastructure Improvements

Note: The timelines provided here are estimates developed by the BID and are intended for informational purposes only. Sidewalk improvements and bike lane projects constitute dozens of separate projects and are not included on this timeline.





National Landing Business Improvement District
2011 Crystal Drive, Suite 205 | Arlington, VA 22202
703-412-9430 | NationalLanding.org | [@NationalLanding](https://www.instagram.com/NationalLanding)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

SUBJECT: TransAction and Six Year Program Update Contract

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of proposed TransAction and Six Year Program Update contract with Cambridge Systematics, Inc as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority approval of the proposed TransAction and Six Year Program Update Contract award to Cambridge Systematics Inc. and; authorize the Executive Director to sign the attached Contract Award Notice.*
3. **Background:**
 - a. A consultant open house was conducted on December 4, 2019, to allow potential contractors and subcontractors to discuss the upcoming procurement in an open and transparent environment for all potential competitors.
 - b. A Request for Proposals (RFP) was issued on November 12, 2020, with proposals due on December 11, 2020.
 - c. Notice of this open procurement was placed on the NVTA website and with the Commonwealth's eVA procurement notice system.
 - d. Four firms submitted responsive and responsible Technical and Price proposals eligible for consideration by the RFP Evaluation Team.
 - e. The RFP Evaluation Team consisted of eight jurisdiction members and one NVTA staff member, for a total of nine voting members. VDOT shared a staff member with modelling experience for technical assistance on that topic. Jurisdiction Evaluation Team members involved their subject matter experts. Each participating jurisdiction and NVTA had one vote.
 - f. Two of the four respondent proposals received close scores on their technical proposals and were interviewed on January 6, 2021. All cost proposals were then released for best value evaluation.
 - g. When the cost proposals were evaluated, the same two highest ranking firms retained their relative positions. However, on rescoring on best value, one of those two firms received eight of the available nine votes.

- h. As required by the Virginia Public Procurement Act, negotiations commenced with the two top ranked firms. The negotiations were conducted by NVTAs CFO with support from NVTAs staff, using the comments and recommendations of the Evaluation Team.
- i. Negotiations included questions and requests, specific to each firm, recommended by the Evaluation Team and subject matter experts.
- j. After an initial round of negotiations, both firms were requested to submit Best and Final Offers.
- k. The Best and Final Offers were requested to include cost reductions to bring the proposed costs in line with the project budget approved by the Authority in FY2020.
- l. After an examination of the Best and Final Offers in terms of both technical responses and costs reductions, the negotiations resulted in further affirmation of the Evaluation Team's prior consensus.
- m. Negotiations achieved the Evaluation Team's suggested objectives and achieved significant cost reductions.

4. Award Recommendation: NVTAs staff recommends award of the TransAction and Six Year Program Update Contract to Cambridge Systematics Inc., (CS). Factors supporting the recommendation are:

- a. Constancy with the Evaluation Team vote 8/1 in favor of CS.
- b. Successful negotiations of enhanced technical features as recommended by the Evaluation Team.
- c. Successful cost negotiations.
- d. The CS selection furthers the Authority's Strategic Plan goal to develop in-house modeling capacity.
- e. The modeling system and approach for Trans Action and Six Year Update are consistent and compatible with what is in use by many member jurisdictions and MWCOG/TPB.
- f. The modeling system approach is expected to be the most compatible in the future with expected industry evolution and evolution in MWCOG/TPB modeling and data.
- g. The modeling system(s) proposed are commercial products with vendor support as well as a local and national community of users.
- h. The proposed contract is within previously appropriated funding, so no budget action is required.
- i. CS had previously completed TransAction 2040.
- j. The recommendation recognizes, that there is some schedule risk for the adoption of the next Six Year Program Update (tentatively scheduled for summer of CY2022). This is due to the change in the modeling platforms (current to future). However, it is recognized that this is the appropriate time to make the long-term investment in a modeling platform that will have broad compatibility and further the NVTAs Strategic Plan Goal of developing in-house modeling capacity.

Attachment: Contract Award Notice - Draft



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

DRAFT, 2021

Mr. Thomas Harrington, Principal
Cambridge Systematics, Inc.
3 Bethesda Metro Center, Suite 1200
Bethesda, MD 20814

Dear Mr. Harrington:

The Northern Virginia Transportation Authority has acted to authorize the award of a contract to Cambridge Systematics Inc. (CS) to perform the work requested in the Authority's RFP No. 2021-01 and described in your Technical Proposal and separate Price Proposal dated December 11, 2020.

The following clarifications and modifications apply:

1. The CS Responses to Additional Questions dated January 8, 2021.
2. The CS Responses to Additional Questions dated January 26, 2021.
3. The CS Price Proposal dated February 3, 2021.
4. NVTA clarification of the intent of RFP Section E, Item 6 through the replacement of the word Engineers in the first sentence on page 52 with Transportation Planning Consultants.
5. NVTA restatement of RFP Section E, Article 15 (Page 33) with: "To the extent applicable, all materials and equipment furnished by the Consultant shall be fully guaranteed against defects in material and workmanship in accordance with the most favorable commercial warranties the Consultant gives any customer for such supplies or services."

This letter, together with NVTA RFP 2021-03 and the Cambridge Systematics Technical Proposal and Price Proposal dated December 11, 2020, with the attachments and revisions noted above provides the agreement to conduct the project under the specified terms and

conditions. This letter also constitutes your notice to proceed unless advised otherwise in writing by NVTa on or prior to March 25, 2021.

If you concur please sign both originals and return one copy to Michael Longhi, NVTa CFO. Please contact Mr. Longhi with any questions.

Sincerely,

Monica Backmon
Executive Director

Mr. James Brogan
Executive Vice President
Cambridge Systematics

Date

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Dev Sen, Financial Analyst

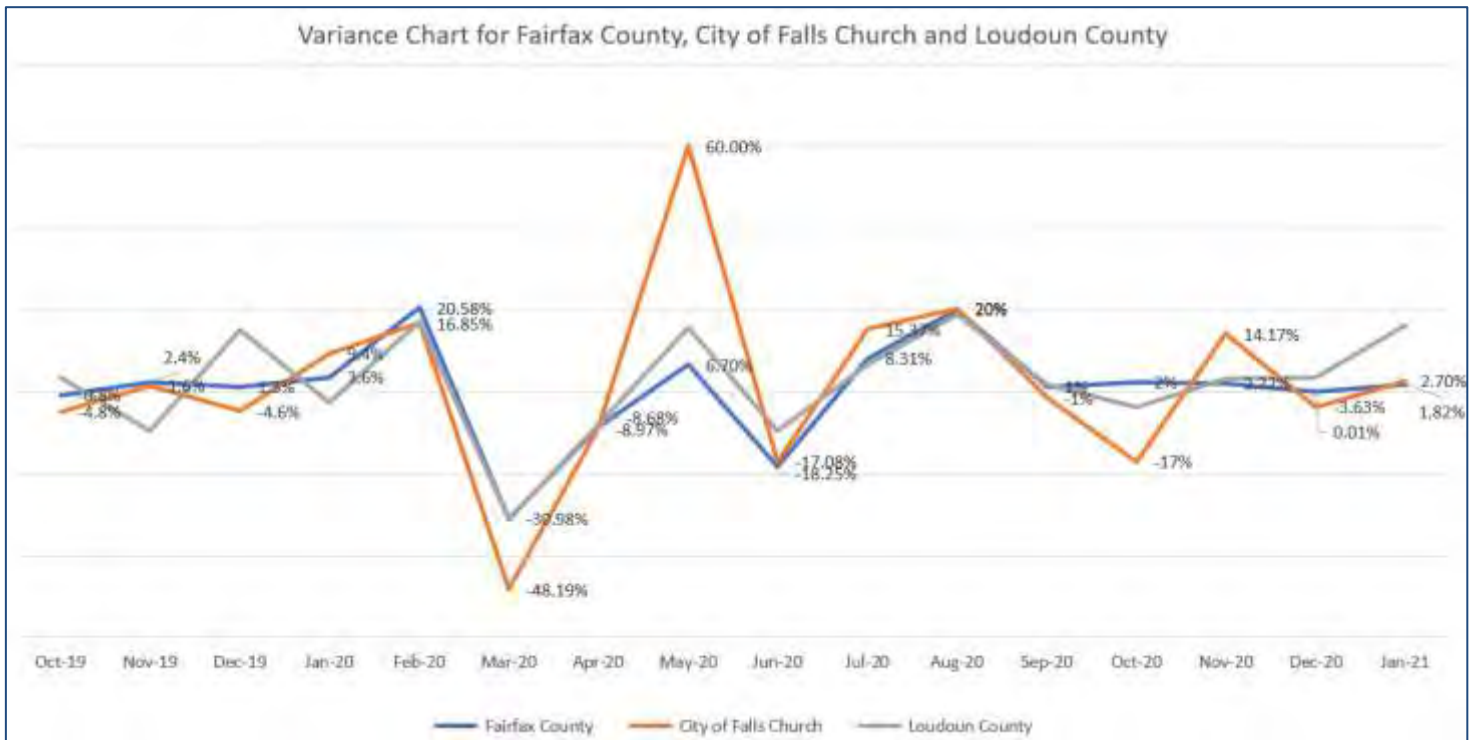
DATE: March 4, 2021

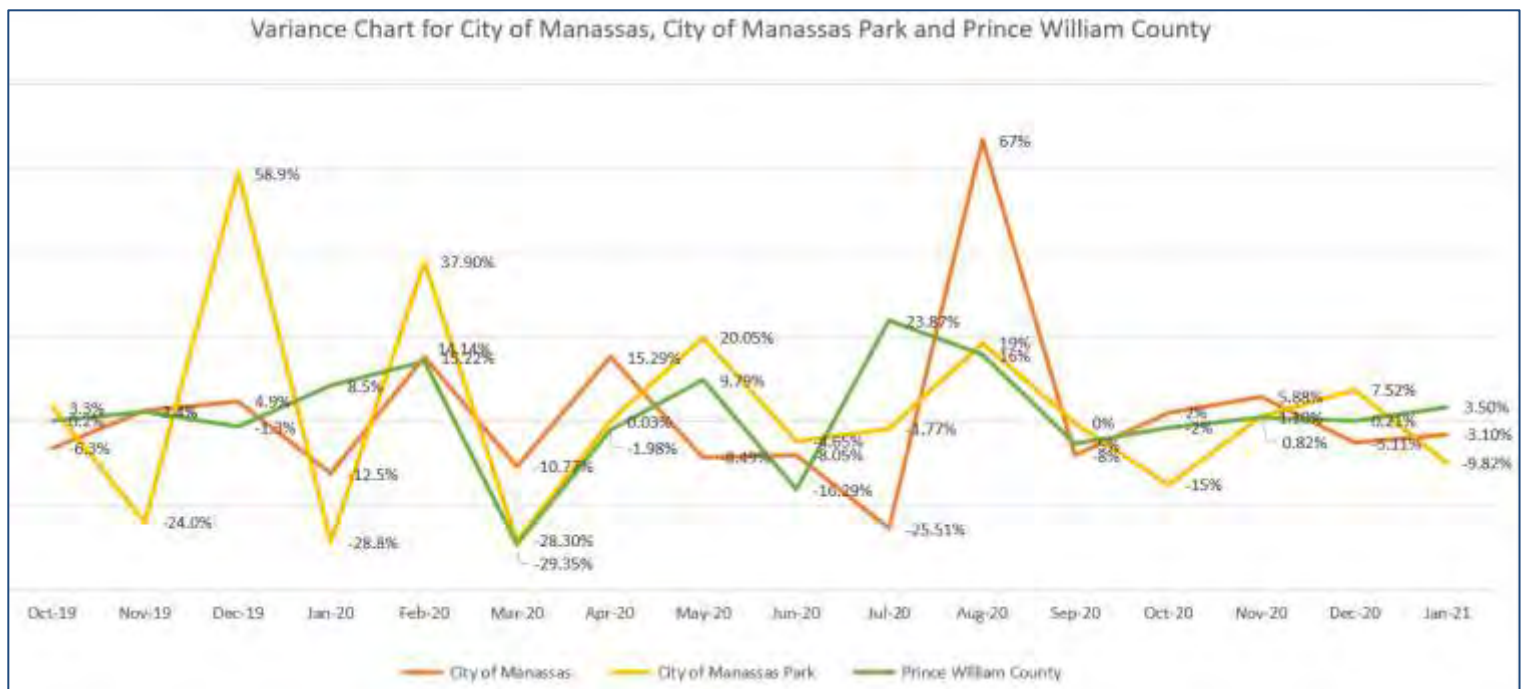
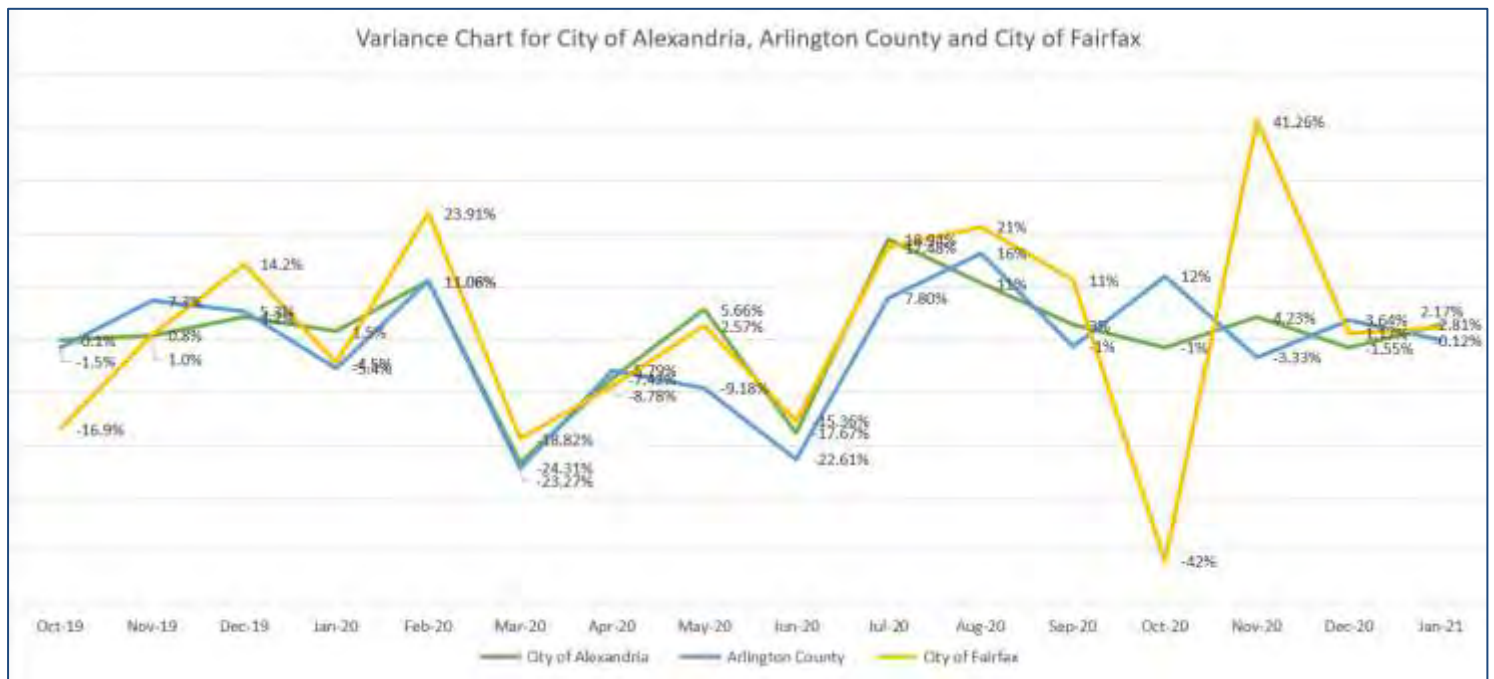
SUBJECT: Revisions to Policy 19 - Local Distribution (30% Funds)

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of changes to Policy 19 – Local Distribution (30% Funds) to implement Virginia Code changes as recommended by the Finance Committee.
- 2. Suggested Motion:** *I move the Authority approve the attached changes to Policy 19 – Local Distribution (30% Funds).*
- 3. Background:**
 - a. Policy 19 – Local Distribution (30% Funds) was last revised in December 2020, to reflect the following revenues received by the Authority:
 - Commonwealth Transportation Fund Transfer (HB1414, 2020)
 - Regional Congestion Relief Fee (HB1414, 2020)
 - b. The reason for the revision to Policy 19 – Local Distribution (30% Funds) in December 2020, was due to the fact that the Commonwealth Transportation Fund Transfer and Regional Congestion Relief Fee (Grantor’s Tax) revenue was to be distributed:
 - i. Based on locality data of where the transaction occurred for Grantor’s Tax.
 - ii. Based on the percentage ratio of each jurisdiction’s Sales Tax to the combined total amount of Sales Tax received for that month for the Commonwealth Transportation Fund Transfer, since there is no locality data with that revenue stream.
 - c. Recent discussions with the Virginia Department of Transportation Chief Financial Officer indicate the Interstate Operations and Enhancement Program (SB1716, 2019) implementation was changed by the 2020 Omnibus Transportation Bill.
 - i. The estimated revenue was reduced from \$20 million to \$13.3 million.
 - ii. Transfer of the revenue was also changed from monthly, to ideally annually in the first month of the fiscal year. However, the timing of distributions in

future years is dependent on the Interstate Operations and Enhancement Program Fund cash flow.

- d. NVTA updated and utilized prior models of the impact of the timing of fund transfers related to parity among jurisdictions for the 30% distributions. The Regional Jurisdiction and Agency Coordinating Committee was briefed on the prior analyses and has consistently supported methods that provided parity.
- e. The moving the Interstate Operations and Enhancement Program away from monthly transfers will result in significant loss of parity between jurisdictions based on variances in Sales Tax receipts on a month-to-month basis, based on the current policy wording.
- f. Embedded below are three charts. Each chart depicts the variance in three jurisdiction's Sales Tax from October 2019 until January 2021. The charts are grouped by three jurisdictions to improve readability.
- g. Analysis of the variances determined that the Interstate Operations and Enhancement Program revenue and Commonwealth Transportation Fund Transfer revenue should not be distributed on the basis of a current month percentage ratio of Sales Tax. The proposed draft moves the distribution to being based on the ratio of the prior 12 fiscal months of Sales Tax receipts.
- h. The proposed policy change is intended to address any future revenues which do not have jurisdiction data in an attempt to reduce future policy changes.





Attachment: Draft Policy 19 – Local Distribution (30% Funds)

Attachment.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 19 – Local Distribution (30% Funds)

- I. **Purpose.** In accordance with and subject to the requirements of the - *Virginia Code* thirty percent (30%) of the revenues received by the Northern Virginia Transportation Authority (NVTa) shall be distributed on a pro rata basis. Each jurisdiction shall execute the Memorandum of Agreement (MOA) Regarding Distribution of 30% Funds. Annually, each jurisdiction will complete an Annual Jurisdiction Certification, certifying the use of previously disbursed 30% funds and eligibility to receive the upcoming fiscal years funds.
- II. **General.**
- A. The Authority will segregate funds received from the Commonwealth of Virginia between 30% Local Distribution Funds (“30% Funds”) and 70% Regional Revenue Funds as soon as practicable, as specified in the Virginia Code. The Authority receives the following revenues:
- Sales and Use Tax (HB2313, 2013)
 - Interstate Operations and Enhancement Program (SB1716, 2019)
 - Commonwealth Transportation Fund Transfer (HB1414, 2020)
 - Regional Congestion Relief Fee (HB1414, 2020)
- B. The Sales and Use Tax and Regional Congestion Relief Fee will be segregated and distributed to jurisdictions based on the jurisdiction the transaction occurred in each jurisdiction as reported by the Commonwealth. Future revenues with jurisdictional information will be distributed on this basis.
- C. The Interstate Operations and Enhancement Program and Commonwealth Transportation Fund Transfer revenues will be segregated and distributed to jurisdictions based on the percentage ratio of each jurisdiction’s Sales Tax to the combined total amount of Sales Tax received for ~~that month~~ the prior 12 fiscal months. Future revenues without jurisdictional information will be distributed on this basis.
- D. The Authority will distribute 30% Funds to jurisdictions as soon as practicable contingent on an active Memorandum of Agreement and requirements set out in the Virginia Code.
- E. Each jurisdiction shall deposit its 30% Fund revenues received from the NVTa into a separate, special fund (the “NVTa Special Fund”).
- F. 30% Funds are to be expended for additional urban or secondary road construction, or other capital improvements that reduce congestion, for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the NVTa, or for public transportation purposes, including transit operating expenses.

- G.** Each jurisdiction is required to complete the NVTa annual certification by August 1 each year in the format required by the NVTa confirming the 30% Funds it received were used in compliance with the Virginia Code. If the certification is not received by August 1, transfers of the current fiscal year 30% Funds will cease until the certification is submitted in good form.
- H.** Administrative expenses of the NVTa, as set forth in the NVTa's annual budget (not otherwise funded through other sources), shall be allocated among the member jurisdictions based on population (as specified in HB2313), alternatively the Authority may determine through the annual budget process that such expenses will be charged to the 70% Regional Revenue Fund in accordance with SB1468 (2019).
- I.** The member jurisdictions are required to adopt the commercial and industrial (C&I) property tax for transportation at a rate of \$0.125 per \$100 valuation and deposit the revenues into its NVTa Special Fund or deposit an equivalent amount into its NVTa Special Fund for transportation improvements by March 1 of each year for the current fiscal year. The amount required to be deposited will be referred to below as the "C&I Equivalency Transfer"
- J.** If a jurisdiction fails to deposit the full amount of the C&I tax or equivalent transfer into its NVTa Special Fund, the NVTa shall reduce its disbursement of 30% funding by the difference between the amounts deposited compared to the amount required to be deposited.
1. If the full amount of the C&I Equivalency Transfer is not deposited by August 1st, and the annual certification not completed in a compliant form by August 1st, then the NVTa will halt 30% Funds distributions for that fiscal year.
 2. 30% Funds held by the NVTa due to an incomplete or missing C&I equivalency transfer or a noncompliant annual certification shall be held in escrow by the NVTa until March 1st of that fiscal year.
 3. On March 1st of that fiscal year any 30% Funds matched by an equivalency transfer will be remitted to the jurisdiction, conditioned upon the annual certification being complete and accepted by the NVTa.
 4. Any 30% Funds held after March 1 due to a missing or incomplete C&I Equivalency Transfer or noncompliant annual certification will be irrevocably transferred for that fiscal year to the 70% Regional Revenue Fund for use as determined by the Authority.
- K.** Each jurisdiction is required to maintain its Maintenance of Effort based on the average transportation expenditures for FY2011, 2012 and 2013, or lose its share of the 30% Funds for the fiscal year succeeding the year in which it did not maintain its transportation expenditures as set forth in Enactment Clause 14 of Chapter 766.

- L.** The NVTa has a continuing responsibility to ensure that the 30% Funds are properly spent.
- M.** The NVTa and the member counties are required to work cooperatively to ensure that the towns with populations greater than 3,500 receive their respective shares of the 30% Funds.
- N.** Information regarding the receipt of all revenues, all 30% transfers to jurisdictions and the payment of the Authority administrative expenses will be open and transparent to all member jurisdictions and reported to the Finance Committee and the Authority at their regular meetings.

III. Responsibilities.

A. Chief Financial Officer (CFO) Reporting to Executive Director.

- 1. The CFO will be responsible for accepting the funds from the Commonwealth, investing and safekeeping the funds, distributing the funds to the member jurisdictions, and providing periodic reports on deposits and disbursements to member jurisdictions, the Finance Committee and the Authority.
- 2. The initial disbursement to the jurisdictions will be made no later than one (1) month following the execution of the MOA by the jurisdictions. Subsequent distributions shall occur monthly or as soon as practicable.
- 3. The CFO will monitor member jurisdictions compliance with their respective MOA's and advise the Executive Director of any non-compliance.

B. Member Jurisdictions.

- 1. Must comply with the terms of the MOA and the Virginia Code in regard to the use of 30% Funds.
- 2. Each jurisdiction is responsible for paying its share of the Authority's administrative expenses by July 15 of each year for those fiscal years that the Authority has determined to charge member jurisdictions rather than the 70% Regional Revenue Fund, for administrative expenses reflected in the NVTa's Annual Operating Budget.
- 3. If the Authority determines to charge administrative expenses to member jurisdictions, each member jurisdiction can choose to provide its share of the administrative expenses by asking the Authority to reduce the amount it will receive from its 30% Funds or by paying the invoice from other sources by July 15.
- 4. By August 1 of each year, the Chief Administrative Officer (CAO) of each member jurisdiction will certify that the jurisdiction has adopted the C&I tax at \$0.125 per

\$100 valuation or set aside an equivalent amount of local revenues for transportation purposes in their special fund. The CAO will certify that the jurisdiction met the maintenance of effort requirement for the previous fiscal year.

5. Counties must ensure that towns with a population of 3,500 or more comply with the requirements of HB 2313. Counties are required to enter into a formal MOA with their towns (over 3,500 population).
6. All city, county and town records must be maintained for five years from the date the record was created. All parties must comply with the Public Records Act, and all applicable state and federal laws regarding records retention.

Approved by the Finance Committee: December 5, 2014

Approved by Northern Virginia Transportation Authority: December 11, 2014

Revision 1:

Approved by the Finance Committee: October 17, 2019

Approved by the Northern Virginia Transportation Authority: November 14, 2019

Revision 2:

Approved by the Finance Committee: November 19, 2020

Approved by the Northern Virginia Transportation Authority: December 17, 2020

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: March 11, 2021

SUBJECT: NVTa Endorsement of Prince William County INFRA Program Application

- 1. Purpose:** Endorsement of Prince William County's application for the Infrastructure for Rebuilding America (INFRA) discretionary grant program for the Route 123 Improvements at I-95, Route 1, and Old Bridge Road Project.
- 2. Suggested Motion:** *I move Authority endorsement of Prince William County's (INFRA) discretionary grant program application for the Route 123 Improvements at I-95, Route 1, and Old Bridge Road Project.*
- 3. Background:** The U.S. Department of Transportation (USDOT) today announced it is seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program to fund transportation projects of national and regional significance that are in line with the Biden Administration's principles for national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

The funding available for this year's grants totals approximately \$889 million.

The Department recognizes the role that infrastructure investment plays in economic development and job creation, and the added urgency of this funding at time when the COVID-19 pandemic has put stress on state and local budgets.

For the first time, the USDOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change, or whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission-vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.

Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to benefit underserved communities. The Department will also consider whether the project is located in a federally designated community development zone, including qualified Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.

USDOT seeks projects that apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost-effective manner.

The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million.

Under statutory requirements, 10 percent of available funds are reserved for small projects, and the Department must award at least 25 percent of funding for rural projects. INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Prince William County has requested Authority endorsement of their application on Tuesday, March 9, 2021, for the Route 123 Improvements at I-95, Route 1, and Old Bridge Road Project. Improvements that encompass this overall project are part of TransAction (TransAction ID 218 and 244) and is a key component of improving segment 8-1 of the I-95/US 1 Corridor.

Prince William County's application includes interchange improvements at Route 123/I-95, intersection improvements at Route 123/Route 1, and intersection improvements at Route 123/Old Bridge Road. The overall project and these three locations are currently being evaluated under VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program to identify the optimal design to achieve regional mobility goals in a cost-efficient manner. The funding need is contingent on the result of this evaluation, but we anticipate requesting up to \$100 million towards the project.

Next Step: Application deadline is Friday, March 19, 2021.

Attachments: Letter from Prince William County Requesting Support
NVT A Letter of Endorsement to USDOT Secretary Pete Buttigieg



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

March 11, 2021

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: Prince William County, Virginia's INFRA Grant Application: Route 123
Improvements at I-95, Route 1, and Old Bridge Road

Secretary Buttigieg,

I am writing you on behalf of the Northern Virginia Transportation Authority (NVTA) to express support for Prince William County's application submitted to the Infrastructure for Rebuilding America (INFRA) discretionary grant program for the Route 123 Improvements at I-95, Route 1, and Old Bridge Road project. NVTA is responsible for setting regional transportation policies and priorities and developing a long-range transportation plan, known as TransAction, for improving mobility and reducing congestion in the Northern Virginia Region. The Route 123 Improvements at I-95, Route 1, and Old Bridge Road project is part of TransAction (TransAction ID 218 and 244) and is a key component of improving segment 8-1 of the I-95/US 1 Corridor.

Prince William County's application includes interchange improvements at Route 123/I-95, intersection improvements at Route 123/Route 1, and intersection improvements at Route 123/Old Bridge Road. The overall project and these three locations are currently being evaluated under the Virginia Department of Transportation's (VDOT) Strategically Targeted Affordable Roadway Solutions (STARS) program to identify the optimal design to achieve regional mobility goals in a cost-efficient manner.

The Route 123 Improvements at I-95, Route 1, and Old Bridge Road is regionally significant as it serves two corridors of statewide significance, is located half a mile from the boundary line between the two most populous counties in Virginia and provides access to high-capacity transit. This multimodal project will reduce congestion and improve mobility along the I-95 and US 1 corridors in accordance with NVTA objectives. An INFRA grant would greatly facilitate construction of this project and we thank you for your time and assistance with this request.

I respectfully ask that you give this grant application your most thoughtful and serious consideration. Thank you for your time and attention to this matter.

Sincerely,

Phyllis J. Randall
Chair
Northern Virginia Transportation Authority

CC: Chair Ann Wheeler, Prince William Board of County Supervisors
Ricardo Canizales, Prince William County, Director Department of Transportation
Monica Backmon, Northern Virginia Transportation Authority, Executive Director



March 9, 2021

Monica Backmon
Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of Prince William County's INFRA Application for Route 123 Improvements at I-95, Route 1, and Old Bridge Road

Ms. Backmon,

I am writing to request NVTA's endorsement of Prince William County's application under the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for Route 123 Improvements at I-95, Route 1, and Old Bridge Road. Improvements that encompass this overall project are part of TransAction (TransAction ID 218 and 244) and is a key component of improving segment 8-1 of the I-95/US 1 Corridor.

Prince William County's application includes interchange improvements at Route 123/I-95, intersection improvements at Route 123/Route 1, and intersection improvements at Route 123/Old Bridge Road. The overall project and these three locations are currently being evaluated under VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program to identify the optimal design to achieve regional mobility goals in a cost-efficient manner. The funding need is contingent on the result of this evaluation, but we anticipate requesting up to \$100 million towards the project.

The Route 123 Improvements at I-95, Route 1, and Old Bridge Road is regionally significant as it serves two corridors of statewide significance, is located half a mile from the boundary line between the two most populous counties in Virginia and provides access to high-capacity transit. This multimodal project will reduce congestion and improve mobility along the I-95 and US 1 corridors in accordance with NVTA objectives. An INFRA grant would greatly facilitate construction of this project and we thank you for your time and assistance with this request.

If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", on a light blue background.

Ricardo Canizales
Director of Transportation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

SUBJECT: Approval to Cancel and Transfer Town of Dumfries Standard Project Agreement 2015-053-1, Widen US Route 1 – Brady’s Hill Rd to Route 234

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) action to cancel Standard Project Agreement (SPA) 2015-053-1 as requested by the Town of Dumfries. The purpose of the cancellation is to facilitate re-assigning the project/SPA to Prince William County, as desired by both the County and Town.
2. **Suggested Motion:** *I move Authority cancellation of Standard Project Agreement 2015-053-1, the widening of US Route 1 – Brady’s Hill Rd to Route 234, with the Town of Dumfries.*
3. **Background:**
 - a. The Authority has committed \$129,760,000 to the project through three funding programs:
 - i. \$6,900,000 in the FY2015/16 Six Year Program (SYP) for Preliminary Engineering.
 - ii. \$44,860,000 in the FY2018/23 SYP for Right of Way acquisition.
 - iii. \$78,000,000 in the FY2020/25 SYP for Construction
 - b. This project has also received a preliminary recommendation of \$50.8 million through the SmartScale Program. If approved by the Commonwealth Transportation Board, those funds will be available in FY2026/27.
 - c. The Town of Dumfries and Prince William County staff have conferred over several months on the administration of this project and synergies to be found with other Prince William County projects related to the widening of other segments of Route 1.
 - d. Town and County staff have made recommendations to their respective Board/Council to transfer project implementation responsibility to Prince William County.

- e. The Dumfries Town Council voted unanimously on January 19, 2021, to support an agreement between the Town and Prince William County for the County to administer the NVTa funded projects to widen Route 1 from Brady's Hill Road to Route 234.
- f. Prince William Board of County Supervisors took action on March 2, 2021, to support the transfer of the project implementation to the County.
- g. NVTa Staff, working with the Town and County staff, support the transfer of the Project from the Town of Dumfries to Prince William County.

Coordination:

Town of Dumfries
Prince William County
VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

SUBJECT: Standard Project Agreement 2015-053-1, Transfer to Prince William County

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval to transfer Standard Project Agreement (SPA) 2015-053-1 to Prince William County and designate Prince William County as the project sponsor for remaining appropriations for Route 1 Widening from Brady's Hill Road to Route 234.
2. **Suggested Motion:** *I move Authority approval of Standard Project Agreement 2015-053-1 with Prince William County, and designate Prince William County as the project sponsor for the remaining \$122,860,000 in approved but unappropriated project funding; and authorize the Executive Director to sign on behalf of the Authority.*
3. **Background:**
 - a. The Authority has committed \$129,760,000 to the project through three funding programs:
 - i. \$6,900,000 in the FY2015/16 Six Year Program (SYP) for Preliminary Engineering.
 - ii. \$44,860,000 in the FY2018/23 SYP for Right of Way acquisition.
 - iii. \$78,000,000 in the FY2020/25 SYP for Construction
 - b. An earlier Action Item for this Authority Meeting requested the cancellation of SPA 2015-053-1. This cancellation facilitates the transfer of the project to Prince William County as desired by Dumfries Town Council action taken on January 19, 2021 and Prince William County Board of Supervisors action on March 2, 2021.
 - c. Authority approval of the attached SPA will result in the balance of the FY2015/16, \$6,900,000 in appropriated funds being available for Prince William County to continue the project preliminary engineering in accord with the project description previously approved by the Authority.

- d. The suggested motion, further designates Prince William County as the project sponsor, permitting the County to submit SPAs for the remaining Right of Way and Construction funding of \$122,860,000.

Attachment: Draft Prince William County Regional Revenue Fund SPA 2015-053-1 [here](#).

Coordination:

Council of Counsels
Town of Dumfries
Prince William County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: March 4, 2021

SUBJECT: Approval of the City of Fairfax Request for Additional Transform 66 Outside the Beltway Concessionaire Payment Funding

1. Purpose: To seek Northern Virginia Transportation Authority (NVTa) recommendation of approval for additional concessionaire funding for the City of Fairfax's George Snyder Trail Project.

2. Suggested Motion: *I move Authority recommendation of \$3,660,000 in additional Transform 66 Outside the Beltway Concessionaire payment funds to fully fund the George Snyder Trail project.*

3. Background: – As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).

- Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
- On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. Both projects were included in the Authority's recommendation. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects.

- The City of Fairfax was awarded \$13.6M in Transform 66 Outside the Beltway Project Concessionaire funding for the George Snyder Trail project as part of the projects recommended by the Authority.
- The City has been engaged in the design process since receiving that funding and the plans are now at the 65% design phase (post-Public Hearing). The updated project estimate is now \$17,630,000, which is \$3,660,000 over the available funding of \$13,975,000 (\$13.6M in concessionaire funding and \$370,000 in CMAQ funding).
- The City has been able to reduce the right of way estimate by limiting the project as much as possible to within city right of way; however, the construction cost has increased due to necessary project additions (one additional bridge, retaining walls, environmental mitigation, geotechnical engineering).
- The City requests Authority recommendation to the CTB for the additional \$3,660,000 to fully fund the George Snyder Trail project. There is approximately \$15M in unprogrammed concessionaire funds.
- The RJACC recommended approval of the additional funding request at the February 25, 2021 meeting.

4. Next steps. Upon Authority recommendation of additional funding approval, the request will be sent to the Commonwealth Transportation Board to be included in their transfer report.

Attachment(s):

- A. Draft Letter to VDOT, District Administrator, Helen Cuervo
- B. Additional Funding Request Letter from the City of Fairfax



Attachment A.

Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

March 11, 2021

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: City of Fairfax Transform 66 Outside the Beltway Concessionaire Request for Additional Funding

Dear Ms. Cuervo:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On February 9, 2021, the City of Fairfax requested the additional funding in the amount of \$3,660,000, to fully fund the George Snyder Trail project.

The City was awarded \$13.6M in Transform 66 Outside the Beltway Project concessionaire funding for the George Snyder Trail project. The City has been engaged in the design process since receiving that funding and the plans are now at the 65% design phase (post-Public Hearing). The updated project estimate is now \$17,630,000, which is \$3,660,000 over the available funding of \$13,975,000 (\$13.6M in concessionaire funding and \$370,000 in CMAQ funding). The city has been able to reduce the right of way estimate by limiting the project as much as possible to within

city right of way; however, the construction cost has increased due to necessary project additions (one additional bridge, retaining walls, environmental mitigation, geotechnical engineering).

On March 11, 2021, the Authority recommended approval of the additional funding.

If you should have any questions, please feel free to contact the Authority's Executive Director, Monica Backmon, at monica.backmon@thenovaauthority.org.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Executive Director, NVT
Wendy Block Sanford, Director, City of Fairfax Department of Transportation

Attachment B.



City of Fairfax, Virginia

10455 Armstrong Street • Fairfax, VA 22030-3630

703-385-7930 • www.fairfaxva.gov

February 9, 2021

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive
Suite 200
Fairfax, VA 22031

RE: George Snyder Trail Request for Additional Funding

Dear Ms. Backmon,

The City was awarded \$13.6M in I-66 Outside the Beltway Project concessionaire funding for the George Snyder Trail project. The City has been engaged in the design process since receiving that funding and the plans are now at the 65% design phase (post-Public Hearing). The updated project estimate is now \$17,630,000, which is \$3,660,000 over the available funding of \$13,975,000 (\$13.6M in concessionaire funding and \$370,000 in CMAQ funding). The city has been able to reduce the right of way estimate by limiting the project as much as possible to within city right of way; however, the construction cost has increased due to necessary project additions (one additional bridge, retaining walls, environmental mitigation, geotechnical engineering).

The city requests NVTa's recommendation to the Commonwealth Transportation Board for the additional \$3,660,000 to fully fund the George Snyder Trail project.

If you have any questions or comments, please contact me at (703) 385-7889 or by electronic mail at Wendy.Sanford@fairfaxva.gov.

Sincerely,

Wendy Block Sanford
Transportation Director

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director
Tracy Baynard, McGuireWoods Consulting LLC.

DATE: March 4, 2021

SUBJECT: 2021 Virginia General Assembly Update

Purpose: To provide the Northern Virginia Transportation Authority (NVTa) with an update of the 2021 General Assembly Session transportation matters.

- A number of bills introduced during the 2021 General Assembly session highlight the transportation sector's role in emissions reduction and resiliency. Other proposed legislation would have required a new environmental justice outreach process as part of certain permit requests. Legislators placed an emphasis on electric vehicles and the development of charging infrastructure throughout the Commonwealth, positioning the state for the increasing electrification of the automotive industry, including analysis of how greater electrification impacts energy access and generation. Meanwhile, greenhouse gas emissions were heavily considered, resulting in legislation that will require an evaluation of motor vehicle emissions and the implementation of a low-emissions vehicle standards program starting with the 2025 model year.
- Two bills, [HB 1979](#) and [HB 2118](#), created new programs supporting the use of electric vehicles, but no funds were allocated in the conference budget report. HB 1979 creates a rebate program for the purchase of new and used electric vehicles beginning in 2022 if funds are made available. The program expires January 2027. HB 2118 establishes a grant program to assist school divisions in replacing diesel school buses with electric school buses. If no funds are dedicated via Governor budget amendments, the hope is that funding will be provided for the FY 22-24 biennium.
- Rising sea levels and increased flooding continue to impact policy development, resulting in a number of legislative items aimed at increasing resiliency in the Commonwealth's transportation infrastructure. The Department of Transportation will be involved in developing strategies to mitigate risks to infrastructure and will be required to consider resiliency as a factor when developing its SYIP. The Department of Conservation and Recreation will also be involved in evaluating solutions to mitigate flooding.

The environmental justice bills introduced in 2021 sought to standardize consideration of environmental justice issues within the executive branch, utilizing public outreach and an interagency working group. While this proposed legislation did not survive, the inclusion of these bills in this year's General Assembly session affirms the importance placed on the matter last year with the passage of the 2020 Environmental Justice Act. The Act established § 2.2-235 of the state code, which defines environmental justice as the fair treatment and meaningful involvement of every person, regardless of race, color, national origin, income, faith, or disability, regarding the development, implementation, or enforcement of any environmental law, regulation, or policy. Proposed legislation centering on environmental justice should be expected in future General Assembly sessions.

Transportation Policy and Studies

- [HJ 542](#): Requests the Department of Rail and Public Transportation to conduct a two-year study of transit equity and modernization in the Commonwealth, with emphasis on transit services and engagement opportunities for underserved and underrepresented communities.

Electric Vehicles/EV Charging Infrastructure/Transportation Electrification

- [HB 1850](#): Authorizes EVs powered primarily by electric battery to exceed relevant weight limits by 2,000 pounds as long as the additional weight is due to the power unit. Similar vehicles may also travel on interstates but the total gross weight cannot exceed 82,000 pounds.
- [HB 2282](#): The SCC shall submit a report to the General Assembly, no later than May 1, 2022, recommending policy proposals that would govern public electric utility programs to accelerate widespread transportation electrification in the Commonwealth. The DEQ, DMME, and VDOT will participate. The report will detail public and private investment opportunities in EV charging infrastructure, as well as increased access to electric transportation, improved air quality, and energy storage targets. Beginning July 1, 2021, any approved costs of any investor-owned electric utility associated with investment in transportation electrification may only be recovered through the utility's rates for generation and distribution. These costs may not be recovered through a rate adjustment clause and will not be eligible for a customer credit reinvestment offset.
- [SB 1223](#): Amends the Virginia Energy Plan to include an analysis of EV charging infrastructure and other infrastructure needed to support the 2045 net-zero carbon target in the transportation sector. This will also include: 1) data on the number and type of electric and hybrid electric vehicles currently registered in the Commonwealth; 2) projections of future electric vehicle sales across all vehicle classes, and; 3) an analysis of the impact electrified transit growth on the Commonwealth's electric system.

Emissions

- [HB 1965](#): Directs the State Air Pollution Control Board to implement a low-emissions and zero-emissions vehicle program for motor vehicles with a model year of 2025 and

later. Regulations adopted by the Board to implement the program are exempt from the Administrative Process Act and shall not become effective prior to January 1, 2024. The regulations shall allow any motor vehicle manufacturer to establish a Virginia zero-emission vehicle credit account to be used to offset any inability to meet LEV vehicle delivery to Virginia auto dealers.

- [SB 1282](#): Directs the Department of Environmental Quality to conduct a comprehensive statewide baseline and projection inventory of all greenhouse gas (GHG) emissions and shall update such inventory every four years starting with the October 2022 report.
- [SB 1284](#): Establishes the Commonwealth Clean Energy Policy, which recognizes that addressing climate change requires reducing greenhouse gas emissions in the transportation and infrastructure sectors. The policy supports net-zero emission targets by promoting zero-emission vehicles and infrastructure, decreasing the carbon intensity of the transportation sector, encouraging alternative transportation options, and increasing the efficiency of motor vehicles operating on Virginia's roads.

Resiliency

- [HB 2071](#) / [SB 1350](#): When determining which projects to include in its SYIP, the CTB must consider whether the project has been designed to be resilient. Additionally, the Commissioner of Highways is required to ensure that resiliency is incorporated into the design standards for new construction projects.
- [HB 2187](#): The Commonwealth Center for Recurrent Flooding Resiliency (the Center) shall evaluate the development of a Flood Resiliency Clearinghouse Program for coordinating flood mitigation solutions. The Center will work with the DCR to evaluate solutions that (i) manage both water quality and flooding, and (ii) emphasize nature-based solutions, including stormwater best management practices. The Center will submit a report with results of its findings to the GA by November 1, 2021.
- [Budget Item 446 #2c](#): The Department of Transportation, with the assistance of the Virginia Institute for Marine Science, must complete an annual update on the status of the Coastal Virginia Transportation Infrastructure Inundation Study. The update is due no later than December 1 of each year to the Chairs of the House Appropriations and Senate Finance and Appropriations Committees, Chairs of the House and Senate Transportation Committees, Chair of the Joint Subcommittee on Coastal Flooding and Adaptation, and the Secretaries of Transportation and Natural Resources. At minimum, the report must include: 1) an up-to-date identification of at-risk rural, suburban and urban infrastructure; 2) planning and options to mitigate or eliminate the identified risks; 3) a report on what work remains to be completed, and; 4) an estimated time frame for the completion of its work.

Project Funding and Budget

- [Budget Item 430 #1c](#): The Department of Rail and Public Transportation shall use \$3,600,000 in FY 2022 from the Transit Ridership Incentive Program for regional

connectivity programs focused on congestion reduction and mitigation through provision of long-distance commuter routes for urban and rural communities.

2021 Transportation Funding Initiative

- In [Item 447.10#1c](#), the General Assembly combined General Fund money listed in the Governor's introduced budget along with federal COVID relief funding and other unallocated transportation funds to create a one-time multimodal transportation initiative. The project specifics:

Funding sources

- \$233.4 million in COVID federal relief funds
 - \$20 million in uncommitted TPOF money
 - \$15 million uncommitted FY 21 special project funds
 - \$55 million in FY 22 General Funds – as proposed by Governor
- **Expand Passenger Rail** \$83.5 million to expand passenger rail service from Roanoke to Blacksburg/Christiansburg and increase service frequency along I-81/Rt. 29 Corridor to Washington. DRPT is required to report back to the General Assembly by November 2021. Results from cost estimates of improvements are needed to extend service to Bristol and must model improvements and costs to extend service to Bedford.
- **Expand Commuter Rail Service** \$83.5 million to improve VRE service on the Manassas Line pending final negotiations with Norfolk Southern.
- **I-64 Corridor Improvements** \$93.1 million for use along the I-64 Corridor for two priority projects. The first call on funds is to fill any gap for the HRELN only after the updated traffic and revenue report is completed and HR TAC has certified what is needed. If money remains, it will be dedicated to the I-64 expansion missing link from New Kent to Richmond. This measure requires working with CVTA to see if they will be a partner to finance the project.
- **Metro Related Needs** \$32.4 million to fill the FY 22 gap in Virginia's share of SGR funding via the Metro Capital Fund – estimated to be \$22.4 million. Whatever funds are left can be used to help NO VA localities pay their FY 22 Metro subsidy.
- **Multimodal Trails Strategy** \$10 million for new regional multimodal trails. Directs OIPI to lead a workgroup to develop a process to identify and prioritize the development of new trails.
- **Transit Access** \$10 million dedicated to establish a fare-free pilot for urban and rural transit systems. \$900,000 for the transit modernization and equity study called for in HJ 542.
- **Fund Connected Transportation Pilot** \$10 million for the VT/Falls Church connected demonstration project. Requires an agreement with VDOT for information sharing and knowledge exchange.

- **Further Directions to CTB** The General Assembly requires two reports on use of the funds. One is due November 2021 and the other is due June 30, 2022. Any funds not allocated by June 1, 2021 can be used for road and bridge maintenance. The CTB has flexibility to use existing state revenues if the federal government does not allow use of federal funds for any project listed.

Other Transportation Matters

- [HB 1893](#) / [SB 1212](#): Authorizes the creation of the New River Valley Passenger Rail Station Authority to serve expected new service. The Authority includes all of Planning District 4 and allows revenue sharing agreements and the ability to sell bonds. Comments noted the station would be in Radford. Localities are not required to join.
- [HB 1813](#): Increases the value of highway maintenance and construction projects that can be performed by state or local employees to \$700,000.

**NORTHERN VIRGINIA TRANSPORTATION
AUTHORITY**

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members,
Northern Virginia Transportation Authority

FROM: Mayor Rishell, Chair - Finance Committee

DATE: March 4, 2021

SUBJECT: Finance Committee Report

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on February 18, 2021. The next meeting is scheduled for Thursday, March 18, 2021 at 1:00 PM. The following summarizes the February 18th meeting.
3. **Action Items:** (Finance Committee Recommendations on these items were presented at the March 11th Authority meeting.)
 - a. **Revisions to Policy 19 – Local Distribution (30%) Funds):** The Committee reviewed the staff report and draft policy changes noting the changes are designed to ensure parity among jurisdictions in the 30% distribution of revenues which do not have specified jurisdiction transaction data. The Committee voted unanimously to recommend Authority approval.
 - b. **TransAction and Six Year Program Update Contract:** The Committee received a report on the procurement steps, jurisdiction proposal evaluation team efforts and contract negotiations which produced the NVTA staff recommendation. The Committee voted unanimously to recommend Authority approval.
4. **Information/Discussion Item Summary:**
 - a. **Budget Guidance Discussion** - The Committee continued the FY2022 budget development discussions started in November 2020. The Committee received detailed prior, proposed base and proposed base plus new initiative numbers. The only new initiative for the FY2022 budget will be enhancements to the Project Information Monitoring and Management System (PIMMS). The dashboard component of PIMMS (NOVA Gateway) was presented to Authority Members at the September 2020 meeting. Potential enhancements to the system were discussed by Authority Members at that meeting. Those enhancements, financial and administrative capabilities for reimbursement

processing and other system improvements are currently under discussion with the outsourced system developer.

The draft Regional Revenue Fund, Local Distribution Fund and Operating Budget will be reviewed again at the Committee's March meeting in preparation of presentment to the Authority in April.

The proposed Operating Budget funding is based on a transfer from the Regional Revenue Fund, thereby avoiding jurisdiction reductions in their monthly 30% revenues. The proposed FY2022 transfer is less than the FY2021 transfer.

- b. Investment Portfolio Report** - The Finance Committee reviewed and discussed the Authority's Investment Portfolio performance. The Portfolio continues to perform well compared to its benchmarks, noting that performance has declined, although at a slower pace than the overall fixed income market.
- c. Monthly Revenue Report** - The Finance Committee reviewed and discussed the monthly revenue reports. Staff reported that I-81 funds of \$13.3 million have been received, and 30% distributions will occur based on Authority action on the proposed changes to that policy at this meeting. Sales tax while currently performing better than projections, is below last year due to the pandemic. Grantor's Tax is currently above projections.
- d. Monthly Operating Budget** - The Finance Committee received reports and discussed the FY2021 Operating Budget. Through 58% of the fiscal year the Authority has utilized 46% of the operating budget. Much of the 12% variance is attributed to PIMMS enhancements expenses approved in the FY2021 budget not having been incurred.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

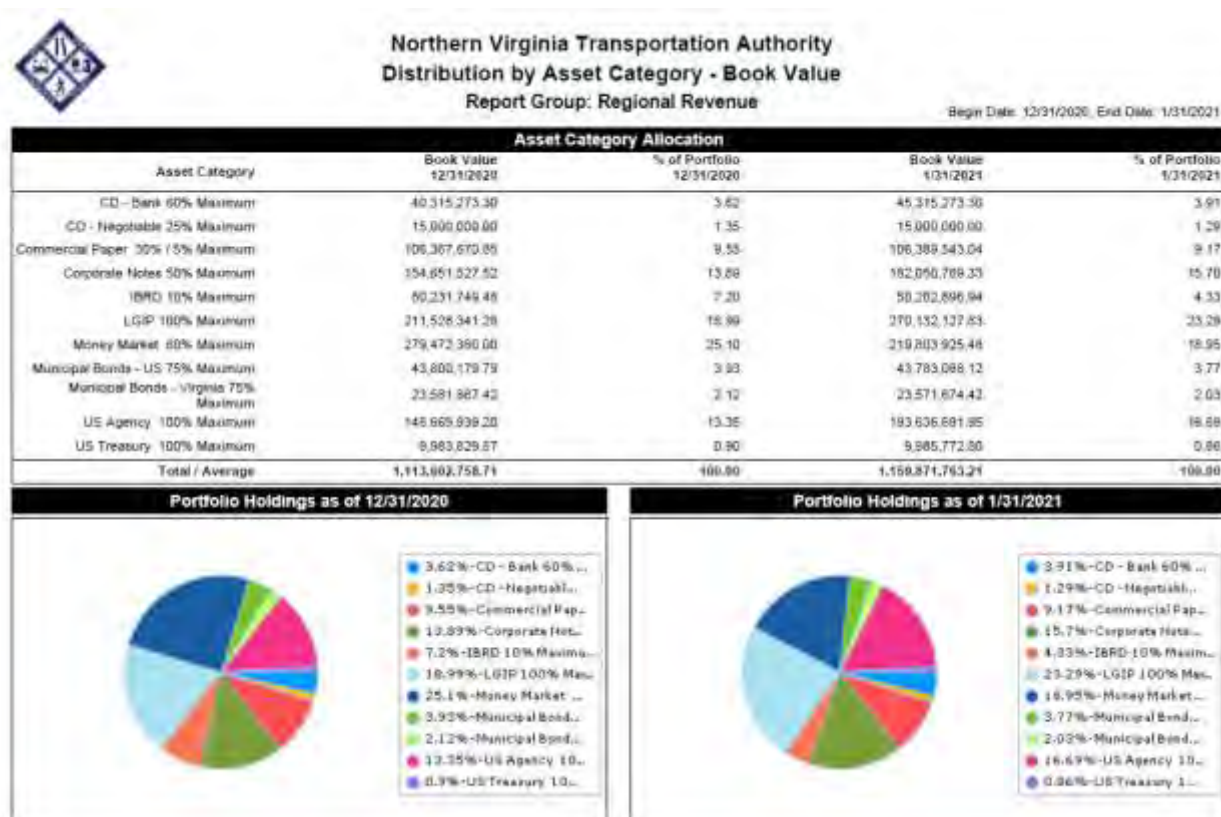
FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

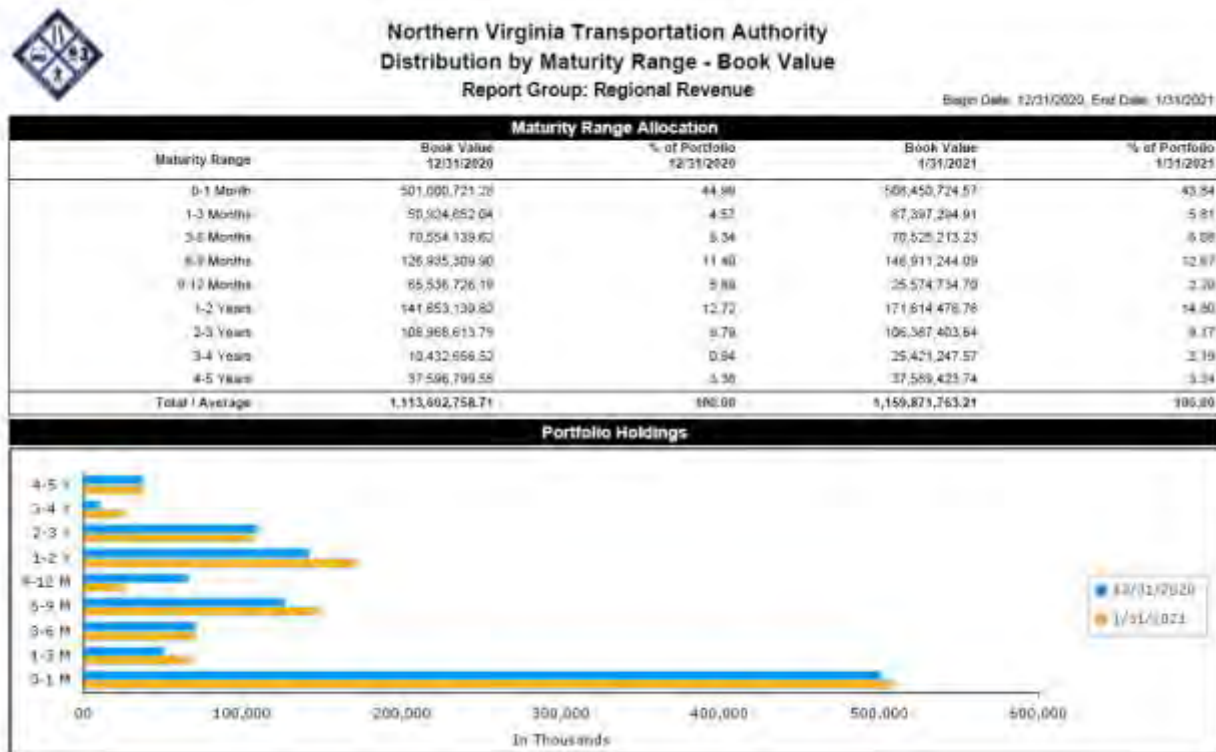
SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through January 31, 2021.
- 2) **Background:** This report is on investment activity through January 2021 and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTa Investment Policy.



3) Current Period Reports:

- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



- b. The liquidity of the portfolio is reflected in the portfolio's duration of 0.58 (1.0 = 1 year) and the maturity schedule shown above.

NVTA Investment Benchmarks	Jan-21 Month End
Fed Funds Rate	0.07%
Treasury 90 Day T Bill	0.08%
Local Government Investment Pool	0.13%
Virginia Non-Arbitrage Program	0.15%
NVTA Performance	0.45%

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of January 2021 was 0.45%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

a) Safety The portfolio is invested primarily in;

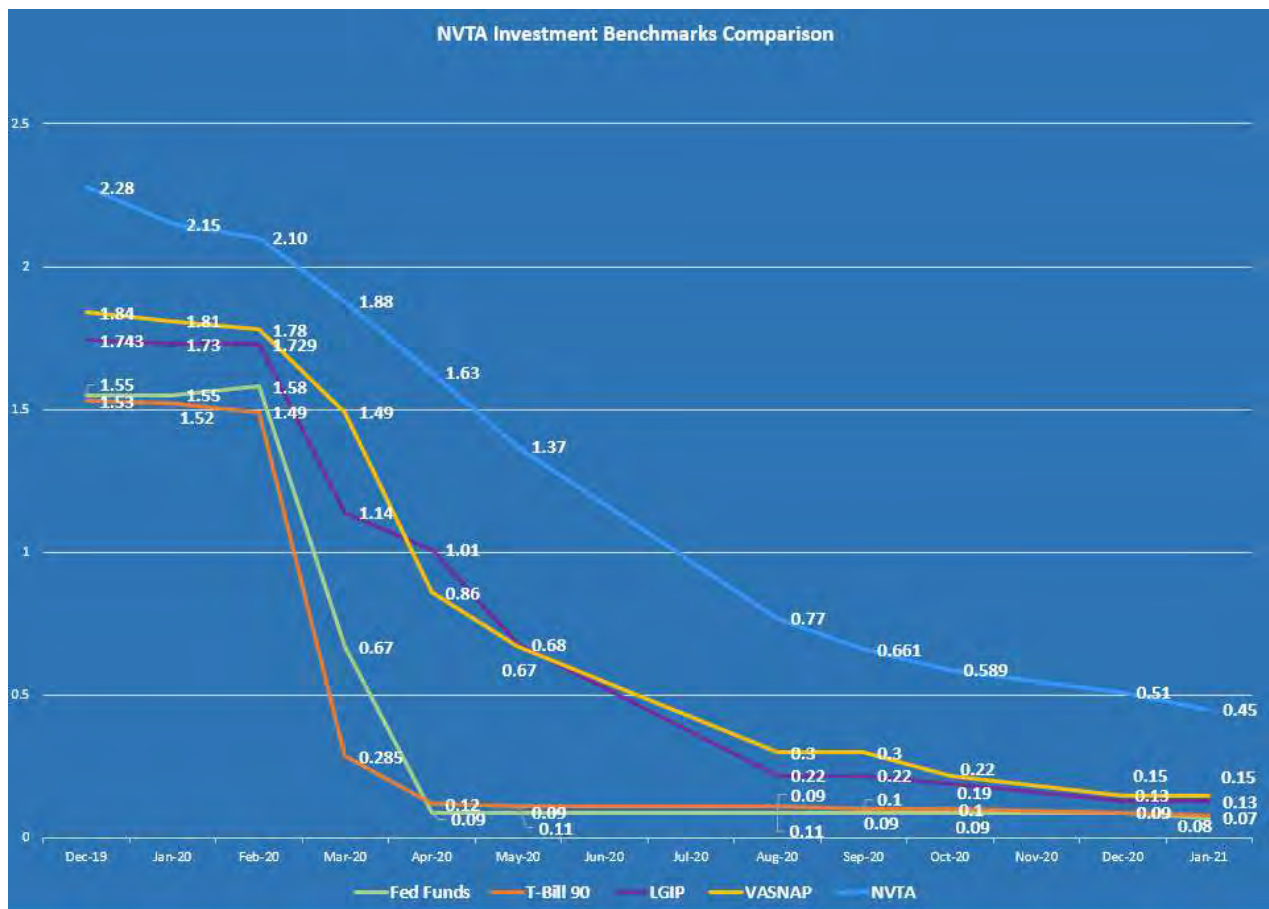
- i) Local Government Investment Pools (23% from 19%)
- ii) Collateralized bank money market accounts (19% from 25%)
- iii) AAA/AA rated investment grade corporate bonds (16% from 14%)
- iv) Treasuries and Agencies (18% from 14%)
- v) VA & US Municipals (remains at 6%)

b) Liquidity:

The NVTa Portfolio average duration was 0.58 – a tad more than half of a year. As yields have fallen in the market and now the local government investment pools, shorter duration securities are being purchased which has moved the duration from 0.63 in December to 0.58 (1.0 = 1 year) in January.

c) Yield:

- i) Given the change in market dynamics - the Federal Reserve has dropped rates near zero because of the pandemic. With local government investment pools' rates declining with the market, investment activity has centered around consolidating those funds and making short duration purchases of taxable municipal bonds, commercial paper and treasuries/agencies.
- ii) The NVTa portfolio is showing declines while still retaining value compared to the benchmarks. However, over time NVTa's portfolio performance is declining with the market. The portfolio is well positioned to take early advantage of rising rates as COVID-19 restrictions end and the economy begins to recover.



- 5) **Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- 6) **Portfolio Consultant:** The Investment and Debt Manager position has been vacant since July 2020, with the duties being undertaken by the CFO and the Financial Analyst. This time period has been used to expand the Financial Analyst exposure to portfolio management. Given the time and virtual work constraints a consultant is being brought on board for approximately 8 months to provide greater mentoring and coaching opportunity as well as seeking to maintain the portfolio yield as interest rates continue to decline.

The consultant's name is Josephine Gilbert. Ms. Gilbert was the Treasury Director at Fairfax County managing a multi-billion investment portfolio until her retirement in July 2020.

- 7) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
 - a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.

- b. Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
- c. Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTa securities or cash.

Attachments: Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and annual audit.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Attachment.

Portfolio Holdings Compliance - GASB 40 Report - As of 1/31/2021

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit										
United Bank 0.15 7/15/2021	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.87	165	07/15/2021	0.150	0.45
United Bank 0.15 7/22/2021	5,000,000.00	5,000,000.00	5,000,000.00	NR	NR	0.43	172	07/22/2021	0.150	0.47
United Bank 0.2 9/2/2021	30,315,273.30	30,315,273.30	30,315,273.30	NR	NR	2.63	214	09/02/2021	0.200	0.59
Sub Total / Average Certificate Of Deposit	45,315,273.30	45,315,273.30	45,315,273.30			3.93	199		0.183	0.54
Commercial Paper										
Barclays Bank 0 7/16/2021	10,000,000.00	9,986,627.78	9,978,411.11	S&P-A1	Moodys-P1	0.87	166	07/16/2021	0.291	0.45
Barclays Bank PLC 0 8/27/2021	11,500,000.00	11,480,066.66	11,474,220.83	S&P-A1	Moodys-P1	1.00	208	08/27/2021	0.301	0.57
Lloyds Bank PLC 0 4/16/2021	25,000,000.00	24,990,104.16	24,974,165.28	S&P-A1	Moodys-P1	2.17	75	04/16/2021	0.190	0.21
Lloyds Bank PLC 0 4/27/2021	10,000,000.00	9,994,744.44	9,989,274.17	S&P-A1	Moodys-P1	0.87	86	04/27/2021	0.220	0.24
Lloyds Bank PLC 0 6/4/2021	20,000,000.00	19,981,400.00	19,977,115.00	S&P-A1	Moodys-P1	1.73	124	06/04/2021	0.270	0.34
Royal Bank of Canada 0 10/19/2021	10,000,000.00	9,984,050.00	9,977,816.67	S&P-A1+	Moodys-P1	0.87	261	10/19/2021	0.220	0.72
Royal Bank of Canada 0 10/28/2021	10,000,000.00	9,982,000.00	9,975,666.67	S&P-A1+	Moodys-P1	0.87	270	10/28/2021	0.241	0.74
Toyota Industries0 7/12/2021	10,000,000.00	9,990,550.00	9,981,818.06	S&P-A1	Moodys-P1	0.87	162	07/12/2021	0.210	0.44
Sub Total / Average Commercial Paper	106,500,000.00	106,389,543.04	106,328,487.79			9.22	152		0.239	0.42
Corporate Bond										
Apple Corp. 1.7 9/11/2022	16,145,000.00	16,119,591.57	16,518,110.95	S&P-AA+	Moodys-Aa1	1.40	588	09/11/2022	1.800	1.59
Apple Corp.Var. Corp 2/9/2022	5,011,000.00	5,031,311.44	5,034,952.58	S&P-AA+	Moodys-Aa1	0.43	374	02/09/2022	0.713	0.00
Apple Inc 0.75 5/11/2023	5,000,000.00	5,053,242.77	5,063,350.00	S&P-AA+	Moodys-Aa1	0.43	830	05/11/2023	0.280	2.26
Apple Inc 2.4 5/3/2023	2,500,000.00	2,615,562.73	2,618,325.00	S&P-AA+	Moodys-Aa1	0.22	822	05/03/2023	0.340	2.20
Asian Development Bank 1.75 9/13/2022	25,000,000.00	25,620,701.36	25,629,500.00	S&P-AAA	Moodys-Aaa	2.17	590	09/13/2022	0.210	1.59
Asian Development Bank 2.75 3/17/2023	18,083,000.00	19,041,196.42	19,055,503.74	S&P-AAA	Moodys-Aaa	1.57	775	03/17/2023	0.250	2.06
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,380,723.83	7,398,630.06	S&P-AA	Moodys-Aa2	0.64	43	03/15/2021	2.833	0.12
Berkshire Hathaway2.2 3/15/2021	10,000,000.00	10,001,592.21	10,017,100.00	S&P-AA	Moodys-Aa2	0.87	43	03/15/2021	2.061	0.12
Berkshire Hathaway2.75 3/15/2023-23	10,000,000.00	10,436,579.57	10,472,500.00	S&P-AA	Moodys-Aa2	0.87	773	03/15/2023	0.665	2.06
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,547,426.75	5,581,183.60	S&P-AA	Moodys-Aa2	0.48	105	05/16/2021	2.923	0.29

Portfolio Holdings Compliance - GASB 40 Report - As of 1/31/2021

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Chevron Corp. 2.1 5/16/2021	5,000,000.00	5,016,100.00	5,019,050.00	S&P-AA	Moodys-Aa2	0.43	105	05/16/2021	0.973	0.29
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,002,714.01	1,004,730.00	S&P-AA	Moodys-Aa1	0.09	399	03/06/2022	0.595	0.00
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,519,324.51	7,535,475.00	S&P-AA	Moodys-Aa1	0.65	399	03/06/2022	0.595	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,024,348.09	10,038,200.00	S&P-AA	Moodys-Aa1	0.87	562	08/16/2022	0.551	0.00
IBRD 1.375 9/20/2021	25,000,000.00	25,193,162.24	25,191,750.00	S&P-AAA	Moodys-Aaa	2.17	232	09/20/2021	0.157	0.63
IBRD ADBVar. Corp 12/15/2021	25,000,000.00	25,009,734.70	25,004,500.00	S&P-AAA	Moodys-Aaa	2.17	318	12/15/2021	0.227	0.00
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,967,959.83	5,030,350.00	S&P-AAA	Moodys-Aaa	0.43	189	08/08/2021	2.850	0.52
Microsoft Corp 3.625 12/15/2023-23	13,000,000.00	14,144,731.99	14,144,000.00	S&P-AAA	Moodys-Aaa	1.13	1,048	12/15/2023	0.530	2.75
Toronto Dominion Bank Var. Corp 9/28/2023	16,680,000.00	16,800,931.71	16,784,416.80	Fitch-AA	Moodys-Aa3	1.44	970	09/28/2023	0.510	0.00
WalmartVar. Corp 6/23/2021	5,000,000.00	5,003,108.70	5,005,300.00	S&P-AA	Moodys-Aa2	0.43	143	06/23/2021	0.475	0.00
Walmart Inc. 3.4 6/26/2023-23	10,000,000.00	10,723,621.84	10,729,100.00	S&P-AA	Moodys-Aa2	0.87	876	06/26/2023	0.372	2.32
Sub Total / Average Corporate Bond	227,865,000.00	232,253,666.27	232,876,027.73			19.74	522		0.745	0.98
FFCB Bond										
FFCBVar. FFCB 8/1/2022	25,000,000.00	25,000,000.00	24,996,500.00	S&P-AA+	Moodys-Aaa	2.17	547	08/01/2022	0.140	0.00
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,003,400.00	S&P-AA+	Moodys-Aaa	0.43	225	09/13/2021	0.230	0.00
FFCB 0.23 8/3/2022	20,000,000.00	20,000,000.00	20,000,200.00	S&P-AA	Moodys-Aaa	1.73	549	08/03/2022	0.230	1.50
FFCB 0.6 11/24/2025-21	19,100,000.00	19,090,800.60	19,100,382.00	S&P-AA+	Moodys-Aaa	1.65	1,758	11/24/2025	0.610	4.75
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,999,061.75	19,993,800.00	S&P-AA+	Moodys-Aaa	1.73	269	10/27/2021	0.113	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,028,457.93	10,062,600.00	S&P-AA+	Moodys-Aaa	0.87	645	11/07/2022	0.500	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,005,187.50	10,030,100.00	S&P-AA+	Moodys-Aaa	0.87	470	05/16/2022	0.350	0.00
FFCB Var. FFCB 8/3/2022	30,000,000.00	30,000,000.00	29,988,600.00	S&P-AA+	Moodys-Aaa	2.60	549	08/03/2022	0.130	0.00
Sub Total / Average FFCB Bond	139,100,000.00	139,123,507.78	139,175,582.00			12.05	664		0.256	0.87
FHLB Bond										
FHLB 0.27 3/28/2024-21	15,000,000.00	14,998,512.91	14,990,550.00	S&P-AA+	Moodys-Aaa	1.30	1,152	03/28/2024	0.273	3.15
FHLB 1.67 8/25/2023-21	21,000,000.00	21,000,000.00	21,023,100.00	S&P-AA+	Moodys-Aaa	1.82	936	08/25/2023	1.670	2.51
Sub Total / Average FHLB Bond	36,000,000.00	35,998,512.91	36,013,650.00			3.12	1,026		1.088	2.77
Local Government Investment Pool										
Commonwealth of VirginiaLGIP	12,004.21	12,004.21	12,004.21	S&P-AAA	NR	0.00	1	N/A	0.128	0.00
Commonwealth of Virginia LGIP	269,911,244.31	269,911,244.31	269,911,244.31	S&P-AAA	NR	23.38	1	N/A	0.128	0.00
VIP Stable NAV LGIP	208,879.31	208,879.31	208,879.31	S&P-AAA	NR	0.02	1	N/A	0.134	0.00
Sub Total / Average Local Government Investment Po	270,132,127.83	270,132,127.83	270,132,127.83			23.40	1		0.128	0.00
Money Market										
BB&T MM	832,377.58	832,377.58	832,377.58	NR	NR	0.07	1	N/A	0.010	0.00
John Marshall Bank ICS MM	47,671,170.85	47,671,170.85	47,671,170.85	NR	NR	4.13	1	N/A	0.230	0.00
United Bank ICS Checking MM	28,029,772.90	28,029,772.90	28,029,772.90	NR	NR	2.43	1	N/A	0.200	0.00
United Bank ICS Savings MM	52,055,577.62	52,055,577.62	52,055,577.62	NR	NR	4.51	1	N/A	0.200	0.00

Portfolio Holdings Compliance - GASB 40 Report - As of 1/31/2021

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
United Bank MM	91,205,069.53	91,205,069.53	91,205,069.53	NR	NR	7.90	1	N/A	0.133	0.00
United Bank/Chk MM	9,957.00	9,957.00	9,957.00	NR	NR	0.00	1	N/A	0.000	0.00
Sub Total / Average Money Market	219,803,925.48	219,803,925.48	219,803,925.48			19.04	1		0.178	0.00
Municipal Bond										
Arlington County 0.79 8/1/2025	7,000,000.00	7,058,876.56	7,116,550.00	S&P-AAA	Moodys-Aaa	0.61	1,643	08/01/2025	0.600	3.92
Calvert County MD 2 5/1/2021	30,000.00	30,130.27	30,133.50	S&P-AAA	Fitch-AAA	0.00	90	05/01/2021	0.251	0.25
Calvert County MD 2 5/1/2022	805,000.00	822,050.03	823,201.05	S&P-AAA	Fitch-AAA	0.07	455	05/01/2022	0.300	1.24
Calvert County MD 2 5/1/2023	2,640,000.00	2,734,468.34	2,742,273.60	S&P-AAA	Fitch-AAA	0.23	820	05/01/2023	0.400	2.20
Calvert County MD 2 5/1/2024	2,330,000.00	2,442,467.18	2,454,678.30	S&P-AAA	Fitch-AAA	0.20	1,186	05/01/2024	0.500	3.15
Calvert County MD 2 5/1/2025	2,620,000.00	2,767,907.83	2,783,828.60	S&P-AAA	Fitch-AAA	0.23	1,551	05/01/2025	0.650	4.08
Carroll CNTY MD 2 11/1/2024	2,385,000.00	2,524,981.31	2,535,421.95	S&P-AAA	Moodys-Aaa	0.21	1,370	11/01/2024	0.420	3.63
Carroll CNTY MD 2 11/1/2025	1,890,000.00	2,016,395.33	2,024,284.50	S&P-AAA	Moodys-Aaa	0.16	1,735	11/01/2025	0.570	4.55
City Richmond GO 2 7/15/2023	3,000,000.00	3,117,068.27	3,129,000.00	S&P-AA+	Moodys-Aa1	0.26	895	07/15/2023	0.400	2.41
City Richmond GO 2 7/15/2024	3,000,000.00	3,153,855.45	3,170,520.00	S&P-AA+	Moodys-Aa1	0.26	1,261	07/15/2024	0.500	3.36
City Richmond GO 2 7/15/2025	410,000.00	435,180.52	437,617.60	S&P-AA+	Moodys-Aa1	0.04	1,626	07/15/2025	0.600	4.29
FFX CNTY VA GO 0.645 10/1/2025	5,000,000.00	5,040,262.90	5,040,050.00	S&P-AAA	Moodys-Aaa	0.43	1,704	10/01/2025	0.470	4.59
NYC GO 1.58 8/1/2021	20,000,000.00	20,003,897.51	20,131,600.00	S&P-AA	Moodys-Aa1	1.73	182	08/01/2021	1.541	0.50
NYC GO 1.58 8/1/2022	10,000,000.00	10,005,790.32	10,191,000.00	S&P-AA	Moodys-Aa1	0.87	547	08/01/2022	1.541	1.48
VA Resources Auth Infrastructure Rev 0.249 11/1/20	565,000.00	565,000.00	565,146.90	S&P-AAA	Moodys-Aaa	0.05	274	11/01/2021	0.249	0.75
VA Resources Auth Infrastructure Rev 0.329 11/1/20	435,000.00	435,000.00	435,913.50	S&P-AAA	Moodys-Aaa	0.04	639	11/01/2022	0.329	1.75
VA Resources Auth Infrastructure Rev 0.436 11/1/20	720,000.00	720,000.00	722,289.60	S&P-AAA	Moodys-Aaa	0.06	1,004	11/01/2023	0.436	2.73
VA Resources Auth Infrastructure Rev 0.636 11/1/20	1,000,000.00	1,000,000.00	1,005,200.00	S&P-AAA	Moodys-Aaa	0.09	1,370	11/01/2024	0.636	3.71
VA Resources Auth Infrastructure Rev 0.736 11/1/20	1,180,000.00	1,180,000.00	1,186,159.60	S&P-AAA	Moodys-Aaa	0.10	1,735	11/01/2025	0.736	4.67
VA Resources Auth Infrastructure Rev 0.75 11/1/202	1,300,000.00	1,301,430.72	1,309,828.00	S&P-AA	Moodys-Aa1	0.11	1,370	11/01/2024	0.720	3.70
Sub Total / Average Municipal Bond	66,310,000.00	67,354,762.54	67,834,696.70			5.74	883		0.980	2.31
Negotiable Certificate Of Deposit										
TD Bank NY 2.5 3/23/2021	15,000,000.00	15,000,000.00	15,024,600.00	S&P-A1+	Moodys-P1	1.30	51	03/23/2021	2.500	0.14
Sub Total / Average Negotiable Certificate Of Deposit	15,000,000.00	15,000,000.00	15,024,600.00			1.30	51		2.500	0.14
Treasury Note										
T-Note 2.75 9/15/2021	10,000,000.00	9,985,772.80	10,164,100.00	S&P-AA+	Moodys-Aaa	0.87	227	09/15/2021	2.990	0.61
Sub Total / Average Treasury Note	10,000,000.00	9,985,772.80	10,164,100.00			0.87	227		2.990	0.61
TVA Bond										
TVA 3.875 2/15/2021	5,000,000.00	5,001,683.14	5,007,250.00	S&P-AA+	Moodys-Aaa	0.43	15	02/15/2021	3.017	0.04
TVA 3.875 2/15/2021	13,500,000.00	13,512,988.12	13,519,575.00	S&P-AA+	Moodys-Aaa	1.17	15	02/15/2021	1.500	0.04
Sub Total / Average TVA Bond	18,500,000.00	18,514,671.26	18,526,825.00			1.60	15		1.910	0.04
Total / Average	1,154,526,326.61	1,159,871,763.21	1,161,195,295.83			100	291		0.450	0.58

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through January 2021.
3. **Comments:**
 - a. **FY2021 Revenues (Attachment A)**
 - i. The Authority has received approximately \$156.6 million through the January 2021 transfers from the Commonwealth. This amount includes a \$13.3 million transfer from the Interstate Operations and Enhancement Program (IOEP) formerly referred to as I-81. The Authority has received \$15 million of the \$20 million Northern Virginia District Transfer; \$10.9 million in Regional Congestion Relief Fees and \$117.3 million in Sales Tax Receipts.
 - ii. Attachment A shows a 29% positive variance when comparing the annualized sales tax receipts through January 2021 to the FY2021 budget, but the actual sales tax receipts of \$117.3 million as of January 2021 is 2.37% below the previous year's receipts of \$120.2 million.
 - iii. The annualized Regional Congestion Relief Fee (Grantor's Tax at the reduced rate of \$0.05/100) is exceeding the FY2021 budgeted amount but due to the uncertainty of the COVID-19 Pandemic impact on commercial real estate over the remaining 6 months of the fiscal year and the longer-term projection period, no budget adjustment is being recommended.
 - iv. FY2021 projected revenue is expected to remain positive, with some volatility throughout the remainder of the fiscal year as a result of the unpredictable path of both the COVID-19 virus and the distribution of the vaccines on the economy.
 - v. Recent discussions with the Virginia Department of Transportation CFO indicated the Interstate Operations and Enhancement Program (SB1716/HB2718, 2019) implementation was changed by the (HB1414/SB890, 2020) Omnibus Transportation Bill.

- vi. The assembly moved this revenue from a monthly basis, based on revenues such as heavy truck registrations, highway use and diesel fuel taxes; to an annual allocation based on funds available for the Highway Construction Program under the Interstate Operations and Enhancement Program.
- vii. Ideally the transfer will occur in the first month of the fiscal year. However, the timing of the distributions in future years is dependent on the Interstate Operations and Enhancement Program Fund cash flow.
- viii. The Commonwealth's estimated revenue was reduced from the projected \$20 million to approximately \$13.3 million for FY2021 and will vary in future years based on the funds allocated for the Highway Construction Program. The Commonwealth has estimated an average transfer of \$13.45 Million through FY2025.

b. FY2021 Distribution to localities (Attachment B)

- i. There is one outstanding member jurisdiction that has not yet completed the required annual HB2313 certification to receive FY2021 Local Distribution Funds (30%). The filing deadline is August 1st of each year. If the filing is not received (in correct and accurate form) by March 1st, the jurisdiction's Local Distribution Funds are transferred to the Regional Revenue Fund for the year.
- ii. As of January 2021, \$41.9 million has been distributed in Local 30% Distribution funds for FY2021 to member jurisdictions.

c. FY2015 to FY2021 Year over Year Revenue Comparison (Attachment C).

- i. This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through January 2021.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through January 2021
- B. FY2021 30% Distribution by Jurisdiction, through January 2021
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for January 2015 to 2021

Attachment A

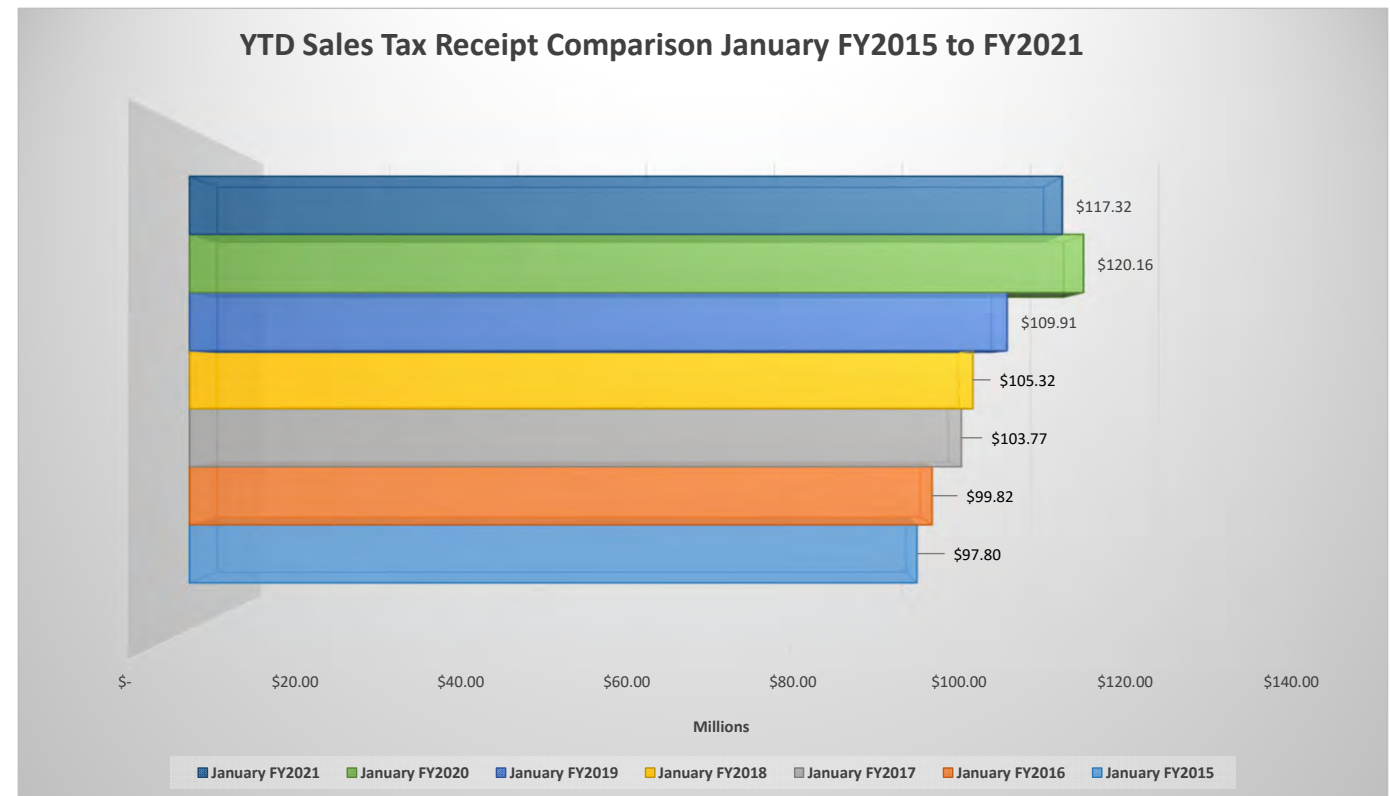
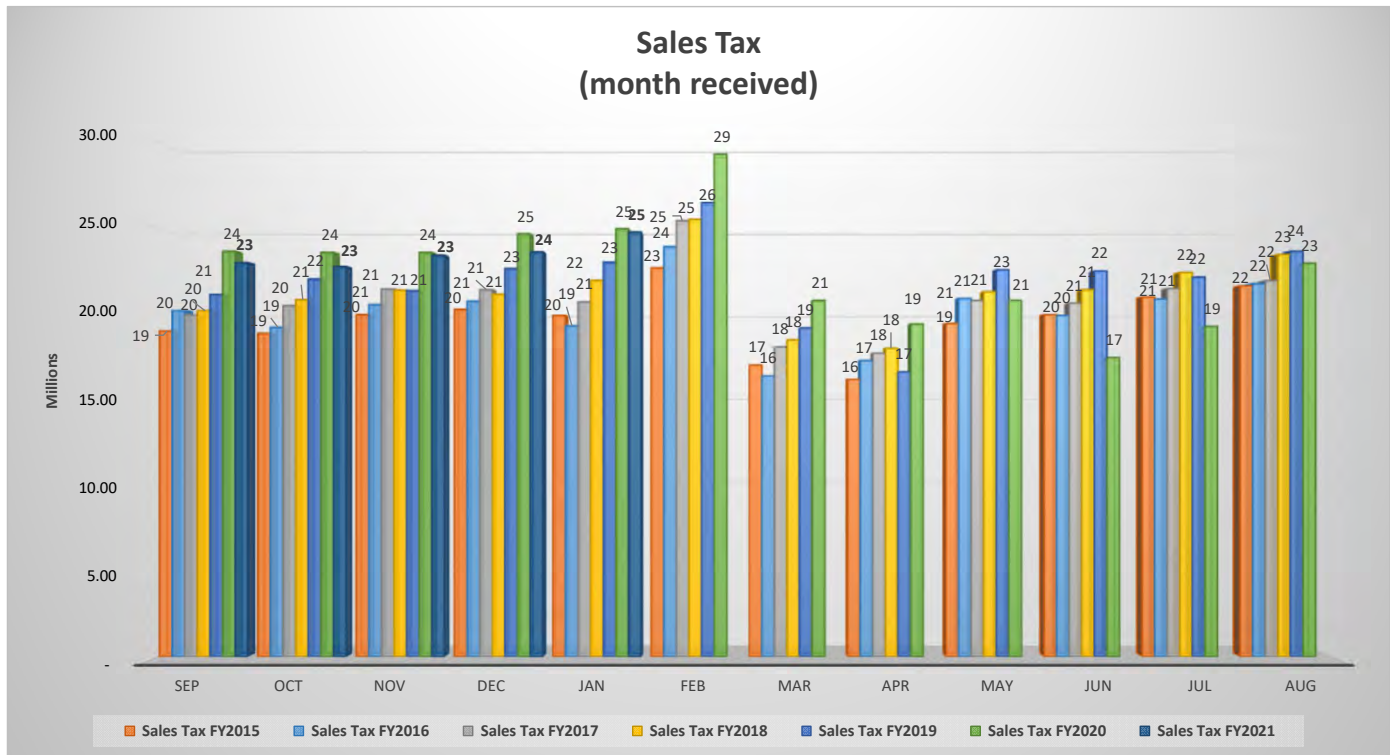
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY						
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVT A ESTIMATES						
Based on: Revenue Data Through January 2021						
FYE June 30, 2021						
Regional Sales Tax		Annualized				
Transaction Months	5	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 7,601,472	\$ 18,243,532	\$ 14,188,675	\$ 4,054,857	
Arlington County		9,407,994	22,579,186	21,828,731	750,455	
City of Fairfax		3,264,953	7,835,888	5,893,757	1,942,131	
Fairfax County		48,103,720	115,448,929	92,335,532	23,113,397	
City of Falls Church		1,345,143	3,228,343	2,401,160	827,183	
Loudoun County		25,172,546	60,414,111	42,347,738	18,066,373	
City of Manassas		2,838,757	6,813,017	5,020,608	1,792,409	
City of Manassas Park		700,346	1,680,830	1,309,724	371,106	
Prince William County		18,886,071	45,326,570	32,961,384	12,365,186	
Total Sales Tax Revenue		\$ 117,321,002	\$ 281,570,405	\$ 218,287,309	\$ 63,283,096	29.0%
Vehicle License-Registration Fees		Annualized				
Transaction Months	1	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ -	\$ -	\$ 138,367	\$ (138,367)	
Arlington County		-	-	212,872	(212,872)	
City of Fairfax		-	-	57,476	(57,476)	
Fairfax County		-	-	900,450	(900,450)	
City of Falls Church		-	-	23,416	(23,416)	
Loudoun County		-	-	412,972	(412,972)	
City of Manassas		-	-	48,961	(48,961)	
City of Manassas Park		-	-	12,772	(12,772)	
Prince William County		-	-	321,437	(321,437)	
Total Vehicle License-Registration Fees		\$ -	\$ -	\$ 2,128,723	\$ (2,128,723)	-100.0%
Regional Congestion Relief Fee		Annualized				
Transaction Months	6	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 1,191,069	\$ 2,382,137	\$ 721,500	\$ 1,660,637	
Arlington County		1,010,817	2,021,633	1,110,000	911,633	
City of Fairfax		77,450	154,900	299,700	(144,800)	
Fairfax County		4,347,656	8,695,313	4,695,300	4,000,013	
City of Falls Church		93,414	186,829	122,100	64,729	
Loudoun County		2,384,749	4,769,499	2,153,400	2,616,099	
City of Manassas		118,976	237,951	255,300	(17,349)	
City of Manassas Park		50,296	100,592	66,600	33,992	
Prince William County		1,688,909	3,377,818	1,676,100	1,701,718	
Total Regional Congestion Relief Fee		\$ 10,963,336	\$ 21,926,672	\$ 11,100,000	\$ 10,826,672	97.5%
NVTD Transfer from COVA		Annualized				
Transaction Months	3	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 975,036	\$ 1,300,048	\$ 1,300,000	\$ 48	
Arlington County		1,192,587	1,590,115	2,000,000	(409,885)	
City of Fairfax		418,026	557,368	540,000	17,368	
Fairfax County		6,157,420	8,209,893	8,460,000	(250,107)	
City of Falls Church		172,696	230,262	220,000	10,262	
Loudoun County		3,243,570	4,324,759	3,880,000	444,759	
City of Manassas		367,420	489,893	460,000	29,893	
City of Manassas Park		84,016	112,021	120,000	(7,979)	
Prince William County		2,389,230	3,185,640	3,020,000	165,640	
Total NVTD Transfer from COVA		\$ 15,000,000	\$ 20,000,000	\$ 20,000,000	\$ (0)	0.0%
Total Revenue Received		\$ 143,284,338	\$ 323,497,077	\$ 251,516,032	\$ 71,981,045	28.62%

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through January 202

[illegible]



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: March 4, 2021

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2021.
2. **Background:** The Authority elected to fund the Operating Budget for FY2021 through transfers from the Regional Revenue Fund.
3. **Comments:** Through January 31, 2021, the FY2021 Operating Budget has produced the following:
 - a. The Operating Budget is being funded through quarterly transfers of \$692,305 from the Regional Revenue Fund.
 - b. As of January 31, 2021, the Authority has utilized 46% of its FY2021 expenditure budget even though January represents 58% of the year.
 - c. The utilization rate for the budget at 46%, is not linear due to the timing of certain large expenses and the open Investment and Debt Manager position that has been vacant since mid-July 2020. Expenditures for the next phase of the Project Implementation, Management and Monitoring system will not be disbursed until contracted work is accepted, toward the end of FY2021.
 - d. Through January 31, 2021, all expense account categories within the operating budget remain within budget.
 - e. The attached statement shows the total operating budget income and expenditure activity for FY2021 through January 31, 2021.

Attachment: FY2021 Monthly Operating Budget through January 31, 2021

Attachment.

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 1 / 21

Page: 1 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	103,987.80	779,589.78	1,524,073.00	744,483.22	51
130	Health & Dental Benefits	12,930.34	104,226.30	247,968.00	143,741.70	42
131	Payroll Taxes	7,776.88	46,757.70	118,210.00	71,452.30	40
132	Retirement VRS	15,517.14	58,354.10	124,506.00	66,151.90	47
133	Life Insurance	2,964.52	9,022.81	20,331.00	11,308.19	44
134	Flex Spending/Dependent Care		331.98	881.00	549.02	38
135	Workers Comp		1,326.00	1,698.00	372.00	78
137	Disability Insurance	404.00	8,673.16	18,196.00	9,522.84	48
	Total Account	143,580.68	1,008,281.83	2,055,863.00	1,047,581.17	49
420000	Professional Services					
210	Audit & Accounting Services		18,500.00	29,500.00	11,000.00	63
220	Bank Service		175.95	750.00	574.05	23
230	Insurance		7,458.00	6,385.00	-1,073.00	117
240	Payroll Services	258.48	1,377.82	2,606.00	1,228.18	53
260	Public Outreach & Regional Event Support	16,302.80	26,232.22	89,093.00	62,860.78	29
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services	8,750.00	17,500.00	35,875.00	18,375.00	49
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services	10,000.00	44,169.24	70,000.00	25,830.76	63
265	Investment Custody Svc	5,060.00	10,220.00	25,000.00	14,780.00	41
	Total Account	40,371.28	128,320.73	271,909.00	143,588.27	47
430000	Technology/Communication					
310	Acctg & Financial Report Systems		42,719.85	111,347.00	68,627.15	38
330	IT Support Svc Incl Hosting	540.00	13,891.46	24,295.00	10,403.54	57
335	GIS/Project Mgt/Modeling		-4,043.68	136,679.00	140,722.68	-3
340	Phone Service & Web Ex Chgs	741.14	6,464.54	11,136.00	4,671.46	58
350	Web Develop & Hosting	382.50	4,817.41	9,756.00	4,938.59	49
	Total Account	1,663.64	63,849.58	293,213.00	229,363.42	22
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions	92.96	2,131.46	10,544.00	8,412.54	20
412	Duplication & Printing	1,524.85	3,692.55	14,610.00	10,917.45	25
414	Hosted Meeting Expenses	108.34	502.33	5,000.00	4,497.67	10
415	Mileage/Transportation			11,450.00	11,450.00	
417	Office Lease		99,663.57	173,256.00	73,592.43	58
418	Office Supplies	187.66	1,364.08	8,065.00	6,700.92	17
419	Postage & Delivery		31.55	700.00	668.45	5
420	Professional Develop & Training	707.00	5,249.55	23,650.00	18,400.45	22
	Total Account	2,620.81	112,635.09	248,775.00	136,139.91	45
	Total Expenses	188,236.41	1,313,087.23	2,869,760.00	1,556,672.77	46

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
	Net Income from Operations	-188,236.41	-1,313,087.23			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue	692,305.00	1,384,610.00	2,769,220.00	-1,384,610.00	50
						50
	Total Other Revenue	692,305.00	1,384,610.00	2,769,220.00	-1,384,610.00	50
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			567,952.00	567,952.00	
825	Transf to Equip Reserve			26,986.00	26,986.00	
	Total Account			594,938.00	594,938.00	
	Total Other Expenses	0.00	0.00	594,938.00	594,938.00	
	Net Income	504,068.59	71,522.77			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Wilson, Chair, Planning and Programming Committee

DATE: March 4, 2021

SUBJECT: Report from the Planning and Programming Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning and Programming Committee (PPC).
2. **Background.** The PPC met on March 1, 2021.

Due to the current public health emergency, the meeting was held online with all five members joining remotely. The Committee took action on the following items:

- **A resolution to hold a remote electronic meeting was approved unanimously.** This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
- **The November 2, 2020 meeting summary was approved unanimously.**

3. **Transportation Technology Strategic Plan.**

- Mr. Jasper shared with the Committee an overview of the draft Transportation Technology Strategic Plan (TTSP). The draft TTSP identifies eight strategies that are intended to leverage transportation technologies in support of NVTa's vision and goals for the regional transportation system in Northern Virginia. These strategies focus on mobility, accessibility, and resilience, while embracing core values of safety, equity, and sustainability. Among other things, each strategy identifies up to nine possible NVTa roles. The Committee discussed these items in detail and will provide feedback to the NVTa staff.

4. **TransAction.**

- Ms. Backmon shared with the Committee that the Finance Committee recommended Cambridge Systematics, Inc to the Authority as preferred consultants for the upcoming TransAction update. The update is expected to be adopted in December 2022.

5. **NVTA update.** Ms. Backmon noted that the March 11th Authority meeting will receive presentations from Mayor Wilson on the NVTA-funded project Potomac Yard Metrorail Station as well as from JBG Smith on National Landing transportation infrastructure Investments.
6. **Next steps.** The PPC will continue to be engaged in the update of NVTA's long-range transportation plan, TransAction, in the coming months. The Committee will continue to discuss the new elements in detail and how these could be incorporated into the goals, objectives, and the complementary approaches of performance measures and core values.

The Committee will next meet on March 25, 2021, at 5 p.m.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: March 4, 2021.

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on February 24, 2021.

Due to the current public health emergency, the meeting was held online with 13 members joining remotely. The Committee took action on following three items:

- a. A resolution to hold a remote electronic meeting was adopted unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
- b. The November 18, 2020, meeting summary was approved, with abstentions from members who did not attend the November 18, 2020 meeting.
- c. The CY2021 meeting calendar was unanimously approved.

3. Transportation Technology Strategic Plan

NVTa's Transportation Technology Committee was formed in early 2019, with a charge to draft a Transportation Technology Strategic Plan (TTSP), to inform the update of NVTa's long range transportation plan (TransAction). There was a presentation on - basic structure of the draft TTSP, its 8 strategies and associated NVTa roles, and types of inputs being solicited. Committee members inquired on several aspects of the draft plan, and provided initial suggestions for the next iteration.

4. **Next steps.** I envision the PCAC will continue to be engaged in the adoption of the Transportation Technology Strategic Plan, and update of its long-range plan TransAction.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: March 4, 2021

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on February 17, 2021. Due to the current pandemic, the meeting was held virtually via WebEx. Seven members attended the online meeting and the meeting was also livestreamed on YouTube.
3. **The Committee took action on the following items:**
 - a. **Resolution finding the need to conduct meeting electronically:**
A resolution to hold a remote electronic meeting was approved unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority and their committees to conduct business meetings electronically.
 - b. **Summary Notes of November 18, 2020 Meeting:**
The meeting summary for the November 18, 2020, meeting was approved unanimously.
 - c. **Meeting Schedule for CY2021:**
The meeting schedule for the Calendar Year 2021 was approved unanimously.
4. **The Committee discussed the following information items:**
 - a. **Transportation Technology Strategic Plan:**
An overview of the Transportation Technology Strategic Plan was given and a draft plan was shared with the Committee for feedback. The Committee will review the draft document and will provide feedback by the next committee meeting in March. The Committee was also informed that the draft action plan would be shared with members before the next committee meeting on March 17, 2021.

b. NVTA Update:

Ms. Backmon noted that the 6th Annual NoVA Transportation Roundtable will be held electronically on March 10, 2021. Secondly, she mentioned that there would be an update from Mayor Wilson about the Potomac Yard Metro Station at the March Authority meeting. NVTA funded \$69.5 million for the project, with the last invoice recently reimbursed.

5. Next Meeting:

The next meeting date is scheduled for March 17, 2021 at 7 pm

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: March 4, 2021

SUBJECT: Executive Director's Report

Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.

- 1. Senator Warner's Transportation Roundtable** – On February 19, 2021, U.S. Senator Mark Warner, who led negotiations during the recent COVID-19 stimulus package providing \$14B in emergency relief for public transit agencies to continue operations during the pandemic, hosted a socially distanced roundtable discussion on COVID's impacts on regional transportation. Virginia Secretary of Transportation, Shannon Valentine; WMATA CEO and General Manager Paul Wiedefeld; Virginia Railway Express CEO, Rich Dalton, and I were among some of the Commonwealth's transportation leaders invited to participate. Thank you to Senator Warner and his team for including us in this important discussion.
- 2. Fox 5 (WTTG-TV) Interview** – I was a guest for a live interview on Fox 5 Morning on February 19, 2021. I discussed multimodal transportation investments in the region, with a focus on National Landing, economic impacts of the Authority's investments/job creation; and Senator Warner's event later in the afternoon.
- 3. Intelligent Transportation Systems Ribbon-Cutting and Filming** – On February 4, 2021, the Authority celebrated with the City of Alexandria and DASH Bus, the completion of Intelligent Transportation Systems (ITS) projects. Rather than hosting a formal ceremony due to COVID-19 precautions, NVTA staff worked with the City of Alexandria and DASH Bus on coordinating a video shoot of one of the commuter buses driving through a ribbon as part of the "ribbon-cutting" celebration. Additionally, remarks were provided by representatives of the Authority, the City and DASH as part of a video package. Authority member participants included Chair Phyllis Randall and Mayor Justin Wilson. The video is in post-production and anticipated to be unveiled during the second week of March as part of a

cross-promotion with NVTAs 6th Annual Northern Virginia Transportation Roundtable. The Authority has invested more than \$2 million in Alexandria ITS projects.

4. **Prince William Board of County Supervisors Mobility Work Session** – I was invited to present at PWC’s Mobility Work Session on February 9, 2021 which addressed transportation activities in the County and regional mobility partnerships. I presented on planning and prioritizing for the region; the Authority’s five Funding Programs; project investments in Prince William County; COVID-19 impacts on transportation; economic impacts of the Authority’s transportation investments; and looking at the year ahead.
5. **6th Annual Northern Virginia Transportation Roundtable** – The Roundtable will take place on March 10, 2021. For many of last year’s attendees, this was the last in-person event they were able to attend before the pandemic lockdown went into effect. This year’s Roundtable will be held simultaneously on both of NVTAs virtual platforms – WebEx and YouTube – both of which have enabled NVTAs to continue to function over the past 12 months. Participation levels will be the highest ever, with strong interest from within the region, including Authority members, as well as members from the Planning Coordination Advisory Committee (PCAC), Technical Advisory Committee (TAC), Planning and Programming Committee (PPC), and Transportation Technology Committee (TTC). Jurisdiction and agency staff are also well represented, together with staffers for Senator Warner and Congressman Connolly.

The program, which will last four hours, includes two panels and a ‘mini-session’ related to NVTAs draft Transportation Technology Strategic Plan (see below). The first panel, entitled ‘Smart Future’, features panelists from Alexandria, Arlington, VRE, and DRPT, all describing current transportation technology initiatives in the region. The second panel, entitled ‘Resilient Future’, features panelists from ICF International, the Electrification Coalition, and the Virginia Department of Environmental Quality. This panel will explore innovative approaches to transportation sustainability and resilience, topics of great importance to the current TransAction update. Both panels will be moderated by Jordan Pascale, transportation reporter for WAMU and DCist. More details on the program and the speakers can be found on the [event website](#). I appreciate everyone’s outstanding support for this event.

6. **Transportation Technology Strategic Plan – The Transportation Technology Committee (TTC) met** virtually on February 10, 2021, to discuss ongoing development of the Transportation Technology Strategic Plan (TTSP.) These discussions benefit from the expertise of private and public sector leaders, including three Authority members; TTC

Chairman David Snyder, Council Member, City of Falls Church; TTC Vice Chair, Jeanette Rishell, Mayor, City of Manassas Park; and Mr. Jim Kolb. The TTSP will be a first-of-a-kind initiative to take such a comprehensive and multi-modal position on how transportation technology can be leveraged to support the NVTAs vision for the NoVA transportation system in the coming years. It is comprised of eight strategies, which will each be evaluated in terms of three core values; safety, equity and sustainability. Additionally, the TTSP identifies nine roles NVTAs may undertake to bring these strategies to fruition.

Initial drafts of core TTSP materials were shared with TTC members in December, who provided valuable input in January, which was incorporated into the revised drafts now being considered by other NVTAs Committees, including the PCAC, TAC, and PPC. The TTC continued to provide leadership in this process by reviewing the final component of the draft TTSP, its Action Plan, last month. Once the Committee's feedback on the draft Action Plan has been integrated, a complete and updated draft TTSP will be circulated to all NVTAs Committees in the March meeting cycle, in anticipation of seeking Authority support in April.

7. Future TransAction and Six Year Program Update Schedules – Subject to Authority approval of the TransAction/Six Year Program contract, activities on both will ramp up rapidly and, at times, will be advancing in parallel. The **TransAction update** will be phased as follows:

1. Identification of regional transportation needs and priorities, and model development (thru October 2021)
 2. Analysis of corridor/segment project packages (November 2021 – April 2022)
 3. Reporting, review, and finalization (May 2022 – November 2022)
- Adoption of TransAction in November 2022 will include an updated TransAction Project List, which will be used for several subsequent Six Year Program updates.

It is important to remember that the Project List associated with the current version of TransAction represents the first eligibility filter for projects that can be funded using NVTAs regional (70%) revenues. The current TransAction Project List (adopted in October 2017), has been used for the Authority's FY2018-2023 and FY2020-2025 Six Year Programs. It will also be used for the upcoming FY2022-2027 Six Year Program.

The biennial Call for Regional Transportation Projects for the next (FY2022-2027) **Six Year Program update** is expected to be posted in early July 2021 (subject to Authority approval in June 2021), with program adoption approximately one year later. As noted above, the current TransAction Project List (adopted in October 2017) will be used for the FY2022-2027 SYP update. However, an updated model developed during Phase 1 of

the TransAction update will be used for project evaluations associated with the FY2022-2027 Six Year Program update.

The subsequent FY2024-2029 and FY2026-2031 Six Year Program updates will use the updated TransAction Project List after it has been adopted in November 2022.

Authority staff have already begun reviewing the current TransAction Project List to identify needed additions, modifications, and deletions. To streamline this process, NVTa staff has hosted initial one-on-one discussions with each jurisdiction and agency. The updated Project List will not be finalized until after citizens have had an opportunity to discuss transportation needs and priorities, and the consultant team has conducted extensive analyses. NVTa staff will also work with the consultant team to ensure consistency with the three core values – equity, sustainability, and safety – associated with the updated TransAction vision statement approved by the Authority in December 2020.

8. NVTa Standing Committee Meetings:

- a. Finance Committee:** The NVTa Finance Committee is scheduled to meet next on March 18th at 1:00pm. The meeting will be held electronically.
- b. Planning and Programming Committee:** The NVTa Planning and Programming Committee is scheduled to meet on March 25th at 5:00pm. The meeting will be held electronically.
- c. Governance and Personnel Committee:** The next meeting of the NVTa Governance and Personnel Committee is scheduled for March 11th at 5:30pm. The meeting will be held electronically.

9. NVTa Statutory Committee Meetings:

- a. Technical Advisory Committee:** The NVTa Technical Advisory Committee is scheduled to meet in March 17, 2021, at 7:00pm. The meeting will be held electronically.
- b. Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee is scheduled to meet March 24, 2021, at 6:30pm. The meeting will be held electronically.

10. CMAQ-RSTP Transfers:

- a.** CMAQ and RSTP Transfers requested since the last Executive Director's report are presented in Attachment A.

11. Regional Projects Status Report:

- a.** Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

Link to the Projects Status Report: <https://thenovaauthority.org/funded-projects/>

Attachments:

- A.** CMAQ-RSTP Transfers
- B.** Regional Projects Status Report

Attachment A.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY M E M O R A N D U M

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Loudoun County

DATE: March 4, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Regional Surface Transportation Program (RSTP) funds for Loudoun County.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On February 25, 2021, Loudoun County requested the following reallocation:

- Transfer of \$1,613,309 of previous years RSTP funds and \$4,296,674 of FY 2023 RSTP allocated funding from UPC 112296 Metro Station Area Pedestrian Improvements project to UPC 105584 Route 7/George Washington Boulevard Overpass project.

This transfer will cover increased estimated costs totaling \$5,909,983 for the overpass project and allow it to go to construction.

At its meeting on February 25, 2021, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from Loudoun County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

March 11, 2021

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Loudoun County

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On February 25, 2021, Loudoun County requested the following reallocation:

- Transfer of \$1,613,309 of previous years RSTP funds and \$4,296,674 of FY 2023 RSTP allocated funding from UPC 112296 Metro Station Area Pedestrian Improvements project to UPC 105584 Route 7/George Washington Boulevard Overpass project.

This transfer will cover increased estimated costs totaling \$5,909,983 for the overpass project and allow it to go to construction.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on February 25, 2021, and the NVTA was informed at their March 11, 2021, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Executive Director, NVTA
Joseph Kroboth III, Director, Loudoun County Department of Transportation & Capital Infrastructure



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure

101 Blue Seal Drive, S.E., Suite 102, PO Box 7500, Leesburg, VA 20177-7500

Telephone (703) 777-0396 • Fax (703) 777-0626

February 24, 2021

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Subject: Request to reallocate Regional Surface Transportation (RSTP) funds for Loudoun County Virginia

Dear Ms. Backmon,

Loudoun County respectfully requests the Regional Jurisdiction and Agency Coordinating Committee (RJACC) endorse the following Regional Surface Transportation Program (RSTP) funding reallocation.

Loudoun County is requesting the approval of the transfer of \$1,613,309 of previous years RSTP funds plus \$4,296,674 of FY 2023 RSTP allocated funding from UPC 112296 Metro Station Area Pedestrian Improvements project to UPC 105584 Route 7/George Washington Boulevard Overpass project. This transfer will cover increased estimated costs totaling \$5,909,983 for the overpass project and allow it to go to construction.

We are asking the RJACC to approve this request contingent upon the Board of Supervisors endorsement which is scheduled to occur at their March 16, 2021 Business Meeting. The reason for requesting the advanced approval from the RJACC is the Route 7/George Washington Boulevard Overpass Project is ready to proceed to advertisement for construction bids in June 2021. Waiting until the next RJACC meeting will delay the advertisement at least one month or more.

If you have any questions regarding this request, please contact Bob Brown, Loudoun's representative to the RJACC at 703-777-0122 or at bob.brown@loudoun.gov.

Sincerely,

Joseph Kroboth III, PE, Director
Transportation and Capital Infrastructure

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 1-Mar-21

Name of Jurisdiction/Agency Requesting: Loudoun County

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): _____

From (Donor): Metro Station Area Pedestrian Improven To (Recipient): Route 7 / George Washington Boulevard Overpass

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
112296	Metro Station Area Pedestrian Improvements	RSTP	Y		\$1,613,309.00	105584	Route 7 / George Washington Boulevard Overpass	Y					
		RSTP	N	FY2023	\$4,296,674.00	105584	Route 7 / George Washington Boulevard Overpass	Y					

TOTAL OF TRANSFER \$5,909,983.00

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for City of Alexandria

DATE: March 4, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On February 25, 2021, City of Alexandria requested the following reallocation:

- Transfer of \$1,217,547 of allocated CMAQ funds Alexandria-Potomac Yard Transit Analysis Phase II (T1837) to the Route 1 Metroway Extension (Alexandria), UPC 115668.

The transfer will provide the necessary funding to design an extension of the existing dedicated Bus Rapid Transit (BRT) lanes on Richmond Highway approximately three blocks to the north from the existing terminus at E. Glebe Road, to Evans Lane. The transfer request is for the use of unspent design / construction associated funds from the completed phase, to be used toward the design of the extension. This extension is consistent with the long-range vision for the Metroway BRT line. This portion of the project can now be designed due to impending re-development of the adjacent privately-owned commercial site. Construction of the BRT extension will use other federal and state funds awarded to the City.

At its meeting on February 25, 2021, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from City of Alexandria

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

March 11, 2021

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On February 25, 2021, City of Alexandria requested the following reallocation:

- Transfer of \$1,217,547 of allocated CMAQ funds Alexandria-Potomac Yard Transit Analysis Phase II (T1837) to the Route 1 Metroway Extension (Alexandria), UPC 115668.

The transfer will provide the necessary funding to design an extension of the existing dedicated Bus Rapid Transit (BRT) lanes on Richmond Highway approximately three blocks to the north from the existing terminus at E. Glebe Road, to Evans Lane. The transfer request is for the use of unspent design / construction associated funds from the completed phase, to be used toward the design of the extension. This extension is consistent with the long-range vision for the Metroway BRT line. This portion of the project can now be designed due to impending re-development of the adjacent privately-owned commercial site. Construction of the BRT extension will use other federal and state funds awarded to the City.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on February 25, 2021, and the NVTA was informed at their March 11, 2021, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Executive Director, NVTA
Hillary Orr, Deputy Director, Transportation & Environmental Services, City of Alexandria



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

703.746.4025

February 15, 2021

Noelle Dominguez, Chairwoman
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority (NVTa)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP)
Funds for the City of Alexandria

Dear Ms. Dominguez:

The City of Alexandria requests the Regional Jurisdictional and Agency Coordinating Committee's (RJACC)'s approval for the following funding modification:

- Transfer \$1,217,547 of allocated CMAQ and match funds (\$974,038 federal -\$343,509 State) from Alexandria-Potomac Yard Transit Analysis Phase II (T1837) to the Route 1 Metroway Extension (Alexandria), UPC 115668.

The City is requesting the approval of the following transfer to provide the necessary funding to design an extension of the existing dedicated Bus Rapid Transit (BRT) lanes on Richmond Highway approximately three blocks to the north from the existing terminus at E. Glebe Road, to Evans Lane. The transfer request is for the use of unspent design / construction associated funds from the completed phase, to be used toward the design of the extension.

This extension is consistent with the long-range vision for the Metroway BRT line. This portion of the project can now be designed due to impending re-development of the adjacent privately-owned commercial site. Construction of the BRT extension will use other federal and state funds awarded to the City.


Noelle Dominquez, Chairwoman

February 15, 2021

Page 2

Thank you for your assistance in this matter. Please feel free to contact me at hillary.orr@alexandriava.gov or 703.746.4017 should you have further questions.

Sincerely,



Hillary Orr
Deputy Director

Enclosure: RJACC Fund Transfer

cc:

Yon Lambert, Director, Transportation & Environmental Services
Terry Suehr, Director, Department of Project Implementation
Steve Sindiong, Capital Projects Program Manager, T&ES
Tarrence Moorer, Division Chief, Strategic Management Services, T&ES
Mark Schnaufer, BRT Program Manager, T&ES

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 28-Jan-20

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,217,547

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
T1837	Potomac Yard Transit Analysis Phase II	CMAQ	Y		\$1,217,547.00	115668	Route 1 Metroway Extension	Y	FY2020				

TOTAL OF TRANSFER \$1,217,547.00

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status
Summary Report

Attachment B.

As of March 1, 2021.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s): 1. Fairfax County - Frontier Drive Extension and Interchange Improvements, virtual information meeting on March 31, 2021. NOTE: For latest information on project events, please refer to the " Events and Meetings " section on our home page - https://thenovaaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaaauthority.org/funded-projects/
Total Revenue Allocated	\$2,491,195,952	
Total Amount Reimbursed	\$535,836,260	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	67	
Completed	44	
Not Yet Executed	31	
Substantive Status Updates (during December 2020 - February 2021)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Crystal City Streets (FY2017)	12th Street Design Plans are at 90% stage.	17.1%
ART Operations and Maintenance Facilities (FY2018-23)	Final Concept Plan accepted by the County on January 17, 2021. Public meetings are scheduled on February 17 and 18, 2021.	0.0%
Boundary Channel Drive Interchange (FY2014)	The design-build RFP advertisement is delayed, now anticipated in May, 2021.	50.7%
Lee Hwy Corridor ITS Enhancements (FY2017)	Staff submitted 100% Design plans (signal upgrades) for VDOT review.	9.6%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Multimodal Connections: 100% Design Plans were submitted to VDOT in February 2021.	0.0%
Fairfax County		
Frontier Drive Extension & Interchange Improvements (FY2015-16, FY2018-23)	WMATA approved concept plan (Jug-handle design), a virtual Public Information Meeting is scheduled for March 31, 2021.	FY2015-16: 100.0% FY2018-23: 0.0%
Rolling Road Widening - Old Keene Mill Road to Franconia Springfield Parkway (FY2015-16, FY2018-23)	Phase I construction has started in February, 2021; anticipated to complete by fall 2021.	FY2015-16: 62.5% FY2018-23: 0.0%
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	Contractor submitted 90% Design Plans in February, 2021; some early construction activities have started.	FY2015-16: 85.0% FY2017: 0.0% FY2018-23: 0.0%
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16, FY2018-23, FY2020-25)	Post-Field Inspection (FI) plans have been developed, indicating the design is beyond 75% completion.	FY2015-16: 100.0% FY2018-23: 0.0%
Loudoun County		
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	RFP for CEI Services was advertised on 12/29/20. RFP for construction is expected to be advertised by April 2021.	6.5%
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	Design Consultant has submitted the 30% Design Plans on February 2, 2021.	0.0%
Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road (FY2018-23)	Loudoun County Board of Supervisors has approved the design endorsement for the proposed alignment.	2.9%
Prince William County		
Construct Route 28 Corridor Roadway Improvements (Manassas Bypass) (FY2015-16, FY2018-23)	A public information meeting was held on February 18, 2021, to provide current status, broad project timeline, and next steps.	FY2015-16: 71.7% FY2018-23: 0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	A public hearing for contract award was held on January 12, 2021 and the BOCS approved a contract for design and construction.	0.7%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Utility relocation work has started in February 2021.	4.7%
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23)	The Prince William BOCS Public Hearing for design was held on February 2, 2021, and design was approved.	14.8%
City of Alexandria		
Potomac Yard Metrorail Station (FY2014, FY2015-16, FY2017)	In February 2021, a major construction milestone was achieved to install power and communication conduits under existing Metro tracks. All NVTA funds are reimbursed.	FY2014: 100.0% FY2015-16: 100.0% FY2017: 100.0%
City of Fairfax		
Roadway Network Northfax West (FY2018-23, FY2020-25)	ROW acquisitions have started in January 2021.	1.7%
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	Contracts have been executed for design of the new public streetscapes and traffic signal designs as well as contracts for the MOT plans for work in public ROW. PE and design for streetscape is around 20% complete.	19.7%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Project has been re-advertised for construction and bids are due on March 10, 2021.	19.2%

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.



NVTA Funding Program Project Status

Summary Report

Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	Town Council approved the selection of the consultant on February 8, 2021 and final contract execution is underway.	0.0%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	Construction advertisement is further delayed, now anticipated for spring 2021.	63.6%
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	Construction advertisement is further delayed, now anticipated for spring 2021.	5.2%
VRE		
Manassas Park Station Parking Expansion (FY2015-16, FY2017)	Final design completion is delayed by a year, from 1st quarter CY2021 to January 2022.	FY2015-16: 100.0% FY2017: 41.5%