



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, April 13, 2023

7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting will be conducted in person and live-streamed via YouTube¹

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of March 9, 2023, Meeting Summary Minutes** Chair Randall
*Recommended Action: Approval of March 9, 2023, Meeting Summary Minutes
[with abstentions from those who were not present]*

Presentations

4. **Dominion Energy Electric Transportation**
Kate Staples, Director of Electrification, Dominion Energy
5. **Infrastructure Investment & Jobs Act (IIJA) Funding Opportunities Overview**
Anthony Bedell, Becker & Poliakoff and Authority Member

Discussion/Information Items

6. **Update on the Transportation Planning Board's Facilitated Listening Session on Proposed Visualize 2050 Projects** Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Transportation Planner
7. **Programming Recommendations of the Additional FY2024-2029 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds** Ms. Backmon, Chief Executive Officer
Ms. Love, Regional Transportation Planner
8. **Finance Committee Report** Mayor Rishell, Chair
 - A. **Investment Portfolio Report** Ms. Sen, Investment & Debt Manager
 - B. **Monthly Revenue Report** Mr. Longhi, Chief Financial Officer
 - C. **Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer

¹ *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Authority's Meetings](#) webpage and in our [Authority Meeting Recap](#).*

9. Governance and Personnel Committee Report Chair Randall, Chair
-2023 General Assembly Session-Governor's Action on Bills
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

10. Chief Executive Officer's Report Ms. Backmon, Chief Executive Officer

11. Chair's Comments Chair Randall

Closed Session
(If needed)

12. Adjournment Chair Randall

Correspondence

Next Meeting: May 11, 2023, at 7:00pm
NVTA Offices



SUMMARY MINUTES

Thursday, March 9, 2023

7p.m., ET

3040 Williams Drive, Suite 200

Fairfax, VA 22315

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

1. **Call to Order** Chair Randall

2. **Roll Call** Mr. Davis, Board Secretary
 - ✓ **Membership: Attendees** Chair Phyllis J. Randall, Vice Chair Snyder (Remote-CA-Personal), Chairman Jeffrey McKay, Chair Ann Wheeler, Board Member Matt De Ferranti, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko (7:34), Supervisor Pat Herrity, Anthony Bedell, Mary Hynes, Jim Kolb (7:08), Mayor Derrick Wood, John Lynch, Todd Horsley.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Communications & Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Priya Sen, Senior Accountant Adnan Malik, Principle, Transportation Planning and Programming, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, Regional Transportation Planners Mackenzie Love, Ian Newman, and Griffin Frank.
 - ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, Rob Dickerson-Prince William County, MinhChau Corr-Arlington County, Christina Zechman Brown-City of Alexandria.
 - ✓ **Other Attendees:** Sr. Vice President Tracy Baynard-McGuireWoods Consulting LLC., Executive Director Dr. Robert Schneider-OmniRide, Chief Executive Officer Josh Baker-DASH.
Members of the Public were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#)

3. **Approval of February 9, 2023, Meeting Summary Minutes** Chair Randall
 - ✓ Mayor Wilson moved Authority approval of the February 9, 2023, Meeting Summary Minutes and seconded by Ms. Hynes. The motion was unanimously approved with abstentions from Chairman McKay and Board Member De Ferranti.

PRESENTATIONS

4. **Travel Trends Update** Mr. Rashid, Regional Transportation Modeler
 - ✓ Ahead of Mr. Rashid's Travel Trends Update report, Ms. Backmon noted that beginning in June 2021, travel trends have been identified and reported to understand the

pandemic impact on Northern Virginia's transportation system. She added that tonight will be the 9th report in a quarterly series. For each 3-month period, data metrics are compared with corresponding weeks and months in 2019, just before the beginning of the pandemic. Ms. Backmon further added that in December 2022, there was robust discussion surrounding zero fare for transit including Mayor Meyer's report on the City of Fairfax's transit system, CUE. She also noted upcoming presentations by two of the three transit systems in Northern Virginia offering zero fare, OmniRide and DASH.

- ✓ Mr. Rashid reported that to understand commuting travel demands, NVTVA has been tracking telecommuting and office occupancy rates. At the height of the pandemic, in mid-2020, Census Bureau's Household Pulse Survey reported 59% of workers working from home in the Washington, D.C. Metro area, the highest in the nation. He then noted that recent media reports suggest office utilization in the D.C. region appears to be back to half the pre-pandemic level as well as the rate of recovery appears to have reached a plateau for now.
- ✓ Mr. Rashid noted that highway travel volumes are close to pre-pandemic levels and transit ridership on local bus services is also close to pre-pandemic levels; concluding that on average, City of Alexandria's DASH reported about 15% above and OmniRide was within 71% of pre-pandemic levels.

5. OmniRide and DASH Zero-Fare Program Updates

Mr. Baker, General Manager/CEO, Alexandria Transit Company (DASH)
Dr. Schneider, Executive Director, OmniRide

- ✓ Mr. Baker began his presentation by sharing a brief history leading up to DASH's Annual Free Fares Program Report. He noted that DASH eliminated fare collection in September 2021 as part of the launch of the new DASH Network. Funded through the Transit Ridership Incentive Program (TRIP) administered by DRPT and an increase in FY2022 City subsidy, the Alexandria Transit Company (ATC) Board adopted Fare Free Framework Policy in September 2021.
- ✓ Mr. Baker shared facts regarding certain performance metrics, including ridership, customer survey/feedback, operator feedback, and budgetary impacts. He noted that daily ridership doubled in the first year of offering zero-fare. Ridership has consistently surpassed pre-pandemic levels with over 380,000 boardings in September 2022, as well as the biggest ridership increase seen for middays, evenings, and weekends. He also noted that some overcrowding is being seen on Lines 31, 35, and 36 due to an increase in student ridership.
- ✓ In conclusion to the DASH presentation, Mr. Baker introduced some results from DASH's 2022 customer survey, noting that:
 - 71% of riders indicated that they are riding DASH more because it is free (80% among low-income riders).
 - 22% of riders have started using DASH in the last year; top factors were increased frequency (52%) and free fares (44%).

- 67% of riders said free fares improved their perception of DASH service.
 - Some concerns with overcrowding and feeling of onboard safety/comfort were reported.
- ✓ Chair Randall called for the next presenter, Dr. Schneider, who began his presentation by noting that while the City of Alexandria's DASH is mostly an urban transit service, OmniRide is predominately a commuter-oriented transit service. He added that because of this heavy commuter service, OmniRide's zero fare program will have some nuances from that of the DASH zero-fare program.
 - ✓ Dr. Schneider noted that the cost of fare collection presented an issue for OmniRide considering the two types of service: commuter and local service. Rising cost of fare collection is due to currency collection technology, security, accountability, and data and ridership reporting costs. He added that due to the lack of density and demand, local routes historically did not receive much funding prior to the pandemic. He further noted that from a business standpoint, if it were not for the commuter service, the high cost of harvesting fares on the local service wasn't worth it.
 - ✓ Dr. Schneider highlighted a philosophical theory that would seek to eliminate barriers such as penalties for high use or pre-paid transit, confusion of payment, fare evasion or burden of exact change. He asked the question, what would be the benefit of collecting a fare on a local service where there is not a lot of ridership with lots of empty seats.
 - ✓ Dr. Schneider shared some personal experiences of traveling to D.C. as a tourist and offered the perspective of identifying how people are making decisions about parking and mobility, as well as the subsidy of roads and other factors that make the calculus easier for people to commute.
 - ✓ Dr. Schneider introduced some statistics that supported OmniRide's approach to their zero-fare program. He noted that immediately after the pandemic hit, they reduced commuter service to approximately 3 buses. However, this number quickly increased along with ridership. There were no reductions to the local service and ridership recovered quickly. He added that the federal government provides the vast majority of passenger fares on commuter service via subsidies to federal workers. He further outlined OmniRide's approach to their commuter service which included:
 - Harvesting as much federal revenue via commuters as possible,
 - Maintain service volumes and cover operational costs, and
 - Shift to profit-driven and new services.

He also outlined OmniRide's approach to continue the local service which included:

- Realizing it's a tax revenue shuffle and bypass the red tape,
- Focus on local and state funds on subsidizing local services,
- Deliver the services non-riders want neighbors to enjoy, and
- Make the transit investment worth it to the private sector.

- ✓ Mayor Wood confirmed with Dr. Schneider that OmniRide's local service is zero fare while commuter services will continue to collect fares. Mayor Wood inquired if OmniRide and DASH are experiencing challenges with recruiting drivers. Mr. Baker noted that while there was always a problem, recruiting drivers became more challenging during the pandemic. Mr. Baker shared his focus to attract and retain drivers in the current job climate and spoke to the fact that it has affected all industries. Dr. Schneider noted that OmniRide's commuter driven services make it challenging to recruit drivers who are willing to work 3-4 hours intermittently while also having a work-home-life balance.
- ✓ Mayor Rishell shared her fascination for cost savings through the elimination of fare collections and asked for a breakdown to what the savings are. Dr. Schneider shared that OmniRide would have had to hire two part time workers, fare box re-installments, and parts inventory. Mr. Baker noted that he is aware of \$5 million in capital required to replace fare boxes in all buses. Mayor Rishell asked if a cost savings breakdown could be provided to the Authority at a later date.
- ✓ Mayor Davis-Younger inquired if a commercial driver's license (CDL) is required for drivers and if they must already possess a CDL to be hired. Dr. Schneider noted that training is offered for those recruits that do not actively possess a CDL and upon passing background and drug requirements, as well as being at least 21 years of age, one can began working toward being a driver for OmniRide. Mr. Baker noted that DASH is doing the same.
- ✓ With perspective regarding the provisions of TRIP, Ms. Hynes inquired if after three years, would the City of Alexandria be able to take on the costs of the zero-fare program. Mr. Baker noted that this was a consideration and with the benefits already seen, many officials he has spoken with are unlikely to garner support for returning to the way things were. He noted that there is a miniscule gap between what TRIP and the City of Alexandria is funding. DASH can now identify and tell a story that communicates the success and value being gained for commuters and the community. Ms. Hynes asked if, considering the success and value gained and the cost avoidance, do we identify new metrics that guide our investment in transit. Mr. Baker answered in the affirmative and noted that we must reframe how we think about transit in the region and the United States.
- ✓ Mayor Wilson noted the there was some angst amongst the ATC Board when considering the zero-fare program and it was subsided primarily due to a trade-off for potential service expansion in the future. He also noted that ancillary opportunities have been discovered particularly in the realm of school transportation, considering DASH is one of the larger transportation providers for middle and high school students in the City of Alexandria.
- ✓ Vice Chair Snyder noted that he is interested in the unique economic model that allows OmniRide and DASH to operate via zero fare and suggested that the economic models be parsed to determine where money will be raised to support the zero-fare systems.

He asked that we identify what models work under what circumstances to achieve success.

6. Commonwealth Transportation Board Spring Processes; VTRANS and SMART SCALE

Ms. Hynes, Authority & Commonwealth Transportation Board Member

- ✓ Ms. Hynes began her presentation by noting a request and need to orient Authority members and the public on the two review processes being conducted by the Commonwealth Transportation Board (CTB). She began with VTrans, the long-range transportation plan for the Commonwealth. VTrans is required by the federal government and Virginia Statute and is to be reviewed and updated every 4 years with the purpose of informing decision-making based on identified needs, priority locations, risks, and opportunities. She further detailed how VTrans is a collection of the four CTB policies as well as their compilation:

- CTB's Vision, Goals & Objectives,
- Mid-term Needs & Priorities,
- Long-term Risk & Opportunity Register, and
- Recommendations

She then shared a timeline on next steps for CY2023:

- March: Discuss the Vision, Goals, and Objectives
- April: Present draft VTrans Vision, Goals, and Objectives
- May: Request action on Vision, Goals, and Objectives
- September: Present modifications to the policy to identify and prioritize needs.
- October: Request action related to the policy to identify and prioritize mid-term needs.

Ms. Hynes noted that during her seven years as a CTB Member, she has been fortunate to work with each locality's staff on proposals such as the mid-term needs where she received feedback on what staff believe is good for Northern Virginia.

- ✓ Ms. Hynes then moved to discuss SMART SCALE which serves as the Commonwealth's biennial prioritization process. Prior to round 6 of SMART SCALE, a review will be conducted to ensure the process is identifying projects that provide the greatest benefit for the investment. Projects are currently evaluated on 6 dimensions, (1) Congestion Mitigation-45%, (2) Land Use-20%, (3) Accessibility, (4) Environmental Quality-10%, (5) Economic development-5%, and (6) Safety-5%. Ms. Hynes then outlined key components of the SMART SCALE process review which include:

- Statistical Analysis,
- Survey Assessments,
- Procedural Review, and
- Code and Policy recommendations.

Ms. Hynes noted that the deadline for submitting the survey is Friday, March 10, 2023, and shared the organizations involved in the review process. She shared her suggestion to the CTB to include agencies that submit applications in the review process.

- ✓ Ms. Hynes concluded her discussion on SMART SCALE noting the review process milestones/timelines and the CTB CY2023 meeting outlook which is like that of the VTrans timeline:
 - February/March: Summary of Process Review
 - April: Overview of survey and historical data analysis. Summary of findings primarily focused on survey responses; no recommendations provided at this time.
 - July/August: Detailed overview of findings
 - October: Final findings and recommendations presented, and
 - December: Policy Adoption and other recommendations.
- ✓ Ms. Hynes highlighted two other initiatives that she is involved in to include the review of the Revenue Sharing Program. Having served on the CTB during the last Revenue Sharing review/re-write, Ms. Hynes announced that she was appointed to the committee tasked in reviewing the Revenue Sharing Program for the next 5 years and highlighted occasions where federal funded programs are supplemented with funding from the Revenue Sharing Program.
- ✓ Chair Randall expressed her appreciation for Ms. Hynes and highlighted the value Ms. Hynes brings as a member of the CTB and many years serving throughout the region.
- ✓ Chairman McKay concurred with Chair Randall's appreciation for Ms. Hynes and inquired if the CTB serves as the authority in determining the evaluation rating of projects or is there an additional step needed should recommendations be made to change the ratings. Ms. Hynes noted that she has been working with Ms. Baynard to identify what is outlined in Virginia Code specific to VTrans and SMART SCALE and confirmed that the ratings are under the CTB's control. Chairman McKay added that while there is some analysis on what worked and what didn't work, there is also a level of subjectivity which is where the CTB is tasked to make hard decisions.
- ✓ Senator Boysko noted the point of discussion regarding how much Northern Virginia is contributing and receiving versus the contributions from other regions of the state and what they are receiving from SMART SCALE. She inquired whether there is any movement or suggestion to change how the money is allocated. Ms. Hynes noted that the initial calculation for the District Grant Program was based on population, so Northern Virginia always had the biggest District Grant Fund. In the past, Northern Virginia projects also competed well in the High Priority Program given the impacts of the projects. Currently the District Grant Program is partially driven by population and partially by the gas tax, and Northern Virginia is no longer receiving the largest share of funding. Ms. Hynes said she thinks there are some tweaks that could be considered such as High Priority Program funds not being used to fund projects under \$20 million. She noted that it will be a difficult conversation on any proposed changes to the process.

- ✓ Chair Randall noted that regarding VTrans, there are no objectives or goals for equity, to which Ms. Hynes noted that the goals presented are the old goals. Chair Randall followed by stating when SMART SCALE was started, the intention was for it to be non-political. She followed by asking if it is realistic to say that SMART SCALE funding is not political yet Northern Virginia is slated to receive 7%. Ms. Hynes noted that she believes the conversation should be surrounding the amount of gas tax Northern Virginia receives and diverts to Washington Metropolitan Area Transit Authority (WMATA); adding, with the concurrence from Chair Randall, that it is an investment decision that benefits the region and the Commonwealth. Ms. Hynes then noted that the problem is in the high priority scoring.

ACTION ITEMS

7. Adoption of FY2024 Operating Budget

Mayor Rishell, Finance Committee Chair
Mr. Longhi, Chief Financial Officer

- ✓ Mayor Rishell introduced the next four Action Items. She noted the first three are the Finance Committee's recommended budgets for FY2024, and the fourth is a Policy modification which will prompt timely presentment of project expenses for reimbursements. She then noted the Finance Committee started working on these items in September of last year. Mayor Rishell asked that Mr. Longhi provide a briefing on each of the aforementioned items.
- ✓ Chair Randall acknowledged Mr. Longhi who first presented the FY2024 Operating Budget. He noted that there are no new staff being requested and advised that the base line expenses are lower than last year. He also noted the alignment of employee performance pay increases which are based on what is seen across the region, with each member jurisdiction. With no further comments, Mr. Longhi offered to receive questions from Authority Members regarding the base line of the proposed operating budget and seeing none, moved to the discussion on new initiatives:
 - **Investment Consultant:** The proposal to continue and formalize the use of an investment consultant brought onboard in 2021, to bridge the gap between the departure of NVTA's previous portfolio manager and refining the position. The use of an investment consultant has produced benefits in terms of rapid training and experience gain of NVTA Investment and Debt Manager who is working through an underfill program for the position.
- ✓ Mr. Longhi noted that the current Investment Consultant, through a single transaction, has covered the costs of the proposed operating budget and to formally outsource this service would cost millions.
 - **Contracted Legal Services:** Create NVTA and regional efficiencies by using contracted legal services as the day-to-day advisor on legal matters and Authority meeting support.

- ✓ Mr. Longhi noted that this would not eliminate the current Counsel of Councils but rather reduce the Counsel of Councils' NVTA workload.
- ✓ Chairman McKay noted that the Contracted Legal Services initiative gives him pause and inquired whether the procurement is a one-year contract. He further noted that he is not entirely sold on the efficiency element of the proposal. Mr. Longhi noted that it is a one-year cost but would typically be a multiyear engagement much like the lobbying services. Chair Randall asked Chairman McKay if he was worried about the institutional knowledge that could be lost and if those concerns could be resolved by knowing the Counsel of Council would still be available should they be needed. Chairman McKay noted that his concern stems from needed clarity on how the Counsel of Council and the contracted legal service would intertwine as well as needed data that includes volume of work. Chairman McKay concluded by noting that he doesn't want to hold the budget on this issue; however, does expect another opportunity for the Authority to consider details of this proposal to include approving the contract for any contracted legal services.
- ✓ Mayor Wood noted that he sees the intent of the proposal for NVTA to have its own counsel and such firm that would accompany the contracted legal services will bring a larger knowledge base.
- ✓ Mayor Wilson suggested that the budget consideration move forward; however, at a later date, provide information that outlines what the Counsel of Council and the contracted legal services will be doing.
- ✓ Mr. Bedell noted that most contracts have a built in mechanism of 60 days and such contract could be terminated should the Authority wish too.
- ✓ Board Member De Ferranti asked if contracted legal services would be hourly or on a retainer basis. Mr. Longhi noted that it would be a combination of both and based on the workload. He further noted that the contract will come before the Authority for approval prior to any procurement of service.
- ✓ Chair Randall opened the floor for discussion on the motion. Chairman McKay noted that he believes the motion is sufficient and would like the Authority to review the proposed scope of work and contract of legal services. Seeing no further discussion on the motion, Chair Randall received a motion in which Mayor Rishell moved the Authority adoption of the FY2024 Operating Budget as presented in Attachment A and seconded by Board Member De Ferranti. The motion was unanimously approved with Mayor Davis-Younger out of the room.

8. Adoption of the FY2024 Local Distribution Fund Budget

Mayor Rishell, Finance Committee Chair
Mr. Longhi, Chief Financial Officer

- ✓ Mayor Rishell announced that the 30% local distribution fund is expected to be \$1 billion by December 2023. Mr. Longhi followed up by noting the proposed FY2024 Local

Distribution Fund Budget and added that distributions to jurisdictions are based on the actual transactions conducted within the jurisdiction.

- ✓ Seeing no further questions or discussion, Chair Randall opened the floor or a motion. Mayor Rishell moved Authority adoption of the FY2024 Local Distribution Fund Budget as presented on page 2 of the staff report and seconded by Chairman McKay. The motion was approved unanimously.

9. Adoption of FY2024 Regional Revenue Fund Budget

Mayor Rishell, Finance Committee Chair
Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi noted that 70% Regional Revenue funds the projects adopted by the Authority. He then noted the Proposed FY2024 Regional Revenue Fund Budget attachment and highlighted the coordinating revenues received as directed by HB 2313 and amended over time as well as the portfolio earnings estimated to be \$35 million. Mr. Longhi provided a due diligence notice regarding the accounting of forward appropriations for future projects where the Authority may pull a project from a future fiscal year and use the strength of the balance sheet to fund that project without issuing bonds. This saves the Authority approximately \$200 million over a 20-year bond cycle.
- ✓ Mr. Longhi moved to the expense category of the proposed Regional Revenue Fund Budget and noted a few proposed expenses including the principle and interest on outstanding bonds, modeling license and support, TransAction Update and the Six Year Program PayGo Project Funding. He then highlighted the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT) which is a new initiative to provide Northern Virginians with a meaningful travel alternative to driving and to help reduce congestion. Mr. Longhi added that the purpose of the PDP-BRT is the development of a regional BRT system, which builds upon the investments the NVTA has already made in five BRT lines.
- ✓ Mr. Longhi continued to identify proposed budget items and particularly noted why the approved FY2023 Six Year Program PayGo Project Funding reflects \$19.8 million in projects requested for this year while the proposed FY2024 Six Year Program PayGo Project Funding reflects \$201 million, and clarified that this is why the appropriations number is in the negative.
- ✓ Mr. Longhi concluded by noting the Working Capital Reserve and the Debt Service Reserve. Mayor Wood added that \$20 million of interest was budgeted for FY2023 and \$25 million in interest was accrued, as well as a projection of \$35 million for FY2024. Mayor Wood further acknowledged this fact and congratulated the efforts in building such a successful portfolio.
- ✓ Chairman McKay asked how the many listed entities involved in the BRT Planning Working Group will contribute to the overall PDP-BRT. Mr. Jasper identified a timeline that in part has already taken place with the BRT Planning Working Group and envision that work will continue. Chairman McKay followed by asking if there is an expectation

that the BRT Planning Working Group will continue to meet to provide input to the NVTA. Mr. Jasper affirmed that because of the enthusiasm seen among the members of the working group over the past two years, these stakeholders are expected to continue to meet as a technical advisory committee. Ms. Backmon added that there is expectation to invite the business community given the value of their perspective on a BRT system and further answered in the affirmative regarding whether the members of the BRT Planning Working Group will continue to meet.

- ✓ Mayor Wilson acknowledged some of the work Northern Virginia Transportation Commission (NVTC) is doing and asked for differentiation between their work and NVTA's work toward a regional BRT system. Ms. Backmon noted that NVTA identified high-capacity transit corridors within the TransAction update adopted in December of 2022, and is seeking to build upon these efforts. She also noted communication had with NVTC on the available work and the collaborative opportunities. She shared some objectives of the BRT Planning Working Group and the plan to identify how collective efforts among jurisdictions will provide a seamless BRT system for users. Mayor Wilson asked if there could potentially be a consolidation of efforts between NVTC and NVTA. Mr. Jasper advised of the fundamental differences in NVTC and NVTA's work and noted that while TransAction included nearly \$10 billion in BRT related projects, NVTA seeks to identify BRT projects that are best for the region as a whole by compiling the analysis and information that is needed in upcoming Six Year Program cycles thus being able to develop funding applications.
- ✓ Board Member De Ferranti thanked NVTA staff for explaining the timing of the PDP-BRT and asked for clarification on how one working group would work with another as well as asked for clarification on the BRT bus versus the express bus.
- ✓ Vice Chair Snyder noted that the coordination with NVTC is fundamental and shared his assumption that the partnership will work very smoothly using the resources of each organization to the maximum. He also shared his concern that no projects slow down. Ms. Backmon concurred and noted that NVTA does not want to slow down any projects but rather build upon what is existing as well as realize the benefits of the projects. She further acknowledged that not only will NVTA coordinate with NVTC, but it will also coordinate with other jurisdictions, agencies and stakeholders in the greater Washington D.C. region to create a seamless BRT system.
- ✓ Chair Randall opened the floor for a motion. Mayor Rishell moved the Authority adoption of the FY2024 Regional Revenue Fund Budget as presented in the Attachment and seconded by Chair Wheeler. The motion was unanimously approved.

10. Approval of Policy 29-Project Activation, Monitoring and De-Appropriation Changes

Mayor Rishell, Finance Committee Chair

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi noted that the receipt of requests for reimbursement containing invoices as old as five years has significant implications for internal controls, financial statement accuracy and the annual independent audit. He then noted that this proposed policy

change has been discussed at the monthly Regional Jurisdiction and Agency Coordinating Committee (RJACC) meetings since September 2022 and added that the 18-month timeline discussion at the RJACC meetings has had a positive impact on project reimbursements. As of this morning, staff have received 136% of last year's reimbursement request. Mr. Longhi concluded by noting that the policy changes were recommended to be approved by the Finance Committee.

- ✓ Chair Randall opened the floor for a motion. Mayor Rishell moved Authority approval of the changes to Policy 29-Project Activation, Monitoring and De-Appropriation, with a delayed implementation until June 9, 2023, identified in the attached draft and seconded by Chair Randall. The motion was unanimously approved.

11. Approval of the Call for Regional Transportation Projects for the FY2024-2029 Six Year Program

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon pointed out that staff is requesting Authority approval of the Call for Regional Transportation Projects (CfRTP) for the FY2024-2029 Six Year Program and subject to approval, the CfRTP will be posted via NVTA's website in May 2023. She highlighted the milestone events expected to take place which include:
 - **July 28, 2023, at 5 p.m.:** Application deadline, followed by project evaluations by NVTA staff.
 - **October 27, 2023, at 5 p.m.:** Deadline for Governing Body and any supporting resolutions.
 - **March 2024:** Authority approval of date for NVTA Public Hearing and Open House.
 - **March 2024:** Commencement of Technical Advisory Committee (TAC), Planning Coordination and Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews.
 - **Spring 2024:** Authority Approval of funding available
 - **April 2024:** Release of candidate project list and evaluations by the Authority
 - **April – May 2024:** Public comment period, NVTA Public Hearing/Open House
 - **June 2024:** Release of NVTA staff project recommendations for review by TAC, PCAC, and PPC.
 - **July 2024:** Authority adoption of FY2024-2029 SYP
- ✓ Chair Randall moved Authority approval of the Call for Regional Transportation Projects for the FY2024-2029 Six Year Program as presented and seconded by Chairman McKay. The motion was unanimously approved with Mayor Wilson out of the room.

12. Approval of the FY2029 CMAQ/RSTP Recommendations to the Commonwealth Transportation Board

Ms. Backmon, Chief Executive Officer
Ms. Love, Regional Transportation Planner

- ✓ Ms. Backmon noted that staff is seeking Authority approval of Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) recommendation to the CTB.
- ✓ Ms. Love provided high level details to the application process under the CMAQ and RSTP funding programs which included:
 - NVTA issuing a Call for Projects which requires eligible jurisdictions and agencies to submit one application form per project and a resolution of support from their own governing body, and any other relevant governing bodies. Additionally, all requests for CMAQ funding must be accompanied by an emissions worksheet, unless otherwise exempt.
 - NVTA staff then review all submissions and makes recommended allocations, starting first with any requests for “off-the-top” projects, which are intended to benefit the entire region.
- ✓ Ms. Love also shared NVTA received 44 applications, some of which were for projects that have previously received NVTA funding. She noted that the total requested amount was \$181,898,236 million and is currently estimated that \$80,576,424 is available to the region, across both CMAQ and RSTP.
- ✓ Ms. Love concluded by noting that earlier this month, representatives of each jurisdiction and agency received individualized summaries of recommended allocations and were given the opportunities to provide feedback.
- ✓ Chair Randall moved Authority approval of the CMAQ and RSTP recommendations to the CTB, as presented in the attachment and seconded by Senator Boysko. The motion was unanimously approved.

13. Approval of Recommendation to Reallocate CMAQ and RSPT funds for Fairfax County

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that Fairfax County is requesting four transfers totaling \$1,879,341 million in CMAQ and RSTP funds to Cinder Bed Road Bikeway which include:
 - Tysons Metrorail Station Access Management Study (TMSAMS) Reserve-RSTP
 - Tysons Metrorail Station Access Management Study Reserve-CMAQ
 - Fairfax County Balance Entry-RSTP
 - Fairfax County Balance Entry-CMAQ
- ✓ Chairman McKay moved Authority approval to recommend the reallocation of CMAQ and RSTP funds for Fairfax County and seconded by Mayor Wilson. The motion was unanimously approved.

DISCUSSION/INFORMATION ITEMS

14. Finance Committee Report

Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell noted that the Finance Committee Report reflects activity that led to the presentment of the three budgets the Authority approved tonight and added that the Committee started work on these budgets by providing guidance to staff in September of last year. She then noted that tonight the Authority has acted on the Committee's recommendation regarding stale invoices over 18 months old. The awareness around the development of this policy and its presentment for adoption has already led to more project reimbursement requests being submitted than in all last year.

15. Governance and Personnel Committee Report -Update on 2023 General Assembly Session

Chair Randall

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC.

- ✓ Ms. Baynard noted her submitted report and highlighted that it was a quiet year for the General Assembly in comparison to the 2022 General Assembly. She added that information from Authority member and Director of the Department of Rail and Public Transportation (DRPT) Jennifer DeBruhl, can be expected regarding new transit initiatives coming to our region.

16. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon highlighted in her report the Transportation Planning Board's (TPB) Visualize 2050 long-range transportation plan and noted that she will follow up with more information at the next meeting regarding TPB's zero base budgeting. She then referenced the TPB's Resolution R19-2021 and shared that some aspects of the resubmission process present several questions NVTA staff and Virginia Department of Transportation (VDOT) are seeking answers. Chair Randall encouraged Authority members to read this item in its entirety with consideration that there will be detailed discussion on the topic at the next meeting.
- ✓ Ms. Backmon reminded everyone of the upcoming 8th Annual Northern Virginia Transportation Roundtable, which is scheduled for March 22, 2023, at 8 a.m. at the Northern Virginia Association of Realtors.
- ✓ In conclusion of her report, Ms. Backmon recognized Rob Dickerson for his service to the Authority as a member of the Counsel of Council. Mr. Dickerson will be retiring in April 2023.
- ✓ Chairman McKay acknowledged Ms. Backmon for her presentation she gave regarding Virginia's bid to secure the proposed re-location of the Federal Bureau of Investigation's (FBI) Headquarters to the Commonwealth. Chairman McKay noted that Ms. Backmon's presentation was exceptional as she represented NVTA and put forth the best case possible.

17. Chair's Comments

Chair Randall

- ✓ Chair Randall expressed her appreciation to Ms. Backmon for her swift preparation to speak on behalf of NVTA in her stead in regards to the presentation for the relocation of the FBI Headquarters. Chair Randall noted that with less than 48 hours, Ms. Backmon was able to present an impactful case to relocate the FBI Headquarters to the Commonwealth of Virginia.

18. Adjournment

Chair Randall

- ✓ Chair Randall adjourned the meeting at 9:21 p.m.

NEXT MEETING: April 13, 2023, at 7 p.m., ET
At NVTA Offices

DRAFT

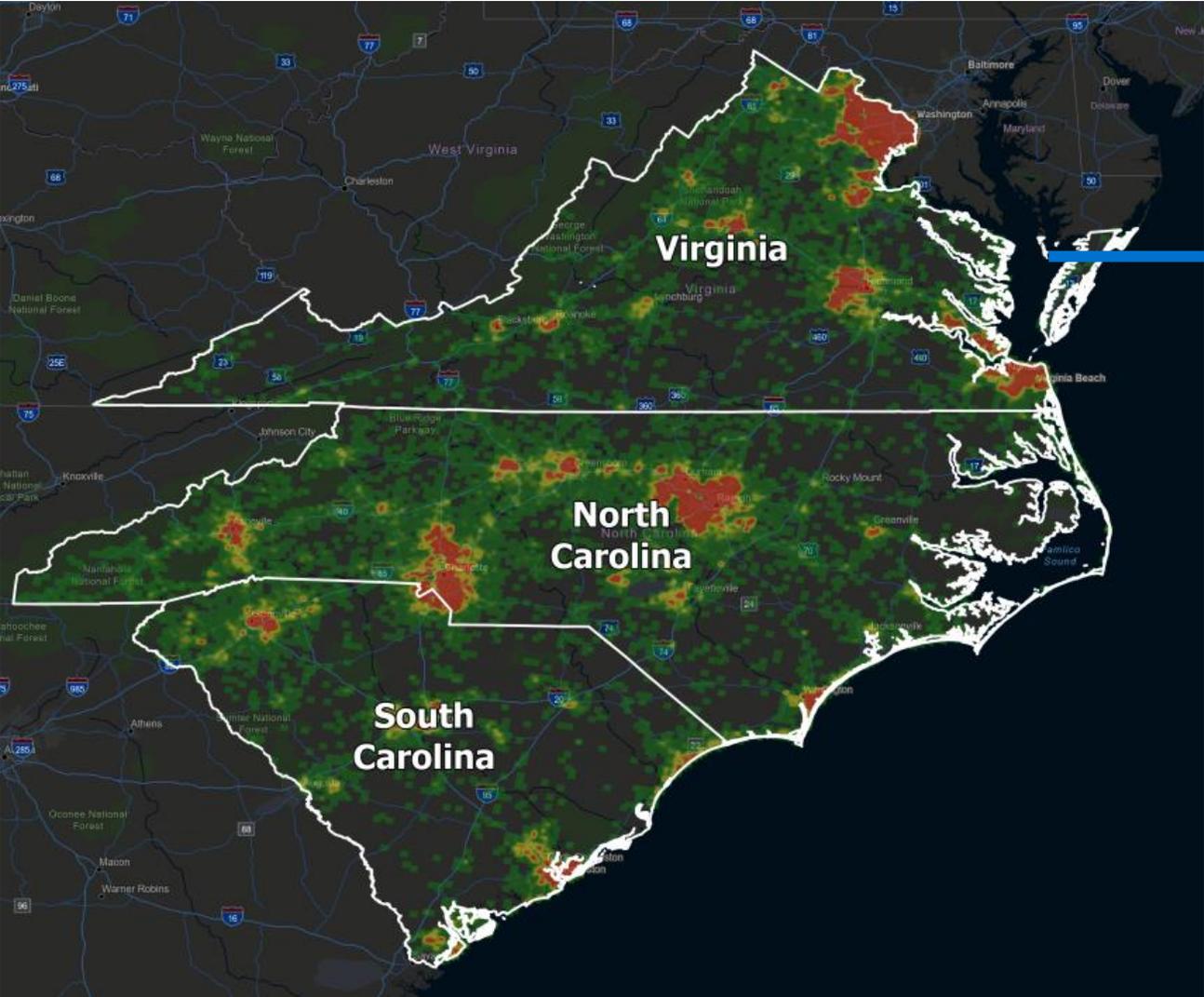
Dominion Energy Electric Transportation

Northern Virginia Transportation Authority
April 13, 2023



**Dominion
Energy[®]**

Virginia EV Adoption and Forecasts

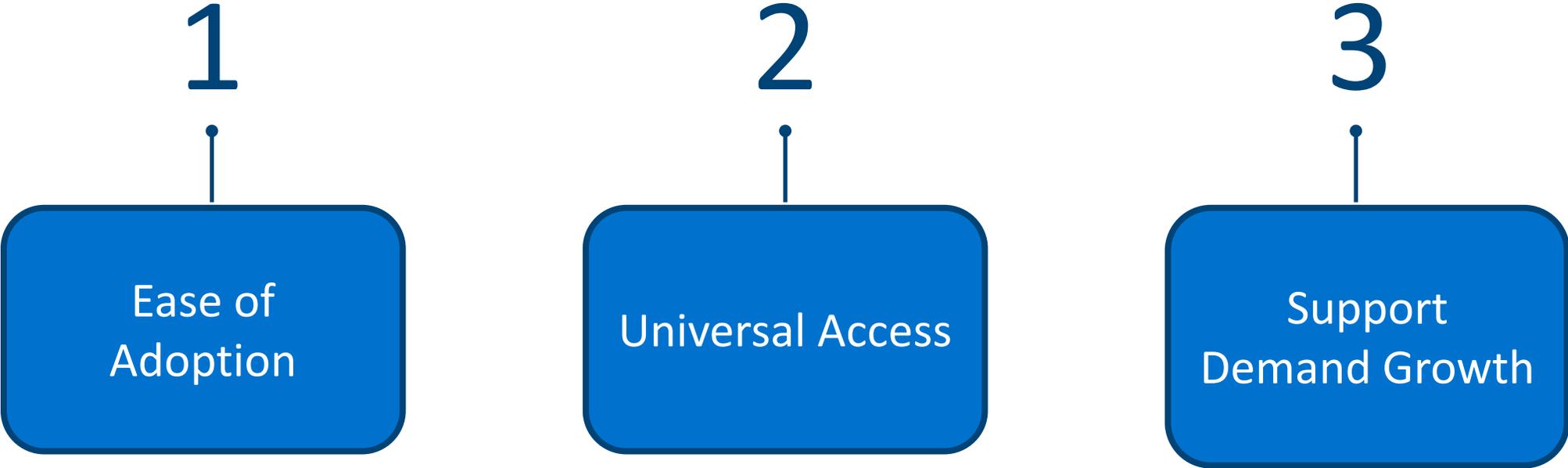


2022:
66,000 EVs

2030:
500k EVs

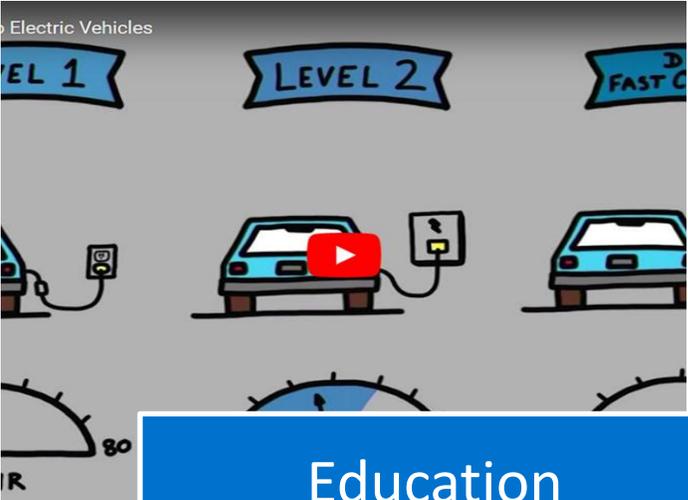
2050:
4.3M EVs

Our Priorities



Education, Outreach and Advocacy

Personal, Commercial, and Fleets



Education



Hosting Capacity Map



Fleet Tools

Customer EV Programs

Charging at Home

EV charging installation with on-bill payment options

Incentives for off-peak charging

Why?

80% of charging happens at home

Charging on the Go

Level 2 EV charging infrastructure program with incentives

Hosting capacity map and resources

Why?

Charging availability is #1 consumer concern

Charging your Fleet

Fleet advisory tools and services

Fleet EV charging infrastructure program with incentives

Why?

EVs cost less to fuel and maintain

Charging for Everyone

No cost EV charging for income qualifying and environmental justice communities

Fixed pricing tariffs for DEV-owned public charging

Why?

Poor air quality disproportionately impacts low-income communities

Electric School Bus Initiative

- 70+ buses delivered to school districts across VA
 - Partnering with state and federal Clean School Bus Rebate Awardees
 - Evaluating options to expand to NC and SC
- Over 500,000 emissions free miles driven; thousands in fuel savings for schools
- Successful vehicle-to-grid testing



[DominionEnergy.com/ElectricSchoolBus](https://www.DominionEnergy.com/ElectricSchoolBus)

Thank you!

DominionEnergy.com/EV
Electrification@DominionEnergy.com

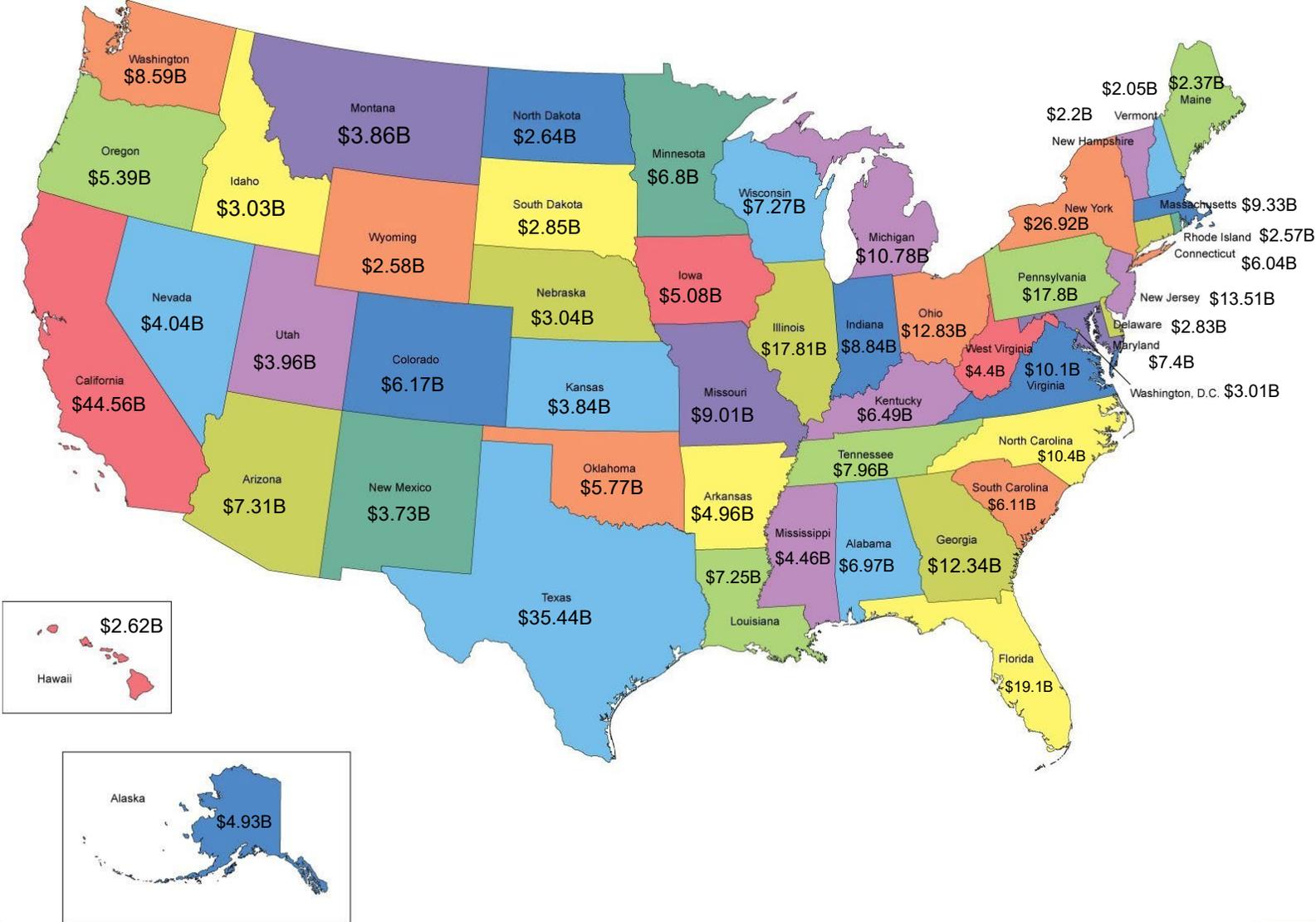
Infrastructure Investment & Jobs Act (IIJA) Funding Opportunities Overview

Becker DC Team

IIJA encompasses \$1.2 trillion in spending, of which \$550 billion is new spending

Funding Source/Program	Existing Funding (\$)	New Funding (\$)
Roads & bridges	251 billion	110 billion
Public transit	66 billion	39.3 billion
Airports	19 billion	25 billion
Passenger & freight rail	15 billion	66 billion
Water Infrastructure	15 billion	54 billion
Safety & research	10 billion	11 billion
Ports & Waterways	9 billion	17.4 billion
Power & grid	0	65 billion
Broadband	0	65 billion
Resiliency	0	46 billion
Addressing legacy pollution	0	21 billion
Low- & no-emission school buses & ferries	0	7.5 billion
Electric vehicle charging	0	7.5 billion
Reconnecting communities	0	1 billion

IIJA Total State Formula Allocations



DOT Funding Opportunities



- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program**
 - **\$8.7 billion** over five years for states to conduct planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
 - \$7.3 billion in formula funding
 - \$1.4 billion competitive funding
 - **FY23 formula opportunity closed, competitive expected Winter/Spring 2023**
- **National Culvert Removal, Replacement, and Restoration Grant Program;**
 - **\$200 million in FY22 (\$1 billion total)** to state and local governments to improve marine environments.
 - **FY23 expected Winter 2023-2024**
- **Rail Vehicle Replacement Program;**
 - **\$600 million** in competitive grants to fund capital projects to replace rail rolling stock.
 - **FY23 NOFO Expected Winter 2023**
- **Thriving Communities**
 - Provides technical assistance (or the opportunity to provide it) for communities undertaking eligible infrastructure projects.
 - **FY23 NOFO expected Spring 2023**
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program**
 - **\$100 million** in FY22 to support activities surrounding connected vehicles, systems integration, EV car/bike-share.
 - **FY23 NOFO Expected Fall 2023**
- **Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD)**
 - **\$60 million** in FY22 to support transportation safety, VMT-R, emission reduction, multi-modal performance, equity, improved data systems or user interfaces, mobility hubs, EV car/bike-share
 - **FY23 NOFO Expected Fall 2023**
- **Consolidated Rail Infrastructure and Safety Improvements**
 - **\$150 million** in FY22 to support light rail, capital improvements, safety program, crossings, ridership growth
 - **NOFO Expected Fall 2023**
- **Port Infrastructure Development Program**
 - **\$2.25 billion** in grants to provide planning, operational and capital financing, and project management assistance to improve port capacity and operations.
 - **FY23 NOFO Open Through April 28th**

DOT Funding Opportunities



- **Federal-state Partnership for Intercity Passenger Rail (National & Northeast Corridors)**
 - **\$36 billion** over five years to fund capital projects that reduce the state of good repair backlog, improve performance, or establish new intercity passenger rail service.
 - **NOFO Open through April 21st**
- **Charging and Fueling Infrastructure Grants**
 - **\$2.5 billion** grant program split evenly between corridor and community grants.
 - Supports charging infrastructure grants for counties to deploy EV charging and hydrogen/propane/natural gas fueling infrastructure
 - **NOFOs expected Winter 2023.**
- **Wildlife Crossing Pilot Program**
 - **\$350 million** over five years for the to support projects that seek to (funding over five years) to reduce the number of wildlife-vehicle collisions and improve habitat connectivity
 - Eligible entities include State highway agency, MPO, local government, regional transportation authority, special purpose district or public authority with a transportation function, tribe.
 - Rural project set aside of at least 60% of grant funds.
 - **NOFO Expected Spring 2023**
- **Congestion Relief Program**
 - **\$250 million over five years** in grants for state/local governments and MPOs Contract Authority from HTF for Congestion Relief Program to advance solutions that reduce congestion and related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of over 1 million.
- **Healthy Streets program**
 - **\$500 million** over five years for eligible majority-minority counties (as determined by DOT) for new pavement and tree cover installations.

Closed DOT Funding Opportunities (for future cycles)



- **Safe Streets and Roads for All Grant Program**
 - **\$5 billion** total to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives
 - Applicants must create a Comprehensive Safety Action Plan.
 - **FY23 NOFO Expected Spring 2023**
- **Natural Gas Distribution Infrastructure Safety and Modernization Program**
 - **\$1 billion** over five years in Competitive funding to repair, rehabilitate, or replace its natural gas distribution pipeline systems or portions thereof or to acquire equipment to (1) reduce incidents and fatalities and (2) to avoid economic losses.
 - **NOFO Expected Summer 2023**
- **University Transportation Centers Program**
 - **\$500 million** over five years to academic institutions to support transportation advancements through education, research, technology transfer, etc.
 - **NOFO Closed 8/25/2022**
- **Bridge Investment Program:**
 - A mixture of formula and competitive funding (\$27.5 billion; \$9.24 billion) for counties’ bridge repair or replacement projects.
 - 15% set-aside for off-system bridges in addition to formula funds.
 - **FY23 NOFOs Expected Summer 2023**
- **Reconnecting Communities Pilot Program**
 - **\$1 billion** for counties to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity (split between planning and construction grants)
 - **FY23 NOFO Expected Late Spring 2023**
- **Railroad Crossing Elimination Program**
 - **\$ 3 billion** over five years in competitive grants to fund highway-rail or pathway-rail grade crossing improvement
 - projects that focus on improving the safety and mobility of people and goods
 - **FY23 NOFO Expected Fall 2023**
- **All Stations Accessibility Program**
 - **\$1.75 billion** over five years in grants to support upgrades to legacy rail fixed guideway public transportation systems for people with disabilities.
 - **FY23 NOFO Expected Summer 2023**
- **Nationally Significant Federal Lands and Tribal Project Program**
 - **\$275 million** in competitive grants to support construction, reconstruction, and rehabilitation of nationally-significant Federal lands transportation projects and Tribal transportation projects
 - **FY23 NOFO Expected Fall 2023**

Closed DOT Funding Opportunities (cont.)



- **Infrastructure for Rebuilding America (INFRA) grant funding**
 - **\$14 billion**, \$3.2 billion of which is allocated over five years, \$6 billion would be authorized, the remaining \$4.8 billion reserved for HTF contract authority.
 - **NOFO Expected Spring 2023**
- **Local and Regional Project Assistance Program**
 - **\$7.5 billion** total to for projects with a significant or regional impact that improves transportation infrastructure.
 - **FY23 NOFO Closed February 28th**
- **National Infrastructure Project Assistance Grants**
 - **\$5 billion** total to support single or multi-year grants to multimodal projects of national/regional economic, mobility, or safety benefits.
 - **NOFO Expected Spring 2023**
- **National Electric Vehicle Formula Program**
 - **\$5 billion** over five years for strategic deployment of EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
 - Same shares for States as Federal-aid highway apportionments
 - **FY22 State Plans Approved, FY23 Plans TBD**
- **Carbon Reduction formula program**
 - **\$6.42 billion** to states via the to reduce transportation emissions or the deployment of carbon reduction strategies in projects.
 - **FY22 distributed, FY23 TBD**
- **Emissions Reductions at Ports**
 - **\$250 million** in grants for eligible county projects that reduce truck emissions at ports
 - **FY22 NOFO closed but expected April 1st annually**
- **Rural Surface Transportation grant program**
 - **\$2 billion** over five years to Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
 - **NOFO Expected Spring 2023**
- **Rural Ferry Service Competitive Grants**
 - **\$1 billion** over five years to provide essential ferry service in rural areas. An additional \$1 billion is authorized for future appropriation.
 - **NOFO Expected Summer 2023**
- **Port Infrastructure Development Program**
 - **\$2.25 billion** in grants to provide planning, operational and capital financing, and project management assistance to improve port capacity and operations.
 - **FY23 NOFO Open Through April 28th**
- **Marine Highways Program**
 - **\$25 million** for the purpose of developing, expanding, or promoting marine highway transportation.
 - **FY23 NOFO Open Through April 28th**
- **Electric or low-emitting ferry program**
 - **\$50 million** over five years, with an additional \$50 million authorized annually subject to annual appropriations.
 - **NOFO Open Through April 13th**

DOT-FAA Funding Opportunities (cont.)



- **\$5 billion (\$1 billion annually) for FAA air traffic facilities, FY23 closed**
 - ***Years 2-5 funding***
 - Continued sustainment
 - ATC facilities replacement ramps up
- **\$5 billion for airport terminals, FY23 NOFO Closed**
 - ***Discretionary grant program***
 - Funding for airport terminals and airport-owned, FAA-operated ATC
 - Local match required
 - ***Competitive***
 - Improve airfield safety through terminal relocation
 - Replacing aging facilities
 - Increase capacity and passenger access
 - Encourage competition
 - Improve energy efficiency
 - Expand access for persons with disabilities and historically disadvantaged populations
- **FAA: \$15 billion for airport infrastructure, FY23 state allocations distributed**
 - ***Up to \$2.39 billion/year for primary airports***
 - Allocations based on existing apportionments formula under the Airport Improvement Program
 - ***Up to \$500 million/year for non-primary airports***
 - Fixed allocations based on airport role under NPIAS
 - ***\$20 million/year FAA Contract Tower Program***
 - Competitive grants for participating program sponsors to support tower construction, replacement
 - ***Airport and project eligibility***
 - Primary airports, certain cargo airports, and most general aviation/commercial service airports that are not primary airports
 - Funding can be used for runways, taxiways, and aprons and other broad efforts like terminal, intermodal projects, and roadway projects

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Update on the Transportation Planning Board's Facilitated Listening Session on Proposed Visualize 2050 Projects

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the Transportation Planning Board's (TPB) facilitated listening session with Virginia TPB members, on proposed Visualize 2050 projects.

- 2. Background:** The TPB has started the process of updating its long-range transportation plan, Visualize 2050. The current version, Visualize 2045, was adopted by the TPB in June 2022. As per TPB Resolution [R19-2021](#) (June 2021), the TPB resolved to initiate the full update of the Plan that consider multiple build scenarios and analysis of each scenario's impact on the region's adopted goals and targets, including greenhouse gas (GHG) emissions. It further resolved that "the development of such plan will be based on the concept of "Zero-Based Budgeting" where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement." Zero-Based Budgeting (ZBB) is commonly used in financial world as a budgeting approach that involves developing a new budget from scratch every time versus starting with the previous period's budget and adjusting it as needed ([Deloitte, 2023](#)).
At the TPB Board meeting on February 15, 2023, the Board approved a [Technical Inputs Solicitation Policy Guide](#). This guide noted that "the TPB member agencies will re-examine all projects, programs, and policies in the current Plan and Transportation Improvement Program (TIP) and resubmit them for the Plan and TIP update. Specifically, the intent is to enable the submissions to better reflect TPB planning priorities, be more aligned with the TPB's policy framework, be more reflective of TPB scenario findings, and be more responsive to other findings from related TPB analysis." Accordingly, TPB staff provided two lists: exempt projects (green list) that has projects in the current Financially Constrained Long-Range Plan (CLRP) and are under construction or have funding identified; and non-exempt projects (orange list) that are in the current CLRP but do not have funding identified. The accompanying [staff memo](#) noted "There are also projects for which funding based budgeting approach will help focus efforts on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects, including dropping them from further consideration if they do not meet TPB goals and objectives."

3. Discussion: In March, the TPB scheduled three separate virtual Listening Sessions between Maryland, D.C. and Virginia TPB members and their local and regional project sponsor agencies respectively. Per the posted agenda for the Listening Sessions, the purpose was to “provide an opportunity for members to share project ideas with project sponsor agencies”. The format of the Listening Sessions was for the transportation agencies to first present their process for project selection and then limited time was given for TPB members to provide input on the projects proposed for inclusion in Visualize 2050. The Listening Sessions were not livestreamed or open to the public, but summary minutes on the meeting will be made available.

On March 21st, Virginia TPB members and alternates received an email invitation from the TPB staff stating “The session is to assist the Virginia transportation agencies hear directly from you, as a member of the TPB, your expectations for the types of projects you would like to see proposed to be included in Visualize 2050, including which of the TPB goals and priorities you favor most. The listening sessions will provide an opportunity for the Virginia transportation agencies to outline the process they are using to re-examine the projects in the current long range transportation plan and to develop new projects to be proposed for inclusion.”

NVTA staff coordinated with Virginia Department of Transportation (VDOT) staff to develop a presentation on each agency’s respective processes. NVTA staff focused on providing TPB members with information on the legislative mandates of NVTA, including regional planning and project prioritization processes that take into consideration several key factors including congestion reduction, accessibility, and emergency mobility. TPB members were also briefed on NVTA’s TransAction vision, goals, core values, performance measures and public comment process along with the Six Year Program’s eligibility criteria, quantitative analysis, qualitative considerations, and public comment process. Together, VDOT and NVTA also presented the below chart on how VTrans, SMART SCALE, Revenue Sharing, TransAction, and the Six Year Program align with TPB’s Framework Document Goals.

TPB Framework Document Goals	Virginia DOT			NVTA	
	VTrans	SMART SCALE	Revenue Sharing	TransAction	Six-Year Program
Safety	X	X		X	X
Reliability	X	X	X	X	X
Maintenance	X		X		
Affordable & Convenient	X	X		X	X
Efficient System Operations	X	X	X	X	X
Environmental Protection	X	X	X	X	X
Resilient Region	X	X	X	X	X
Livable & Prosperous Communities	X	X	X	X	X

Transportation staff from Arlington, Fairfax, Loudoun, and Prince William Counties and the City of Alexandria, also presented on their comprehensive planning and project selection

processes. A one-page fact sheet on each agency was also provided to the TPB members (attached). Authority members Mayor Jennette Rishell, Councilmember Dave Snyder, and VDOT NoVA District Administrator John Lynch, participated in the session.

To date, NVRTA has invested more than \$3.1 billion on multimodal projects across Northern Virginia. Rigorous analytical and public engagement processes primarily based on NVRTA's legislative mandates are used for project evaluation. As shown in the above table, NVRTA's processes and priorities align well with TPB's priorities and goals. As such, projects evaluated by the Authority and selected for funding, should advance as both NVRTA and TPB goals are being met.

Attachment: NVRTA's One-Page Summary of Project Prioritization Process



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Summary of Project Prioritization Process at Northern Virginia Transportation Authority (NVTVA)

NVTVA is the regional transportation planning and funding agency for Northern Virginia as mandated by the Virginia General Assembly via SB576 (2002). The 17-member governing body includes the Chairs and Mayors of the nine member jurisdictions, General Assembly members or appointees, gubernatorial appointees, a town representative and transportation agency representatives. NVTVA is required to follow a rating and project prioritization process taking into consideration several key factors including congestion reduction, accessibility, and emergency mobility. The 70% regional revenues of NVTVA, used for funding under the NVTVA process, can only be used for capital improvements that are included in the long-range transportation plan. The 30% local fund revenues can be used at the discretion of localities consistent with HB2313 (2013).



TransAction is the legally mandated long-range multimodal transportation plan for NoVA. TransAction vision, goals, and core values guide the preparation of the Plan and funding prioritization. TransAction, updated every five years, is a needs-based plan and the update process includes extensive data-driven analyses and public engagement. The collaborative process brings in the NoVA jurisdictions, agencies, TPB, WMATA, and, in the recent update, Montgomery County, Prince George’s County, and DDOT. The Plan performance is evaluated using a combined TransAction Rating based on the factors below.

Goal	Objective	Performance Measure	Weight	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10	
		A2. Total Person-Hours of Delay on Transit	10	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	
		B2. Transit person-miles in dedicated/priority ROW	10	
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	
		Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements
	F. Reduce transportation related emissions	F1. Vehicle Emissions	10	
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	

Core Values: Equity Safety Sustainability



Prioritization of projects for funding is carried out during the development of Six Year Program (SYP). This process includes extensive additional data-driven analyses and public engagement. The

selection criteria include:

1. Eligibility (inclusion in TransAction, supporting resolution from jurisdiction governing body)
2. Quantitative analysis (Congestion Reduction Relative to Cost, TransAction Rating, Long Term Benefit)
3. Qualitative considerations (external funds, past performance, geographic and modal balance, etc.)
4. Public comments

Several statutory and standing committees review the analytical results and public comments before recommending projects for funding, which the Authority reviews before making final adoption.

The goals, objectives, and core values NVTVA follows for prioritization overlap well with TPB’s principles and goals.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Programming Recommendations of the Additional FY2024-2029 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of adjustments to the Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds.
- 2. Discussion:** At the March 9, 2023, Authority meeting, NVTA approved the FY2029 CMAQ/RSTP funding recommendation to the Commonwealth Transportation Board (CTB). Subsequently, the Virginia Department of Transportation (VDOT) provided revisions that added \$2,025,372 in CMAQ funds and \$12,483,363 in RSTP funds for the FY2024-2029 period. Working with RJACC and VDOT, NVTA staff identified projects that were already recommended by the NVTA for allocating these additional funds. On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to the Chief Executive Officer and RJACC. The RJACC approved the current recommendation at its March 23, 2023, meeting.

The recommended allocations were sent to the CTB for inclusion in the Six Year Improvement Program (SYIP). It is anticipated that the CTB will take action on the SYIP at their June 2023 meeting.

Attachments:

- A. FY2024-2028 CMAQ and RSTP Allocations
- B. FY2029 CMAQ/RSTP Recommendations

CMAQ/RSTP Allocations for Northern Virginia - FY 2029

FY 2029 CMAQ/RSTP Proposed Allocations				
Winter 2023 Strawman				
CMAQ				
FY 2029 ESTIMATE	Originally Presented			Revised
			23,713,070	\$ 24,457,736
OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED	REVISED
Clean Air Partners	1 of 1	\$ 292,683.00	\$ 292,683.00	\$ 292,683.00
Commuter Operations Center/Northern Virginia Transportation Demand Management (TDM) Program	1 of 1	\$ 4,040,553.00	\$ 3,020,277.00	\$ 3,020,277.00
Metropolitan Area Transportation Operations Coordination (MATOC) Program Operations	2 of 3	\$ 952,000.00	\$ 952,000.00	\$ 952,000.00
TOTAL OFF-THE-TOP		\$ 5,285,236.00	\$ 4,264,960.00	\$ 4,264,960.00
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION			\$ 19,448,110.00	\$ 20,192,776.00
JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED	REVISED
ALEXANDRIA, CITY OF		\$ 3,750,000.00	\$ 3,395,000.00	\$ 4,164,995.16
Duke Street Transitway Operations	1 of 2	\$ 3,750,000.00	\$ 3,395,000.00	\$ 4,164,995.16
				\$ -
ARLINGTON COUNTY		\$ 8,000,000.00	\$ 675,000.00	\$ 1,050,000.00
Arlington County Commuter Services	2 of 3	\$ 7,000,000.00	See RSTP	See RSTP
Arlington Boulevard Trail: Edison to George Mason	3 of 3	\$ 250,000.00	\$ 300,000.00	\$ 300,000.00
Traffic Signal Optimization	1 of 3	\$ 750,000.00	\$ 375,000.00	\$ 750,000.00
				\$ -
DUMFRIES, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
FAIRFAX, CITY OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
FAIRFAX COUNTY		\$ 30,700,000.00	\$ 5,260,700.00	\$ 4,816,839.00
Richmond Highway Bus Rapid Transit (BRT) (Huntington Metrorail Station to Fort Belvoir)	2 of 9	\$ 20,000,000.00	\$ 4,560,700.00	\$ 4,116,839.00
Mason Neck Trail (Gunston Road Walkway) North Segment	5 of 9	\$ 10,000,000.00	\$ -	\$ -
Countywide Transit Stores	8 of 9	\$ 700,000.00	\$ 700,000.00	\$ 700,000.00
				\$ -
FALLS CHURCH, CITY OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
HERNDON, TOWN OF		\$ 750,000.00	\$ 100,000.00	\$ 100,000.00
Townwide ADA Sidewalk and Trail Improvements	2 of 2	\$ 750,000.00	\$ 100,000.00	\$ 100,000.00
				\$ -
LEESBURG, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
LOUDOUN COUNTY		\$ 6,030,000.00	\$ 30,000.00	\$ 30,000.00
Lowes Island Park and Ride	4 of 4	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
High Priority Intersection Improvements (HPII)	2 of 3	\$ 2,000,000.00	See RSTP	See RSTP
High Priority Sidewalk and Pedestrian Improvements (HPSPI)	1 of 3	\$ 2,000,000.00	See RSTP	See RSTP
Intelligent Transportation Systems (ITS) Improvement	3 of 3	\$ 2,000,000.00	See RSTP	See RSTP
				\$ -
MANASSAS, CITY OF		\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
Bus Stop Enhancements Project	1 of 1	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
				\$ -
MANASSAS PARK, CITY OF		\$ 500,000.00	\$ 217,097.00	\$ 260,628.36
Manassas Park Trails Construction	2 of 2	\$ 500,000.00	\$ 217,097.00	\$ 260,628.36
				\$ -
PRINCE WILLIAM COUNTY		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
PURCELLVILLE, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -
VIENNA, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
				\$ -

TOTAL JURISDICTIONAL		\$ 49,930,000.00	\$ 9,877,797.00	\$ 10,622,462.52
AGENCY ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED	
PRTC		\$ 5,920,000.00	\$ 4,120,313.00	\$ 4,120,313.00
PRTC Bus Replacement Program	1 of 3	\$ 5,320,000.00	\$ 3,520,313.00	\$ 3,520,313.00
PRTC Commuter Assistance Program	2 of 3	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
PRTC Bus Shelter Program	3 of 3	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
VDOT		\$ 2,450,000.00	\$ 2,450,000.00	\$ 2,450,000.00
Safety Service Patrol along Route 28 between I-66 and Route 7	3 of 3	\$ 450,000.00	\$ 450,000.00	\$ 450,000.00
VDOT Northern Region Signal Timing Optimization and Real-time Signal Operations	1 of 3	\$ 2,000,000.00	\$ 2,000,000.00	\$ 2,000,000.00
VRE		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	\$ -	\$ -
WMATA		\$ 8,713,000.00	\$ 3,000,000.00	\$ 3,000,000.00
WMATA FY2029 - Bus Replacement	1 of 1	\$ 8,713,000.00	\$ 3,000,000.00	\$ 3,000,000.00
TOTAL AGENCY		\$ 17,083,000.00	\$ 9,570,313.00	\$ 9,570,313.00
TOTAL CMAQ		\$ 72,298,236.00	\$ 23,713,070.00	\$ 24,457,735.52
Comparison to available funding		\$ (48,585,166.00)	\$ -	\$ -

FY 2029 CMAQ/RSTP Proposed Allocations				
Winter 2023 Strawman				
RSTP				
FY 2029 ESTIMATE	Originally Presented			Revised
			\$ 56,863,354.00	\$ 67,386,853.00
OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED	REVISED
TOTAL OFF-THE-TOP		\$ -	\$ -	\$ -
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION			\$ 56,863,354.00	\$ 67,386,853.00
JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED	REVISED
ALEXANDRIA, CITY OF		\$ 750,000.00	\$ 750,000.00	\$ 750,000.00
Alexandria Mobility Plan Update	2 of 2	\$ 750,000.00	\$ 750,000.00	\$ 750,000.00
ARLINGTON COUNTY		\$ 7,000,000.00	\$ 5,575,000.00	\$ 6,197,208.47
Arlington County Commuter Services	2 of 3	\$ 7,000,000.00	\$ 5,575,000.00	\$ 5,575,208.47
Arlington Boulevard Trail: Edison to George Mason	3 of 3	N/A	-	\$ 622,000.00
DUMFRIES, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	-	-
FAIRFAX, CITY OF		\$ 1,000,000.00	\$ 750,000.00	\$ 821,305.51
Bridge (Roadway) Rehabilitation	1 of 1	\$ 1,000,000.00	\$ 750,000.00	\$ 821,305.51
FAIRFAX COUNTY		\$ 65,000,000.00	\$ 24,644,576.00	\$ 30,415,882.71
Richmond Highway Widening (Mt. Vernon Memorial Highway to Sherwood Hall Lane)	1 of 9	\$ 15,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00
Richmond Highway Bus Rapid Transit (BRT) (Huntington Metrorail Station to Fort Belvoir)	2 of 9	N/A	\$ 9,644,576.00	\$ 10,088,437.00
Frontier Drive Extension (Franconia-Springfield Metrorail Station to Loisdale Road)	3 of 9	\$ 20,000,000.00	\$ 9,000,000.00	\$ 14,327,445.71
Seven Corners Ring Road (Phase 1A/Segment 1A)	4 of 9	\$ 15,000,000.00	-	-
Davis Drive Bridge	6 of 9	\$ 15,000,000.00	-	-
Town Center Parkway Extension	7 of 9	\$ 10,000,000.00	-	-
Route 7 Bus Rapid Transit (BRT)	9 of 9	\$ 5,000,000.00	-	-
FALLS CHURCH, CITY OF		\$ 650,000.00	\$ 433,333.00	\$ 476,052.13
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements	1 of 1	\$ 650,000.00	\$ 433,333.00	\$ 476,052.13
HERNDON, TOWN OF		\$ 1,500,000.00	\$ 800,000.00	\$ 900,000.00
East Elden Street Widening & Improvements (UPC# 50100)	1 of 2	\$ 1,500,000.00	\$ 800,000.00	\$ 900,000.00
LEESBURG, TOWN OF		\$ 2,000,000.00	\$ 1,500,000.00	\$ 1,707,342.57
Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road	1	\$ 2,000,000.00	\$ 1,500,000.00	\$ 1,707,342.57
LOUDOUN COUNTY		\$ 6,000,000.00	\$ 10,500,000.00	\$ 12,357,228.04
High Priority Intersection Improvements (HPPI)	2 of 3	\$ 2,000,000.00	\$ 3,500,000.00	\$ 4,000,000.00
High Priority Sidewalk and Pedestrian Improvements (HPSPI)	1 of 3	\$ 2,000,000.00	\$ 4,000,000.00	\$ 4,208,988.72
Intelligent Transportation Systems (ITS) Improvement	3 of 3	\$ 2,000,000.00	\$ 3,000,000.00	\$ 4,148,239.32
MANASSAS, CITY OF		\$ 400,000.00	\$ 1,110,445.00	\$ 1,216,290.56
Transportation Master Plan	1 of 2	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00
Dean Drive Widening	2 of 2	\$ 1,000,000.00	\$ 710,445.00	\$ 816,290.56
MANASSAS PARK, CITY OF		\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
Mathis Avenue Extension Design	1 of 2	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
PRINCE WILLIAM COUNTY		\$ 16,000,000.00	\$ 10,500,000.00	\$ 12,245,542.99
Minnieville Road/Prince William Parkway Interchange	1 of 4	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00
Route 123 and Old Bridge Road Intersection Improvements	2 of 4	\$ 4,500,000.00	\$ 4,500,000.00	\$ 4,500,000.00
Devlin Road Widening	3 of 4	\$ 4,500,000.00	-	\$ 1,745,542.99
Route 1/123 Interchange	4 of 4	\$ 1,000,000.00	-	-
PURCELLVILLE, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	-	-
VIENNA, TOWN OF		\$ -	\$ -	\$ -
None submitted.	N/A	N/A	-	-
TOTAL JURISDICTIONAL		\$ 100,600,000.00	\$ 56,863,354.00	\$ 67,386,852.98
TOTAL RSTP		\$ 100,600,000.00	\$ 56,863,354.00	
Comparison to available funding		\$ (43,736,646.00)	\$ -	\$ -

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: April 6, 2023

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was held on March 9, 2023. The next Committee meeting is scheduled for May 11, 2023.
3. **Discussion Items:**
 - A. **Finance Team Activity Report:** The Committee reviewed current and prospective activities of the NVTA Finance Team.
 - I. **Implementation of Policy 29 changes- Stale Invoice Exclusion**
 - Staff presented the proposed policy changes, as recommended by the Committee, which were subsequently approved by the Authority at the March meeting.
 - The changes were discussed monthly at the Regional Jurisdiction and Agency Coordinating Committee (RJACC) meetings since September of 2022. Staff presented a table that had the total project reimbursement amount by Fiscal Year.
 - Staff noted that triggered by the discussions at RJACC, during the first six accrual months of FY2023, approximately \$61 million in reimbursement receipts had been received (6% more than the entirety of FY2022). Further progress on reimbursements measured against FY2022 is noted below:
 - February 2nd – 40%
 - March 2nd – 106%
 - March 6th – 122%
 - March 9th – 136%
 - April 6th – 160%
 - Several of the reimbursement packages being received contain invoices which are years older than the 18-month exclusion. The 18-month exclusion will go into effect on June 9, 2023.
 - II. **Duplicate Reimbursement Audit**
 - Staff noted that the duplicate reimbursement audit process started with the transfer of data to the audit firm. The data transferred to the audit firm includes reimbursements through the first half of FY2023.

- No involvement is required of project sponsors unless potential duplicates are identified.
- Audit cost was based on FY2022 reimbursement transaction volume. Current cost estimates exceed the budgeted amount by \$2,500. No budget adjustments are requested currently.

III. Revenue Estimates Kick-off

- Staff informed the Committee that the revenue estimate cycle is starting.
- The process will reexamine the FY2024 through FY2027 estimates and add estimates for FY2028/29.
- A critical part of the estimation process is the projection of PayGo estimates for the FY2028/29 update to the Six Year Program.

IV. Northern Virginia Regional Commission (NVRC) has been invited to make a lease renewal presentation to the Committee.

- NVTA staff suggested to NVRC staff during FY2022 budget preparations that market timing would be ideal for NVRC to renegotiate the underlying lease to achieve pandemic related cost savings for both organizations.
- Lease discussion topics over the last two years have included:
 - Formal lease split with negotiated conference room cost sharing to reduce Balance Sheet and credit pressures on NVRC.
 - Building core factor and escalation terms.
 - NVTA consultation with leasing representatives from the Commonwealth of Virginia (in first year of discussion).
 - How to manage future growth demands for office space as both organizations add staff.
 - Meeting space utilization and reservation conflicts.
- On February 22, 2023, staff invited NVRC to present lease information to the NVTA Finance Committee at an upcoming Finance Committee meeting.
- The Commission’s Executive Director has tentatively indicated he can make a presentation to the Finance Committee at the May 11th meeting.
- NVRC has stated it desires to have a new lease in place by May 2023.

V. Investment Portfolio Certification

- Staff informed the Committee that the NVTA investment portfolio now exceeds \$1.5 billion. NVTA staff, with the assistance of the investment consultant, will submit the NVTA Investment Policy for peer review and certification from at least one and possibly two domestic/international government investment professional associations.
- Some changes in the Investment Policy related to technical issues will be required prior to submission for certification. An example being in the asset category of Overnight Repurchase Agreements (REPOs) and a certification requirement to have a Tri-Party REPO Agreement in place, even though NVTA is not currently utilizing REPOs.

VI. Investment Policy Benchmarks

- Staff presented the Current Investment Policy performance benchmarks table noting the benchmarks were established when the Investment Policy

was first adopted by the Authority in December 2014. At that time, it was not envisioned that the portfolio would reach its current size. Therefore, the maturity duration of the portfolio was set to short term benchmarks, more suitable for a daily liquidity portfolio.

- Currently, the portfolio has maturities out to five years, with a concentration in the one-to-three-year range. The portfolio duration measurement is 1.10 (1.0 = 1 year). Purchases in the two-to-three-year range are anticipated to expand as staff attempt to prudently and safely lock in higher rates for as long a maturity duration as liquidity demands demonstrate is appropriate.
- Staff will research and recommend alternative benchmark(s) to the Committee which better reflect the current size and duration of the portfolio.

- B. Monthly Investment Portfolio Report:** The Committee received reports and discussed the Monthly Revenue Report as provided in the packet.
- C. Monthly Revenue Report:** The Committee received reports and discussed the Monthly Revenue Report as provided in the packet.
- D. Monthly Operating Budget:** The Committee received reports and discussed the Monthly Operating Budget Report as provided in the packet.
- E. NVTA Update (Verbal Report):** NVTA's CEO thanked the Finance team for the diligent work. She also stated that NVTA is in great financial standing which helps in NVTA's mission in funding projects.

Attachments:

- A. Investment Portfolio Report
- B. Monthly Revenue Report
- C. Monthly Operating Budget Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 6, 2023

SUBJECT: Investment Portfolio Report

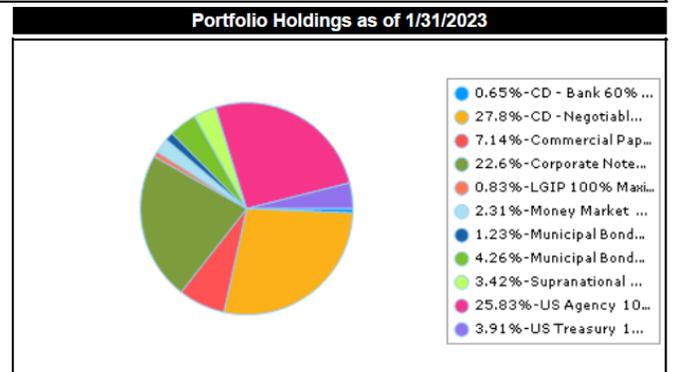
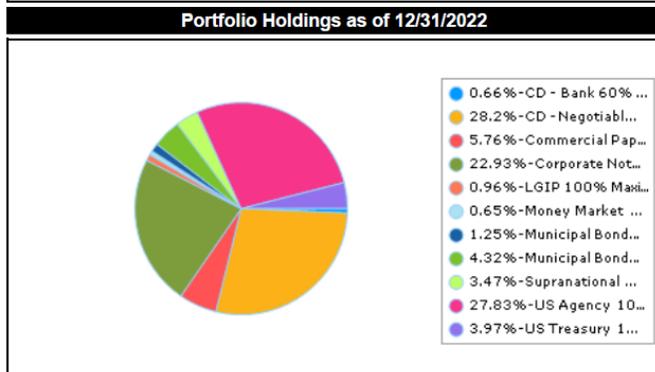
- Purpose:** To provide the Northern Virginia Transportation Authority (NVRTA) with required reports on investment activities and portfolio performance through January 31, 2023.
- Background:** This report is on investment activity through January 2023 and affirms the portfolio’s investments were acquired on the basis of safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVRTA Investment Policy.



Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

Begin Date: 12/31/2022, End Date: 1/31/2023

Asset Category Allocation				
Asset Category	Book Value 12/31/2022	% of Portfolio 12/31/2022	Book Value 1/31/2023	% of Portfolio 1/31/2023
CD - Bank 60% Maximum	10,107,695.95	0.66	10,107,695.95	0.65
CD - Negotiable 25% Maximum	431,628,298.54	28.20	431,618,838.88	27.80
Commercial Paper 35% / 5% Maximum	88,105,195.80	5.76	110,808,377.57	7.14
Corporate Notes 50% Maximum	350,995,941.10	22.93	350,847,893.54	22.60
LGIP 100% Maximum	14,696,160.35	0.96	12,954,006.26	0.83
Money Market 60% Maximum	9,949,646.27	0.65	35,910,607.14	2.31
Municipal Bonds - US 75% Maximum	19,187,684.71	1.25	19,171,525.75	1.23
Municipal Bonds - Virginia 75% Maximum	66,142,320.08	4.32	66,126,790.87	4.26
Supranational 15% Maximum	53,186,343.37	3.47	53,147,129.15	3.42
US Agency 100% Maximum	426,072,904.84	27.83	401,073,752.08	25.83
US Treasury 100% Maximum	60,728,471.99	3.97	60,757,612.34	3.91
Total / Average	1,530,800,663.00	100.00	1,552,524,229.53	100.00



3. Current Period Reports:

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

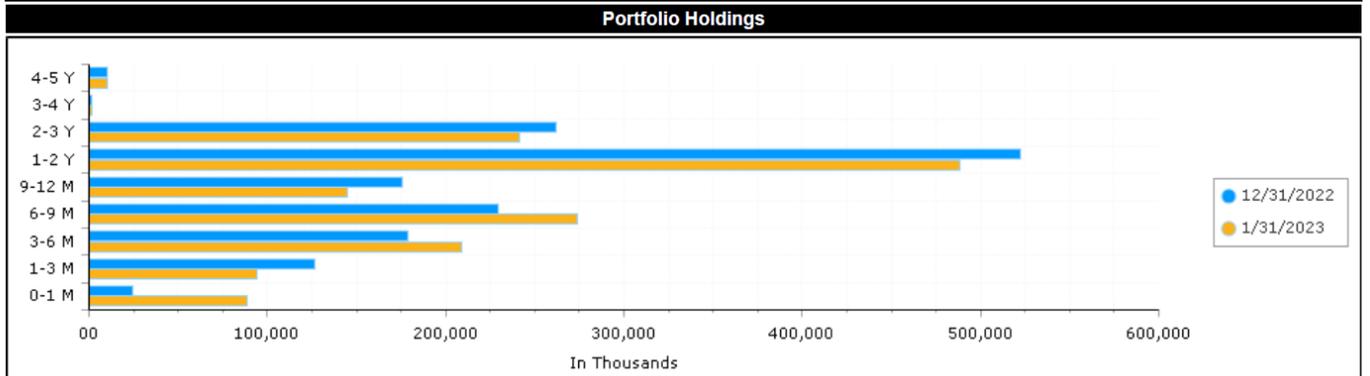


**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value**

Report Group: Regional Revenue

Begin Date: 12/31/2022, End Date: 1/31/2023

Maturity Range Allocation				
Maturity Range	Book Value 12/31/2022	% of Portfolio 12/31/2022	Book Value 1/31/2023	% of Portfolio 1/31/2023
0-1 Month	24,645,806.62	1.61	88,864,613.40	5.72
1-3 Months	126,346,308.33	8.25	93,972,736.99	6.05
3-6 Months	178,520,283.86	11.66	209,058,217.54	13.47
6-9 Months	229,505,651.04	14.99	273,912,542.46	17.64
9-12 Months	176,089,909.20	11.50	144,633,919.76	9.32
1-2 Years	522,404,008.02	34.13	488,693,041.80	31.48
2-3 Years	261,655,568.61	17.09	241,759,337.10	15.57
3-4 Years	1,633,127.32	0.11	1,629,820.48	0.10
4-5 Years	10,000,000.00	0.65	10,000,000.00	0.64
Total / Average	1,530,800,663.00	100.00	1,552,524,229.53	100.00



- b. The liquidity of the portfolio is reflected in the portfolio’s duration of 1.10 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Jan-23 Month End
Fed Funds Rate	4.33%
Treasury 90 Day T Bill	4.70%
Local Government Investment Pool	4.63%
Virginia Non-Arbitrage Program	4.63%
NVTA Performance	2.18%

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of January 2023 was 2.18%. The NVTA’s Investment Policy specifies the benchmarks shown above for yield performance comparison.

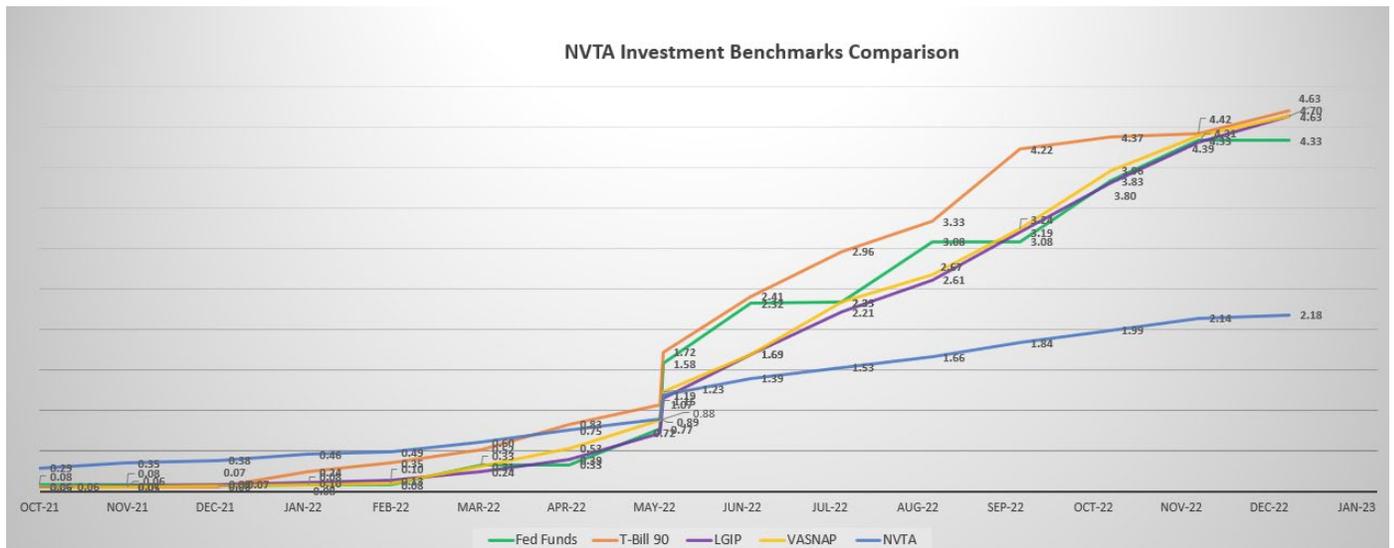
4. Portfolio Analysis & Statistics Overview:

- a. **Safety:** The portfolio is invested primarily in:

I. Local Government Investment Pools (0.83% from 0.96%)

- II. Collateralized bank money market accounts (2.96% from 1.31%)
- III. Commercial Paper (7.14% from 5.76%)
- IV. Negotiable CD's (27.80% from 28.20%)
- V. AAA/AA rated investment grade corporate bonds (22.60% from 22.93%)
- VI. Supranational Securities (3.42% from 3.47%)
- VII. Treasuries and Agencies (29.74% from 31.80%)
- VIII. VA & US Municipals (5.49% from 5.57%)

- b. **Liquidity:** The NVTA Portfolio duration is 1.10 in January 2023 (1.0 = 1 year). In expectation of continued interest rate increases. NVTA staff continues to ladder maturities such that approximately \$40-\$60 million of securities mature each month. This results in monthly opportunities to re-invest at increasing rates of return.
- c. **Yield:** Unprecedented rapidly rising market rates are continuing to offer safe opportunities to place positive monthly cash flows and reinvest maturities. The primary strategy question is will the Federal Open Markets Committee (FOMC) continue to increase rates to address inflation and the secondary question is how long the FOMC will hold rates before making any reductions.
 - i. Staff are continuing the strategy of re-investing maturities and monthly revenue by keeping a one-to-two-year maturity profile. Because we anticipate that the Fed will continue to raise rates, although at a reduced pace, then hold those rates for a period of 6 months to a year, before making further changes.
 - ii. Staff are also considering changes to the policy benchmarks since the current benchmarks mostly reflect investment portfolios of under one year whereas the portfolio's maturity ranges are currently in the one-to-three-year range.



- 5. Custodian Certification:** Truist Bank is the custodian of all 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. Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority's Annual Financial Statements and annual audit. 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.

Attachment: Compliance - GASB 40 Report



Portfolio Holdings Compliance - GASB 40 Report - As of 1/31/2023

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit														
Bayerische Landesbank 3.88 6/27/2024	0727MCXE2	Bayerische Landesbank	20,000,000.00	20,021,817.24	19,773,000.00	Fitch-F1	Moody's-P1	1.29	513	513	6/27/2024		3.816	1.36
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	Bayerische Landesbank	30,000,000.00	30,034,455.85	29,642,700.00	Fitch-F1	Moody's-P1	1.93	542	542	7/26/2024		3.799	1.46
Credit Suisse 0.68 10/10/2023	22552G4R8	Credit Suisse	15,000,000.00	15,006,223.59	14,588,850.00	S&P-A1	Moody's-P1	0.96	252	252	10/10/2023		0.619	0.70
Credit Suisse 0.75 1/10/2024	22552G4T4	Credit Suisse	15,000,000.00	15,006,995.52	14,446,950.00	S&P-A1	Moody's-P1	0.96	344	344	1/10/2024		0.700	0.96
John Marshall Bank 5.01 1/15/2024	JMBCD0115204	John Marshall Bank	10,107,695.95	10,107,695.95	10,107,695.95	None	None	0.65	349	349	1/15/2024		5.010	0.96
Natixis 4.86 9/22/2023	63873QWS9	Natixis	21,000,000.00	21,000,000.00	20,952,540.00	S&P-A1	Moody's-P1	1.35	234	234	9/22/2023		4.860	0.65
Natixis 5.56 10/24/2023	63873QXG4	Natixis	25,000,000.00	25,000,000.00	25,054,500.00	S&P-A1	Moody's-P1	1.61	266	266	10/24/2023		5.560	0.74
Nordea Bank 0.26 4/20/2023	65558UGN6	Nordea Bank	30,000,000.00	30,000,000.00	29,727,600.00	S&P-A1+	Moody's-P1	1.93	79	79	4/20/2023		0.260	0.22
Nordea Bank 2.6 12/20/2023	65558USB9	Nordea Bank	25,000,000.00	25,012,750.00	24,521,500.00	S&P-A1+	Moody's-P1	1.61	323	323	12/20/2023		2.540	0.90
Rabobank 0.26 2/23/2023	21684LAZ5	Rabobank	40,000,000.00	40,000,000.00	39,899,200.00	S&P-A1	Moody's-P1	2.57	23	23	2/23/2023		0.260	0.06
Rabobank 3.57 8/2/2024	21684XYT7	Rabobank	18,500,000.00	18,500,000.00	18,176,065.00	S&P-A1	Moody's-P1	1.19	549	549	8/2/2024		3.570	1.46
Royal Bank of Canada 4.27 10/13/2023	78015JD61	Royal Bank of Canada	25,000,000.00	25,011,781.64	24,834,750.00	S&P-A1	Moody's-P1	1.61	255	255	10/13/2023		4.199	0.71
Standard Chartered Bank 0.35 6/16/2023	85325VQ37	Standard Chartered Bank	25,000,000.00	25,001,874.73	24,605,500.00	S&P-A1	Moody's-P1	1.61	136	136	6/16/2023		0.330	0.38
Standard Chartered Bank 0.36 7/20/2023	85325VQ60	Standard Chartered Bank	30,000,000.00	30,004,224.25	29,406,600.00	S&P-A1	Moody's-P1	1.93	170	170	7/20/2023		0.330	0.47
Swedbank 0.95 10/22/2024	87019VA42	Swedbank	22,000,000.00	22,018,716.06	20,570,880.00	S&P-A1	Moody's-P1	1.42	630	630	10/22/2024		0.899	1.75
Swedbank 5.36 11/17/2023	87019WEX9	Swedbank	25,000,000.00	25,000,000.00	25,023,000.00	S&P-A1	Moody's-P1	1.61	290	290	11/17/2023		5.360	0.81
TD Bank 3.63 6/27/2023	89114WZ57	TD Bank	20,000,000.00	20,000,000.00	19,892,400.00	S&P-A1+	Moody's-P1	1.29	147	147	6/27/2023		3.630	0.41
TD Bank 3.75 7/11/2023	89115B5E6	TD Bank	30,000,000.00	30,000,000.00	29,833,200.00	S&P-A1	Moody's-P1	1.93	161	161	7/11/2023		3.750	0.45
TD Bank 4.02 8/16/2023	89115BHE3	TD Bank	15,000,000.00	15,000,000.00	14,912,550.00	S&P-A1+	Moody's-P1	0.96	197	197	8/16/2023		4.020	0.55
Sub Total / Average Certificate Of Deposit			441,607,695.95	441,726,534.83	435,969,480.95			28.41	269	269			2.653	0.74
Corporate														
Apple 0.75 5/11/2023	037833DV9	Apple	5,000,000.00	5,006,414.79	4,945,600.00	S&P-AA+	Moody's-Aaa	0.32	100	100	5/11/2023		0.280	0.28
Apple 2.4 5/3/2023	037833AK6	Apple	2,500,000.00	2,512,934.03	2,485,950.00	S&P-AA+	Moody's-Aaa	0.16	92	92	5/3/2023		0.340	0.26
Apple 2.85 5/11/2024-24	037833CU2	Apple	2,135,000.00	2,198,947.71	2,090,271.75	S&P-AA+	Moody's-Aaa	0.14	466	405	5/11/2024	3/11/2024	0.484	1.26
Apple 2.85 5/11/2024-24	037833CU2	Apple	10,000,000.00	10,305,161.18	9,790,500.00	S&P-AA+	Moody's-Aaa	0.64	466	405	5/11/2024	3/11/2024	0.442	1.26
Apple 3.45 5/6/2024	037833AS9	Apple	10,000,000.00	10,394,637.99	9,898,700.00	S&P-AA+	Moody's-Aaa	0.64	461	461	5/6/2024		0.310	1.24
Asian Development Bank 2.75 3/17/2023	045167EH2	Asian Development Bank	18,083,000.00	18,138,637.21	18,040,324.12	S&P-AAA	Moody's-Aaa	1.16	45	45	3/17/2023		0.250	0.13
Barclays Capital 0 8/23/2023	06743VVP2	Barclays Capital	23,000,000.00	22,341,816.57	22,373,480.00	S&P-A1	Fitch-F1	1.48	204	204	8/23/2023		5.203	0.56
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	Berkshire Hathaway	10,000,000.00	10,024,285.80	9,978,600.00	S&P-AA	Moody's-Aa2	0.64	43	43	3/15/2023		0.665	0.12
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	Berkshire Hathaway	5,000,000.00	5,013,478.18	4,989,300.00	S&P-AA	Moody's-Aa2	0.32	43	43	3/15/2023		0.449	0.12
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	Berkshire Hathaway	8,200,000.00	8,221,589.55	8,182,452.00	S&P-AA	Moody's-Aa2	0.53	43	43	3/15/2023		0.501	0.12
Credit Suisse 0.13/2023	2254EBQD6	Credit Suisse	20,000,000.00	19,924,377.77	19,900,200.00	S&P-A1	Moody's-P1	1.29	41	41	3/13/2023		3.404	0.11
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	Exxon Mobil	10,000,000.00	10,200,520.55	9,642,300.00	S&P-AA	Moody's-Aa1	0.64	563	532	8/16/2024	7/16/2024	0.699	1.51
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	Exxon Mobil	9,500,000.00	9,328,518.08	9,213,955.00	S&P-AA	Moody's-Aa2	0.61	765	675	3/6/2025	12/6/2024	3.619	2.03
Exxon Mobil 2.992 3/19/2025	30231GBH4	Exxon Mobil	20,000,000.00	19,951,794.51	19,445,000.00	S&P-AA	Moody's-Aa2	1.29	778	778	3/19/2025		3.110	2.06
Guardian Life 1.1 6/23/2025	40139LAG8	Guardian Life	13,000,000.00	12,348,936.15	11,888,370.00	S&P-AA+	Moody's-Aa2	0.84	874	874	6/23/2025		3.320	2.37
Guardian Life 1.1 6/23/2025	40139LAG8	Guardian Life	9,456,000.00	8,877,784.93	8,647,417.44	S&P-AA+	Moody's-Aa2	0.61	874	874	6/23/2025		3.829	2.37
IBRD 0.25 11/24/2023	459058JM6	IBRD	25,000,000.00	25,008,491.94	24,089,500.00	S&P-AAA	Moody's-Aaa	1.61	297	297	11/24/2023		0.208	0.81
International Finance Corp 5 11/15/2027-24	45950VRK4	International Finance Corp	10,000,000.00	10,000,000.00	10,124,500.00	S&P-AAA	Moody's-Aaa	0.64	1,749	654	11/15/2027	11/15/2024	5.000	4.28
Kookmin Bank 0 8/18/2023	50050FVJ6	Kookmin Bank	10,000,000.00	9,703,158.31	9,734,400.00	S&P-A1	Moody's-P1	0.64	199	199	8/18/2023		5.594	0.55
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	Mass Mutual Global Funding	15,000,000.00	15,011,622.28	14,622,300.00	S&P-AA+	Moody's-Aa3	0.96	209	209	8/28/2023		0.344	0.58
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	Mass Mutual Global Funding	15,000,000.00	15,011,634.71	14,622,300.00	S&P-AA+	Moody's-Aa3	0.96	209	209	8/28/2023		0.344	0.58
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	Mass Mutual Global Funding	5,000,000.00	5,140,939.02	4,860,600.00	S&P-AA+	Moody's-Aa3	0.32	508	508	6/22/2024		0.701	1.37
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	Mass Mutual Global Funding	7,210,000.00	7,482,483.44	7,090,386.10	S&P-AA+	Moody's-Aa3	0.46	434	434	4/9/2024		0.400	1.16
MetLife 0.45 9/1/2023	59217GEK1	MetLife	20,000,000.00	20,013,575.32	19,484,200.00	S&P-AA	Moody's-Aa3	1.29	213	213	9/1/2023		0.333	0.58
MetLife 0.45 9/1/2023	59217GEK1	MetLife	10,000,000.00	10,008,684.55	9,742,100.00	S&P-AA	Moody's-Aa3	0.64	213	213	9/1/2023		0.301	0.58
MetLife 0.45 9/1/2023	59217GEK1	MetLife	13,920,000.00	13,932,133.72	13,561,003.20	S&P-AA	Moody's-Aa3	0.90	213	213	9/1/2023		0.300	0.58
MetLife 2.8 3/21/2025	59217GEW5	MetLife	17,500,000.00	17,280,481.15	16,812,425.00	S&P-AA	Moody's-Aa3	1.13	780	780	3/21/2025		3.420	2.07
Microsoft Corp 3.625 12/15/2023-23	594918AW4	Microsoft Corp	13,000,000.00	13,347,351.88	12,884,040.00	S&P-AAA	Moody's-Aaa	0.84	318	288	12/15/2023	11/15/2023	0.530	0.86
MUFG Bank LTD/NY 0 5/22/2023	62479MSN4	MUFG Bank LTD/NY	30,000,000.00	29,549,525.00	29,568,300.00	S&P-A1	Moody's-P1	1.93	111	111	5/22/2023		4.973	0.30
MUFG Bank LTD/NY 0 6/20/2023	62479MTL7	MUFG Bank LTD/NY	15,000,000.00	14,709,499.92	14,720,250.00	S&P-A1	Moody's-P1	0.96	140	140	6/20/2023		5.108	0.38
Nestle 3.35 9/24/2023-23	641062AD6	Nestle	15,665,000.00	15,957,892.25	15,509,759.85	S&P-AA	Moody's-Aa3	1.01	236	205	9/24/2023	8/24/2023	0.437	0.64
New York Life 0.4 10/21/2023	64952WD17	New York Life	20,000,000.00	20,012,918.94	19,349,600.00	S&P-AA+	Moody's-Aaa	1.29	263	263	10/21/2023		0.310	0.72
New York Life 0.9 10/29/2024	64952WEJ8	New York Life	7,500,000.00	7,492,126.72	7,002,600.00	S&P-AA+	Moody's-Aaa	0.48	637	637	10/29/2024		0.961	1.73
New York Life 1.1 5/5/2023	64952WDP5	New York Life	18,175,000.00	18,215,683.39	18,003,246.25	S&P-AA+	Moody's-Aaa	1.17	94	94	5/5/2023		0.230	0.26
New York Life 2.875 4/10/2024	64952WDG5	New York Life	4,525,000.00	4,658,818.98	4,417,033.50	S&P-AA+	Moody's-Aaa	0.29	435	435	4/10/2024		0.378	1.17
Pacific Life 1.2 6/24/2025	6944PL2B4	Pacific Life	5,000,000.00	4,681,214.89	4,585,800.00	S&P-AA	Moody's-Aa3	0.32	875	875	6/24/2025		4.050	2.37
PEFCO 0.55 7/30/2024	74274TAG5	PEFCO	10,000,000.00	9,374,008.78	9,397,700.00	Moody's-Aaa	Fitch-AA+	0.64	546	546	7/30/2024		4.960	1.50
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	Pricoa Global Funding	9,000,000.00	9,248,607.51	8,629,110.00	S&P-AA	Moody's-Aa3	0.58	601	601	9/23/2024		0.700	1.61
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	Pricoa Global Funding	10,000,000.00	9,519,927.16	9,587,900.00	S&P-AA	Moody's-Aa3	0.64	601	601	9/23/2024		5.510	1.61

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Walmart 3.4 6/26/2023-23	931142EK5	Walmart	10,000,000.00	10,120,603.64	9,946,600.00	S&P-AA	Moody's-Aa2	0.64	146	115	6/26/2023	5/26/2023	0.372	0.40
Sub Total / Average Corporate			517,369,000.00	514,803,400.26	504,179,624.21			33.28	365	338			2.152	0.98
Local Government Investment Pool														
Commonwealth of Virginia LGIP	LGIP0825	Commonwealth of Virginia	12,265.25	12,265.25	12,265.25	S&P-AAA	NR	0.00	1	1	N/A	N/A	4.628	0.00
Commonwealth of Virginia LGIP	LGIP0549	Commonwealth of Virginia	12,941,741.01	12,941,741.01	12,941,741.01	S&P-AAA	NR	0.83	1	1	N/A	N/A	4.628	0.00
Sub Total / Average Local Government Investment Pool			12,954,006.26	12,954,006.26	12,954,006.26			0.83	1	1			4.628	0.00
Money Market														
John Marshall Bank ICS MM	MM60000	John Marshall Bank ICS	6,055,306.61	6,055,306.61	6,055,306.61	NR	NR	0.39	1	1	N/A	N/A	4.680	0.00
Truist MM	MM1006	Truist	26,842,603.71	26,842,603.71	26,842,603.71	NR	NR	1.73	1	1	N/A	N/A	4.166	0.00
United Bank Ck MM	MM0667	United Bank Ck	9,361.00	9,361.00	9,361.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	United Bank	3,003,335.82	3,003,335.82	3,003,335.82	NR	NR	0.19	1	1	N/A	N/A	4.480	0.00
Sub Total / Average Money Market			35,910,607.14	35,910,607.14	35,910,607.14			2.31	1	1			4.278	0.00
Municipal														
Arlington County 0.79 8/1/2025	041431V69	Arlington County	7,000,000.00	7,032,717.16	6,388,900.00	S&P-AAA	Moody's-Aaa	0.45	913	913	8/1/2025		0.600	2.47
Calvert County MD 2 5/1/2023	131537T44	Calvert County MD	2,640,000.00	2,650,368.48	2,624,503.20	S&P-AAA	Fitch-AAA	0.17	90	90	5/1/2023		0.400	0.25
Calvert County MD 2 5/1/2024	131537T51	Calvert County MD	2,330,000.00	2,373,242.02	2,264,084.30	S&P-AAA	Fitch-AAA	0.15	456	456	5/1/2024		0.500	1.23
Calvert County MD 2 5/1/2025	131537T69	Calvert County MD	2,620,000.00	2,698,292.93	2,494,266.20	S&P-AAA	Fitch-AAA	0.17	821	821	5/1/2025		0.650	2.20
Carroll CNTY MD 2 11/1/2024	144880CK5	Carroll CNTY MD	2,385,000.00	2,450,392.73	2,293,416.00	S&P-AAA	Moody's-Aaa	0.15	640	640	11/1/2024		0.420	1.72
Carroll CNTY MD 2 11/1/2025	144880CL3	Carroll CNTY MD	1,890,000.00	1,963,214.59	1,782,005.40	S&P-AAA	Moody's-Aaa	0.12	1,005	1,005	11/1/2025		0.570	2.67
City Richmond GO 2 7/15/2023	76541VWU0	City Richmond GO	3,000,000.00	3,021,582.42	2,970,000.00	S&P-AA+	Moody's-Aa1	0.19	165	165	7/15/2023		0.400	0.46
City Richmond GO 2 7/15/2024	76541VWU7	City Richmond GO	3,000,000.00	3,064,787.66	2,907,930.00	S&P-AA+	Moody's-Aa1	0.19	531	531	7/15/2024		0.500	1.44
City Richmond GO 2 7/15/2025	76541VWU5	City Richmond GO	410,000.00	423,875.61	389,885.40	S&P-AA+	Moody's-Aa1	0.03	896	896	7/15/2025		0.600	2.41
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	FFX CNTY VA GO	5,000,000.00	5,023,014.12	4,552,850.00	S&P-AAA	Moody's-Aaa	0.32	974	974	10/1/2025		0.470	2.64
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	Florida State Revenue Bonds	7,000,000.00	7,036,015.00	6,461,490.00	S&P-AA	Fitch-AA	0.45	882	882	7/1/2025		1.039	2.38
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	Loudoun County Economic Development	1,930,000.00	1,930,634.47	1,862,411.40	S&P-AA+	Moody's-Aa1	0.12	304	304	12/1/2023		0.310	0.83
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	Loudoun County Economic Development	1,500,000.00	1,629,820.48	1,455,060.00	Fitch-AAA	Moody's-Aa1	0.10	1,217	1,217	6/1/2026		1.080	3.14
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	VA Resources Auth Infrastructure Rev	720,000.00	720,000.00	699,818.40	S&P-AAA	Moody's-Aaa	0.05	274	274	11/1/2023		0.436	0.75
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	VA Resources Auth Infrastructure Rev	1,000,000.00	1,000,000.00	940,330.00	S&P-AAA	Moody's-Aaa	0.06	640	640	11/1/2024		0.636	1.74
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	VA Resources Auth Infrastructure Rev	1,180,000.00	1,180,000.00	1,076,868.00	S&P-AAA	Moody's-Aaa	0.08	1,005	1,005	11/1/2025		0.736	2.72
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	VA Resources Auth Infrastructure Rev	1,300,000.00	1,300,668.37	1,222,819.00	S&P-AA	Moody's-Aa1	0.08	640	640	11/1/2024		0.720	1.74
VA St Housing Authority 2.15 8/1/2024	92812VWH5	VA St Housing Authority	665,000.00	653,304.89	638,572.90	S&P-AA+	Moody's-Aa1	0.04	548	548	8/1/2024		3.375	1.47
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	VA State College Building Auth	22,820,000.00	22,825,285.11	21,417,026.40	S&P-AA+	Moody's-Aa1	1.47	579	579	9/1/2024		0.465	1.58
VA State College Building Auth 0.5 9/1/2023	92778WKP0	VA State College Building Auth	16,305,000.00	16,321,100.58	15,924,604.35	S&P-AA+	Moody's-Aa1	1.05	213	213	9/1/2023		0.330	0.58
Sub Total / Average Municipal			84,695,000.00	85,298,316.62	80,366,840.95			5.45	580	580			0.543	1.57
US Agency														
FFCB 0.6 11/24/2025-21	3133EMHF2	FFCB	19,100,000.00	19,094,620.60	17,277,096.00	S&P-AA+	Moody's-Aaa	1.23	1,028	1,028	11/24/2025		0.610	2.79
FHLB 0.27 3/28/2024-21	3130AKKF2	FHLB	15,000,000.00	14,999,455.25	14,248,200.00	S&P-AA+	Moody's-Aaa	0.96	422	422	3/28/2024		0.273	1.16
FHLB 1 11/15/2024-22	3130APRF4	FHLB	22,500,000.00	22,511,496.09	21,159,450.00	Moody's-Aaa	S&P-AA+	1.45	654	654	11/15/2024		0.971	1.77
FHLB 1 2/7/2024-22	3130AQLR2	FHLB	5,000,000.00	4,998,722.53	4,811,050.00	S&P-AA+	Moody's-Aaa	0.32	372	372	2/7/2024		1.025	1.01
FHLB 1.04 7/11/2024-22	3130AQL27	FHLB	25,000,000.00	25,000,000.00	23,740,500.00	S&P-AA+	Moody's-Aaa	1.61	527	70	7/11/2024	4/11/2023	1.040	1.44
FHLB 1.1 1/13/2025-23	3130AQGT4	FHLB	20,000,000.00	19,967,472.63	18,760,800.00	S&P-AA+	Moody's-Aaa	1.29	713	347	1/13/2025	1/13/2024	1.185	1.93
FHLB 1.125 12/17/2024-22	3130AQ2U6	FHLB	20,000,000.00	20,000,000.00	18,815,600.00	S&P-AA+	Moody's-Aaa	1.29	686	686	12/17/2024		1.125	1.86
FHLB 1.2 6/21/2024-22	3130AQP56	FHLB	26,500,000.00	26,500,000.00	25,263,510.00	S&P-AAA	Moody's-Aaa	1.70	507	80	6/21/2024	4/21/2023	1.200	1.38
FHLB 1.28 6/11/2025-22	3130AQKY8	FHLB	20,000,000.00	20,000,000.00	18,667,000.00	S&P-AA+	Moody's-Aaa	1.29	862	70	6/11/2025	4/11/2023	1.280	2.33
FHLB 1.3 12/15/2025-22	3130AQ5U3	FHLB	25,000,000.00	24,995,512.49	23,102,000.00	S&P-AA+	Moody's-Aaa	1.61	1,049	1,049	12/15/2025		1.306	2.82
FHLB 1.4 2/18/2025-22	3130AQXQ4	FHLB	25,000,000.00	25,000,000.00	23,549,500.00	S&P-AA+	Moody's-Aaa	1.61	749	749	2/18/2025		1.400	2.01
FHLB 1.67 3/1/2024-22	3130AR6G1	FHLB	26,000,000.00	26,000,000.00	25,147,720.00	S&P-AA+	Moody's-Aaa	1.67	395	395	3/1/2024		1.670	1.07
FHLB 1.78 4/8/2024-22	3130AR6H9	FHLB	18,500,000.00	18,500,000.00	17,867,670.00	S&P-AA+	Moody's-Aaa	1.19	433	433	4/8/2024		1.780	1.17
FHLB 2.5 2/28/2024-22	3130ARQX2	FHLB	25,000,000.00	25,000,000.00	24,396,500.00	S&P-AA+	Moody's-Aaa	1.61	393	393	2/28/2024		2.500	1.06
FHLB 2.64 8/28/2024-22	3130ARKP5	FHLB	30,000,000.00	30,000,000.00	29,092,500.00	S&P-AA+	Moody's-Aaa	1.93	575	575	8/28/2024		2.640	1.53
FHLMC 0.375 4/8/2024-21	3134GWYD2	FHLMC	15,000,000.00	15,006,472.49	14,247,300.00	Fitch-AAA	Moody's-Aaa	0.96	433	433	4/8/2024		0.338	1.18
FHLMC 2.57 1/22/2024-22	3134GXRZ9	FHLMC	28,500,000.00	28,500,000.00	27,873,285.00	S&P-AA+	Moody's-Aaa	1.83	356	356	1/22/2024		2.570	0.97
FHLMC 3.75 8/28/2024-22	3134GXP40	FHLMC	10,000,000.00	10,000,000.00	9,845,800.00	S&P-AA+	Moody's-Aaa	0.64	575	575	8/28/2024		3.750	1.52
FHLMC 4.03 5/28/2025-22	3134GXT95	FHLMC	25,000,000.00	25,000,000.00	24,636,750.00	S&P-AA+	Moody's-Aaa	1.61	848	848	5/28/2025		4.030	2.23
Sub Total / Average US Agency			401,100,000.00	401,073,752.08	382,502,231.00			25.80	619	505			1.682	1.67
US Treasury														
T-Note 1.625 5/31/2023	912828R69	Treasury	21,000,000.00	20,915,875.37	20,785,170.00	Fitch-AAA	Moody's-Aaa	1.35	120	120	5/31/2023		2.867	0.33
T-Note 2.5 4/30/2024	91282CEK3	Treasury	20,000,000.00	19,950,573.84	19,482,000.00	Moody's-Aaa	None	1.29	455	455	4/30/2024		2.705	1.23
T-Note 2.75 5/15/2025	91282CEQ0	Treasury	20,000,000.00	19,891,163.13	19,425,800.00	Moody's-Aaa	None	1.29	835	835	5/15/2025		3.000	2.22
Sub Total / Average US Treasury			61,000,000.00	60,757,612.34	59,697,970.00			3.92	464	464			2.857	1.24
Total / Average			1,554,636,309.35	1,552,524,229.53	1,511,575,760.51			100	408	369			2.183	1.10

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 6, 2023

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 February 28, 2023.
3. **Comments:**
 - a. **FY2023 Revenues (Attachment A)**
 - I. The Authority has received approximately \$236.2 million through the February 28, 2023, transfers from the Commonwealth.
 1. \$15 million of the annual Northern Virginia District Transfer.
 2. \$20.1 million in Regional Congestion Relief Fees.
 3. \$182.6 million in Regional Sales Tax.
 4. \$18.5 million from the Interstate Operation and Enhancement Program
 - II. The \$18.5 million annual transfer received in February from the Interstate Operation and Enhancement Program was 8.7% lower than the Virginia Department of Transportation (VDOT) estimate of \$20.26 million.
 - III. February represents the sixth month of sales tax receipts for FY2023. Attachment A shows an 16.1% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - IV. Based on the first seven months of revenue, the annualized FY2023 Regional Congestion Relief Fees (Grantor's Tax) reflects a 20.6% negative variance when compared to the FY2023 budget projections. Northern Virginia's housing market continues to experience year over year increases in overall median price but significant decreases in overall sales.
 - b. **FY2023 Distribution to localities (Attachment B)**
 - I. All member jurisdictions have completed the required *Code of Virginia* Section 33.2-2510 annual certification to receive FY2023 Local Distribution Funds (30%).
 - II. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received in acceptable form by March 1st of the current fiscal year (March 1, 2023), the jurisdiction's share of the Local Distribution Fund for FY2023 will be irrevocably transferred to the Regional Revenue Fund.

- III. Suspensions of transfers are discussed with jurisdictional staff where appropriate, and reminders are sent monthly.
- IV. As of February 2023, \$66.3 million of the \$70.9 million received has been distributed in Local Distribution funds for FY2023 to member jurisdictions.

c. FY2015 to FY2023 Year over Year Revenue Comparison (Attachment C)

- I. This chart reflects a month-to-month comparison of sales tax and grantors tax revenue and a year-to-year comparison of fiscal year to date sales tax revenues received as of February 2023.

Attachments:

- A.** FY2023 Revenues Received by Tax Type Compared to NVTA Estimates, Through February 2023
- B.** FY2023 30% Distribution by Jurisdiction, as of February 2023
- C.** Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for February FY2015 to FY2023

Attachment A

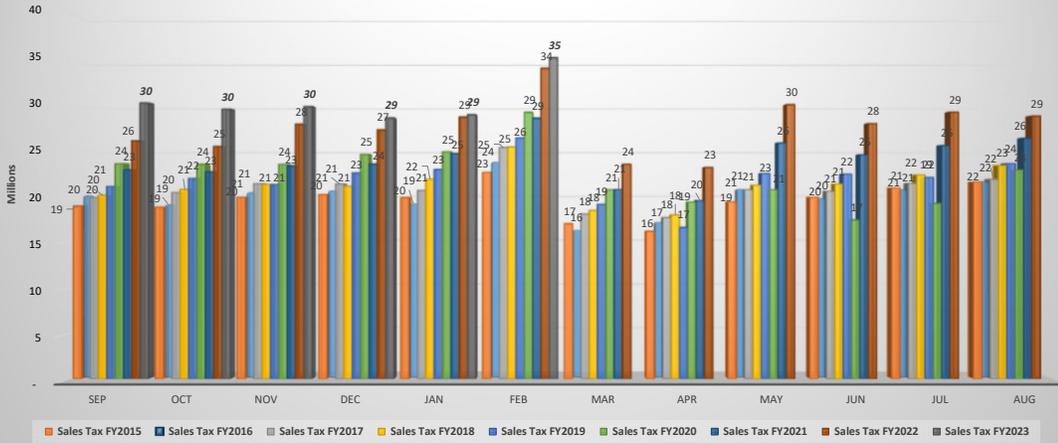
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through February 2023
 FYE June 30, 2023

		Annualized				
Regional Sales Tax		Received	Revenue based	FY2023	Annualized	
Transaction Months	6	To Date	on YTD Receipts	Budget	Actual To Budget	
Total Sales Tax Revenue		\$ 182,614,372	\$ 365,228,743	\$ 313,399,565	\$ 51,829,178	16.5%
		<hr/>				
		Annualized				
Interstate Operation Enhance Program		Received	Revenue based	FY2023	Annualized	
Transaction Months	1	To Date	on YTD Receipts	Budget	Actual To Budget	
Interstate Operation Enhance Program		\$ 18,501,502	\$ 18,501,502	\$ 20,261,936	\$ (1,760,434)	-8.7%
		<hr/>				
		Annualized				
Regional Congestion Relief Fee		Received	Revenue based	FY2023	Annualized	
Transaction Months	7	To Date	on YTD Receipts	Budget	Actual To Budget	
Total Regional Congestion Relief Fee		\$ 20,090,064	\$ 34,440,109	\$ 43,371,567	(8,931,457)	-20.6%
		<hr/>				
		Annualized				
NVTD Transfer from COVA		Received	Revenue based	FY2023	Annualized	
Transaction Months	3	To Date	on YTD Receipts	Budget	Actual To Budget	
Total NVTD Transfer from COVA		\$ 15,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
		<hr/>				
Total Revenue Received		\$ 236,205,937	\$ 438,170,355	\$ 397,033,068	\$ 41,137,287	10.36%

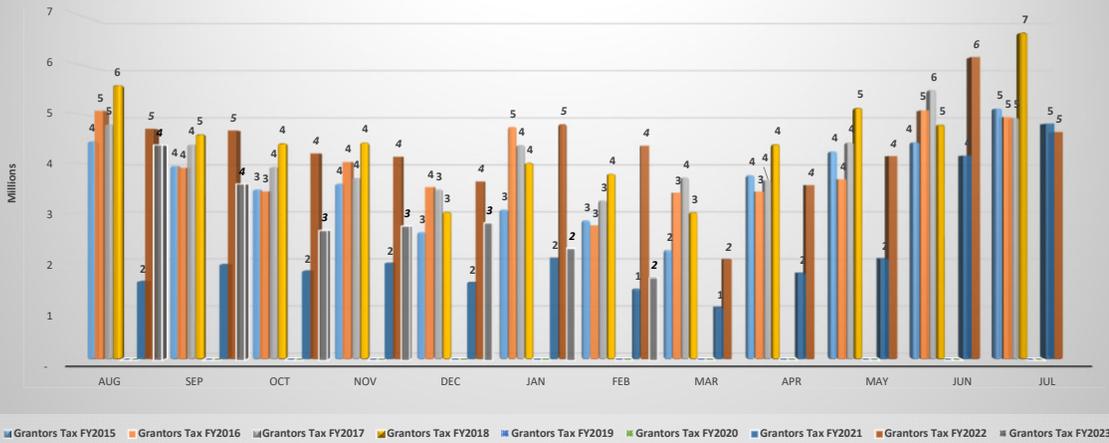
Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2023 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through February 2023											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 1/31/2023 Accrued Interest (1)	1/31/2023 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,213,197.29	\$ 11,990,884.94	\$ 1,285,902.50	\$ 990,430	\$ 9,662.81	\$ 15,490,077.56	\$ 4,647,023.27	\$ 5,226.09		\$ 4,652,249.36	
Arlington County	\$ 1,659,620.68	\$ 16,625,471.24	\$ 1,920,903.20	\$ 1,327,749	\$ 13,436.21	\$ 21,547,180.15	\$ 6,464,154.05	\$ 6,719.25	\$ 4,977,606.47	\$ 1,493,266.83	\$ 6,470,873.30
City of Fairfax	\$ 435,597.11	\$ 4,209,559.03	\$ 323,148.50	\$ 363,901	\$ 3,389.10	\$ 5,335,594.71	\$ 1,600,678.41	\$ 1,493.17	\$ 1,237,973.43	\$ 364,198.15	\$ 1,602,171.58
Fairfax County	\$ 7,738,129.90	\$ 76,011,146.36	\$ 8,694,004.39	\$ 6,287,572	\$ 60,322.22	\$ 98,791,174.79	\$ 29,637,352.44	\$ 30,609.93	\$ 22,572,311.96	\$ 7,095,650.41	\$ 29,667,962.37
City of Falls Church	\$ 156,435.42	\$ 1,686,454.76	\$ 110,794.60	\$ 135,775	\$ 1,336.48	\$ 2,090,795.96	\$ 627,238.79	\$ 746.58	\$ 479,966.97	\$ 148,018.40	\$ 627,985.37
Loudoun County	\$ 3,886,606.52	\$ 38,394,843.36	\$ 4,151,571.35	\$ 3,104,291	\$ 30,874.88	\$ 49,568,186.95	\$ 14,870,456.09	\$ 15,678.26	\$ 11,425,641.95	\$ 3,460,492.40	\$ 14,886,134.35
City of Manassas	\$ 422,571.33	\$ 3,878,034.62	\$ 183,871.20	\$ 346,681	\$ 3,146.22	\$ 4,834,304.62	\$ 1,450,291.39	\$ 1,493.17	\$ 1,137,398.04	\$ 314,386.52	\$ 1,451,784.56
City of Manassas Park	\$ 114,920.60	\$ 1,095,974.25	\$ 60,431.10	\$ 96,098	\$ 847.66	\$ 1,368,272.07	\$ 410,481.62	\$ 746.58	\$ 318,813.51	\$ 92,414.69	\$ 411,228.20
Prince William County	\$ 2,874,423.14	\$ 28,722,003.12	\$ 3,359,436.90	\$ 2,347,503	\$ 22,830.27	\$ 37,326,196.45	\$ 11,197,858.94	\$ 11,945.34	\$ 8,555,749.07	\$ 2,654,055.21	\$ 11,209,804.28
Total Revenue	\$ 18,501,501.99	\$ 182,614,371.68	\$ 20,090,063.74	\$ 15,000,000.00	\$ 145,845.85	\$ 236,351,783.26	\$ 70,905,535.00	\$ 74,658.37	\$ 50,705,461.40	\$ 20,274,731.97	\$ 66,327,944.01
Interest 1/31/2023						\$ 236,205,937.41	\$ 70,905,535.00				\$ 70,980,193.37

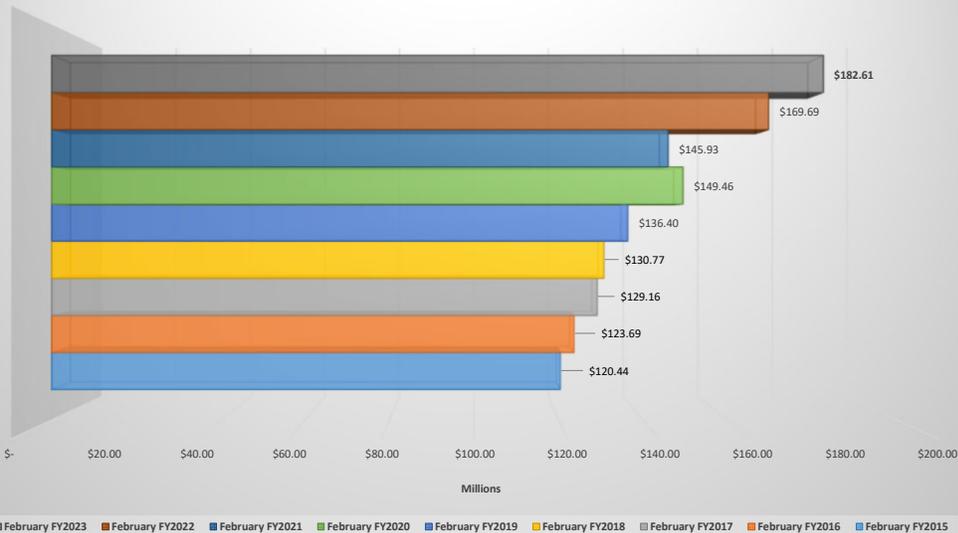
Sales Tax
(month received)



Regional Congestion Relief Fee
(month received)



YTD Sales Tax Receipt Comparison February FY2015 to FY2023



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 6, 2023

SUBJECT: Monthly Operating Budget Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2023.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2023 through transfers from the Regional Revenue Fund.
- 3. Comments:** Through January 31, 2023, the FY2023 Operating Budget has produced the following:
 - a.** The Operating Budget is funded through quarterly transfers of \$886,850 from the Regional Revenue Fund.
 - b.** As of January 31, 2023, the attached Income Statement reflects the Authority utilized 49% of its FY2023 expenditure budget through 7 months (58%) of the fiscal year. Certain large expenses such as the Web Site development project have not yet incurred any costs.
 - c.** As of January 31, 2023, all expense accounts remained within budget.
 - d.** The attached statement shows the total Operating Budget income and expenditure activity for FY2023 as of January 31, 2023.

Attachment: FY2023 Monthly Operating Budget as of January 31, 2023

ATTACHMENT

02/27/23
15:52:05

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 1 / 23

Page: 1 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	154,360.67	1,121,860.07	2,102,061.00	980,200.93	53
130	Health & Dental Benefits	20,190.76	143,884.26	375,414.00	231,529.74	38
131	Payroll Taxes	15,224.22	74,131.59	169,702.00	95,570.41	44
132	Retirement VRS	23,283.75	90,225.70	177,451.00	87,225.30	51
133	Life Insurance	4,310.62	14,546.84	28,168.00	13,621.16	52
134	Flex Spending/Dependent Care	46.58	279.48	1,165.00	885.52	24
135	Workers Comp	42.00	1,513.00	2,312.00	799.00	65
137	Disability Insurance	427.00	13,300.78	30,619.00	17,318.22	43
	Total Account	217,885.60	1,459,741.72	2,886,892.00	1,427,150.28	51
420000	Professional Services					
210	Audit & Accounting Services		27,000.00	68,500.00	41,500.00	39
220	Bank Service			750.00	750.00	
230	Insurance	-42.00	11,207.00	9,240.00	-1,967.00	121
240	Payroll Services	346.89	2,580.80	3,283.00	702.20	79
260	Public Outreach & Regional Event Support	20,451.46	50,374.25	63,425.00	13,050.75	79
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services	900.00	9,650.00	36,955.00	27,305.00	26
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	10,583.81	50,039.95	80,420.00	30,380.05	62
265	Investment Custody Svc		5,020.00	25,000.00	19,980.00	20
	Total Account	32,240.16	155,872.00	300,273.00	144,401.00	52
430000	Technology/Communication					
310	Acctg & Financial Report Systems		54,355.35	88,245.00	33,889.65	62
320	HW SW & Peripheral Purchase	-278.77		620.00	620.00	
330	IT Support Svc Incl Hosting	4,393.80	21,461.31	46,220.00	24,758.69	46
335	GIS/Project Mgt/Modeling	24,820.00	10,620.00	88,800.00	78,180.00	12
340	Phone Service & Web Ex Chgs	1,217.07	7,643.76	16,872.00	9,228.24	45
350	Web Develop & Hosting	-94.20	5,596.06	135,805.00	130,208.94	4
940	Computer HW SW & Peripheral	-113.10	12,585.91	10,000.00	-2,585.91	126
	Total Account	29,944.80	112,262.39	386,562.00	274,299.61	29
440000	Administrative Expenses					
410	Advertisement		2,377.49	4,000.00	1,622.51	59
411	Dues & Subscriptions	178.68	7,591.62	15,992.00	8,400.38	47
412	Duplication & Printing	721.34	3,287.27	13,610.00	10,322.73	24
414	Hosted Meeting Expenses	857.02	2,830.61	5,000.00	2,169.39	57
415	Mileage/Transportation	125.00	1,452.48	11,000.00	9,547.52	13
417	Office Lease	19,203.35	130,277.47	236,696.00	106,418.53	55
418	Office Supplies	-72.60	7,895.66	7,475.00	-420.66	106
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	2,189.10	8,672.20	23,000.00	14,327.80	38
940	Computer HW SW & Peripheral	-354.66				
945	Office Furniture & Fixtures		13,994.82	21,800.00	7,805.18	64
	Total Account	22,847.23	178,379.62	339,273.00	160,893.38	53

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Total Expenses	302,917.79	1,906,255.73	3,913,000.00	2,006,744.27	49
	Net Income from Operations	-302,917.79	-1,906,255.73			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue		1,773,698.50		1,773,698.50	
	Total Other Revenue	0.00	1,773,698.50	0.00	1,773,698.50	
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			768,600.00	768,600.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			818,600.00	818,600.00	
	Total Other Expenses	0.00	0.00	818,600.00	818,600.00	
	Net Income	-302,917.79	-132,557.23			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, Sr. Vice President, McGuire Woods Consulting, LLC

DATE: April 6, 2023

SUBJECT: 2023 General Assembly Session – Governor’s Action on Bills

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on the 2023 General Assembly Session.
2. **Discussion:** Governor Youngkin submitted amendments to seventy-eight bills and vetoed three bills. The Virginia General Assembly will reconvene on April 12, 2023, at noon to take up these amendments. Governor amendments must be approved by both the House of Delegates and the State Senate by a simple majority; an amendment is considered “dead” if either chamber chooses to reject it. A two-thirds vote of the House and the Senate is required to override a Governor’s Veto.
If the General Assembly does not approve the Governor’s proposed amendments, he has three action options: (1) sign the bill, (2) veto the bill or (3) allow the bill to become effective without his signature.

A. Governor’s amendments to bills of interest to the Authority:

- The governor has approved [SB 1079](#) and [HB 1496](#) and the changes are effective July 1, 2023. The new transparency and accountability requirements for Virginia Railway Express (VRE) and Washington Metropolitan Area Transit Authority (WMATA) that must be met to continue receiving state support funds is effective July 1, 2023, with VRE accountability awaiting Commonwealth Transportation Board (TPB) adoption of performance metrics.
VRE will be allocated 3.5 percent of funding from the Commonwealth Mass Transit Fund. The CTB must adopt service delivery factors related to efficiency and effectiveness. The Commonwealth is limiting state support to Metro to no more than 50 percent of the local subsidy to WMATA; this is well within the current 46.5% historic level of state funding. Additional reporting requirements are required including annually presenting its operating and capital budgets to CTB.
- The Governor submitted amendments to [SB 1326](#) and [HB 2338](#) which, as passed, allow up to 30% of Transit Ridership Incentive Program (TRIP) funds to be used for transit facilities that support riders such as bus shelters, ADA compliance projects, etc. and for zero or low emission vehicle transition activities. These two categories are part of recommendations from the Transit Modernization and Equity Study.

Governor Youngkin proposes two amendments: (1) remove all mention of transitioning to zero-emission vehicles and infrastructure. These activities would no longer be eligible for TRIP funds and (2) add crime prevention and safety of employees, passengers and operators as an eligible use. Loss of zero-emission vehicles and infrastructure eligibility is not ideal, and there seems to be no opposition to adding eligibility for safety initiatives. However, there is concern that the proposed amendments are not able to be separated to allow the legislature to vote to oppose removal of electrification actions and support the addition of safety measures. It may be more important to accept the amendments and pass a bill that still expands the pool of initiatives eligible for TRIP funding.

B. Governor Youngkin approved legislation of interest to the Authority:

- Transportation Partnership Opportunity Fund (TPOF) bills [SB 1106](#) and [HB 2302](#) were approved as passed by the General Assembly. The budget agreement will determine whether the fund is recapitalized at \$200 million or \$300 million.
 - The bills as passed by the General Assembly have significant changes from the introduced version: (1) no longer mandate funding for TPOF, (2) the governor may direct use of funds to the CTB when recommended by the Secretary of Transportation and Secretary of Commerce and Trade; (3) new reporting and approval mechanisms for proposed spends of greater than \$5 million or greater than \$35 million involving the chairs of the “money committees” and the Major Economic Investment Commission respectively.
 - The CTB is required to develop and adopt new guidelines for TPOF to reflect these policy changes.
- School zones and passing stopped school buses bills were approved by the governor.
 - [HB 1723](#) clarifies that a stopped bus with a warning device is prima facie evidence that passengers are boarding or leaving the vehicle.
 - [HB 2104](#) allows a school crossing sign to be placed as much as 750 feet from the school. The current limit is 600 feet.
 - [HB 1995](#) and [SB 868](#) extend to 30 business days the time to issue a summons for an alleged violation of passing a stopped school bus.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Chief Executive Officer's Report

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

A. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia

Following the approval of budget by the Authority on March 9, 2023, for a Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT), NVTA staff held a non-mandatory pre-Request for Proposal (RFP) Open House/Consultant Briefing on March 30, 2023, at the NVTA offices. 17 people representing 14 firms attended. The Open House gave attendees an opportunity to discuss with NVTA staff the context of the PDP-BRT and its connection to NVTA's TransAction and Six Year Program. Subsequently, NVTA staff provided a brief overview of the RFP including the context, purpose, coordination required, leveraging current and recent work, and key elements of the scope of work. Questions and clarification requests raised by the attendees were answered by NVTA staff. The presentation and the recording of the meeting is available on the NVTA website via the [Business Opportunities](#) page. Subsequently, the RFP was also posted on the NVTA's Business Opportunities page, [eVA](#) (Commonwealth's Procurement Bulletin Board) and distributed to firms registering interest on April 6, 2023, with a response deadline of May 11, 2023.

B. Transportation Technology Strategic Plan (TTSP)

The Transportation Technology Strategic Plan (TTSP) includes nine roles that NVTA can undertake in proactively preparing for innovation. One of the roles is to conduct outreach and education. Therefore, NVTA staff conducted a pilot of a series of virtual InNoVAtion Lunch and Learns last year designed to provide opportunities for pragmatic information exchange about technologies or innovations that are feasible immediately or in the near future (1-5 years). Each session focused on topics supported by the TTSP and were relevant to Bus Rapid Transit.

Due to the success of the pilot series, NVTA staff will continue hosting InNoVation Lunch and Learns. The series will be held over two seasons with three sessions each, occurring this Summer and Winter. The first of these will focus on effective standardization, collection, and use of bike/pedestrian data. These InNoVation Lunch and Learns will be open to all and will be recorded and posted to NVTA's YouTube channel.

C. 2023 Intelligent Transportation Society of Virginia (ITSVA) Annual Conference Poster Competition Submission Accepted

Intelligent Transportation Society of Virginia (ITSVA) has accepted NVTA's technical poster submission for presentation at the 2023 Annual Conference on May 10-11, 2023, in Richmond, VA. NVTA staff will be presenting a poster on the TTSP and NVTA's technology initiatives.

D. Travel Model Workshop on Hybrid Travel Demand Modeling in Northern Virginia - An Integrated Macro-mesoscopic Demand and Simulation Framework.



NVTA staff, partnering with TransAction travel model consultant team (staff from Cambridge Systematics and researchers from Arizona State University), held a travel model workshop covering hybrid travel demand modeling in Northern Virginia on March 10th at the NVTA offices. The event was well-attended by representatives from all government levels including the Federal Highway Administration (FHWA), State Departments of Transportation, Metropolitan Planning Organizations, and local counties. Presentation topics included NVTA's travel model framework, challenges in integrating regional travel demands with mesoscopic traffic simulation, NVTA

experiences to apply such an integrated toolset, and recent advances in the field.

Highlights of the presentation session:

- NVTA model framework is based on Transportation Planning Board's (TPB) model, with a number of enhancements such as introduction of emerging modes (connected and autonomous vehicles (CAVs), transportation network companies (TNCs)).
- To conduct high resolution traffic simulation in Northern Virginia, outputs from the TPB model are converted to an open-source file format called General Model Network Specification (GMNS). This format is sponsored and promoted by FHWA, similar to General Transit Feed Specification (GTFS) for transit modeling.
- This high-resolution traffic simulation is implemented via an open-source software platform called DTALite, with advanced functionalities to simulate individual travelers' behavior at a dis-aggregate level.

The presentation was well-received and followed by engaging conversations from participants. Some concluding remarks:

- *From FHWA planning staff:* This is a very promising proof-of-concept and application of high-resolution traffic simulation at regional level utilizing the GMNS format. The FHWA planning research team has invested substantially to develop and promote this format to standardize transportation network data
- *From TPB travel model staff:* To combine travel demand and network outputs with a traffic simulation model is a daunting task. Praise to the TransAction travel model team and NVTA staff for the successful implementation of this hybrid framework.

E. Route 29 Widening Project Groundbreaking

On March 8th I attended the Virginia Department of Transportation (VDOT) and Fairfax County Route 29 Widening project's groundbreaking ceremony in Fairfax County. The project will reconstruct and widen 1.5 miles of Route 29 (Lee Highway) between Union Mill Road and Buckleys Gate Drive relieving a major bottleneck during a.m. and p.m. hours. The project will also correct vertical alignment to improve sight distance, add and improve shared-used paths on both sides of Route 29 and provide connectivity to pedestrian/bicycle trails. The \$97 million project is financed with federal, state (including SMART SCALE) and county funding, and the I-66 concession fee.

F. American Public Transportation Association (APTA) Legislative Conference

On March 13th and 14th, I attended the American Public Transportation Association (APTA) Legislative Conference where Polly Trottenberg, Deputy Secretary, U.S.

Department of Transportation, Nuria Fernandez, Administrator, Federal Transit Administration (FTA), and Mitchell J. Landrieu, Senior Advisor to the President and Infrastructure Coordinator, The White House among other transportation leaders spoke and provided remarks. Topics covered included the current state of transportation funding, implementation of the Infrastructure Investment and Jobs Act, and visions for the future.

G. The Conference of Minority Transportation Officials' (COMTO) Women Who Move the Nation

On March 15th I attend Conference of Minority Transportation Officials' (COMTO) Women Who Move the Nation breakfast where Henrika Buchanan, National Practice Consultant & Vice President, HNTB; Veronica Castro de Barrera, Chair, Board of Directors, Austin Transit Partnership; Inez Evans, President & CEO, IndyGo; Cynthia Guidry, Director, Long Beach Airport; Captain Zeita Merchant, Commander, U.S. Coast Guard Sector New York; Raquel Olivier, CPA, MBA, President/CEO, Olivier, Inc., Link Transportation Corporation; Joanna M. Pinkerton, President/CEO, Central Ohio Transit Authority; Lynda Tran, Director of Public Engagement & Senior Advisor, U.S. Department of Transportation; Denise Turner Roth, Advisory National Business Line Executive, WSP, USA; and Veronica Vanterpool, Deputy Administrator, Federal Transit Administration, U.S. Department of Transportation were honored.

H. Woman Transportation Seminar (WTS) International Symposium Panel on Equity

On March 16th, I spoke at the Women's Transportation Seminar's (WTS) International 2023 Spring Policy Symposium "Equity in Transportation: A Holistic Approach to Implementation" panel, moderated by MJ Maynard, CEO, Regional Transportation Commission of Southern Nevada. Other panelists included Irene Marion, Director, U.S. Department of Transportation's Departmental Office of Civil Rights (DOCR), and Roxanna Thomas, Diversity and Inclusion Manager, North America, Mott MacDonald. I discussed NVTA's Core Value of Equity and how NVTA implements Equity as part of project evaluation and selection into the performance measures for TransAction, and the Six Year Program.

I. 8th Annual Northern Virginia Transportation Roundtable

The 8th Annual Northern Virginia Transportation Roundtable took place in-person on March 22, 2023. This event was undertaken in coordination with our partners, the ITSVA and Northern Virginia Association of Realtors (NVAR), and sponsors Cambridge Systematics Inc., Chmura and HDR Inc.

Seven speakers across two panels addressed topics related to NVTA's Core Values of Equity, Safety and Sustainability as well as innovative transportation solutions. All 61 attendees had several opportunities to ask questions and provide input through live-polling throughout the event. One example of this engagement was a poll in which 79% of respondents indicated that taking advantage of the latest technologies is either "very" or "extremely" important. Attendees were also asked what innovative transportation solution they would be most interested in seeing Northern Virginia pursue further, and "Bus Rapid Transit (BRT)" was the most frequent response. A summary of the event will be provided in the April edition of Driven By InNoVation, NVTA's monthly digest of innovative transportation topics, which you can subscribe to [here](#).

J. The Road Gang Luncheon Presentation

On March 23rd, I presented at the Road Gang monthly luncheon which was attended by transportation professionals from around the region. I presented the history and funding of NVTA, details on NVTA's primary responsibilities of planning and programming, and NVTA's investments in BRT across Northern Virginia.

K. Transit Unplugged Live CEO Roundtable at the Think Transit Conference

On April 4th I was featured as a panelist at the Think Transit Conference in Nashville, Tennessee, on a live recording of the podcast Transit Unplugged. Paul Comfort, host of the podcast, moderated the panel and featured panelist included Billy Terry, Executive Director of the National Transit Institute, Doran Barns, CEO, Foothill Transit, California, and Erinn Pinkerton, CEO, BC Transit, British Columbia. As a non-transit operator, I spoke to NVTA's role and responsibilities, our Core Values of Equity, Safety, and Sustainability, how we are implementing a PDP-BRT to address the region's changing mobility patterns and needs of the future, and achieving consensus in a region with diverse needs.

L. TTSP Presentation to the Board of Directors of the Transportation Association of Greater Springfield (TAGS)

On April 5th, Mackenzie Love, Regional Transportation Planner, NVTA virtually presented the TTSP's creation, strategies and roles to the Board of Directors of the Transportation Association of Greater Springfield (TAGS). TAGS is one of three designated Transportation Associations in Fairfax County, covering the greater Springfield area. TAGS serve as a local government transportation coordination point with their respective local business communities. Over 20 individuals were in attendance, and at the conclusion of the presentation, Ms. Love shared our [transportation technology webpage](#) and how to subscribe to our Driven By InNoVation newsletter.

2. Monthly Factoid Talking Point

In April 2012, the Virginia General Assembly approved HB 599 which required the Virginia Department of Transportation (VDOT) to coordinate with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT) and NVTA to evaluate all significant transportation projects. The legislation required VDOT to rate and evaluate a minimum of 25 projects for congestion reduction and emergency evacuation and conduct the rating and evaluation process at least every 4 years. As part of SB 1785 (2019), primary responsibility as required by HB 599 (2012) transferred from VDOT to the NVTA, effective July 1, 2019.

HB 599 requires significant transportation projects in Northern Virginia to be evaluated and rated before NVTA adopts its funding programs. Each project's evaluation and rating are based on the project's expected impact on reducing congestion and, to the extent possible, the project's expected improvement in regional mobility during a homeland security emergency.

3. Upcoming Events & Report Updates

A. NVTA Standing Committee Meetings

- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, May 11, 2023, at 5:30 p.m.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, May 11, 2023, at 6:00 p.m.

4. CMAQ-RSTP Transfers

CMAQ and RSTP Transfers requested since the last Chief Executive Officer's report are presented in Attachments A and B, and C.

5. Regional Projects Status Report

The updated Regional Projects Status Report (attached) 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. Reallocation of RSTP funds for Fairfax County
- B. Reallocation of CMAQ funds for VDOT
- C. Modification of CMAQ funds for WMATA
- D. Regional Funding Program Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP)
Funds for Fairfax County

- 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 Fairfax County.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to RJACC.

On March 23, 2023, Fairfax County requested the following reallocation:

- Transfer of \$2,500,000 of RSTP funds from UPC 107937 (Fairfax County Parkway Widening (Northern Section)) to UPC T23541 (Fairfax County Parkway Widening (Southern Section))

Funding for the overall widening project is divided between two UPCs and this transfer will allocate funding to the appropriate phase allowing the project design to continue without delays to the schedule.

At its meeting on March 23, 2023, the RJACC approved this request.

Attachments:

- A.** Request Letter from Fairfax County
- B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee

Attachment A



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

March 23, 2023

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

Re: Reallocation of Regional Surface Transportation Program Funds

Dear Ms. Backmon: *Monica*

Fairfax County requests the approval of the transfer of \$2,500,000 in previous year Regional Surface Transportation Program (RSTP) funds from Fairfax County Parkway (UPC 107937 – northern section) to Fairfax County Parkway (UPC T23541 – southern section). Funding for the overall widening project is divided between two UPCs and this transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.

If you have any questions or concerns about this request, please contact Christina Cain at (703) 877-5629.

Sincerely,

Tom Biesiadny
Director

- cc. Gregg Stevenson, Deputy Director, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT
Todd Minnix, Chief, Transportation Design Division, FCDOT
Ray Johnson, Chief, Funding Section, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT

Attachment B



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

April 13, 2023

Mr. John Lynch
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 Fairfax County

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (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 March 23, 2023, Fairfax County requested the following reallocation:

- Transfer of \$2,500,000 of RSTP funds from UPC 107937 (Fairfax County Parkway Widening (Northern Section)) to UPC T23541 (Fairfax County Parkway Widening (Southern Section))

Funding for the overall widening project is divided between two UPCs and this transfer will allocate funding to the appropriate phase allowing the project design to continue without delays to the schedule.

The RJACC approved the request on March 23, 2023, and the NVTA was informed at their April 13, 2023, 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, CEO, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds for the Virginia Department of Transportation (VDOT)

- 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 Improvement Program (CMAQ) funds for the Virginia Department of Transportation (VDOT).
- 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 March 23, 2023, the Virginia Department of Transportation (VDOT) requested the following reallocation:

- Transfer CMAQ funds of \$1,019,934 from UPC 106988 Multimodal Travel Information Displays (TID) Upgrade & Expansion and \$10,084 from UPC T24212 Multimodal TID FY24-FY26 to UPC T21586 NoVA Signal Timing Optimization & Systems OIPS II (FY24-FY26).
- Transfer surplus programmed CMAQ funds of \$47,254 from UPC 106989 NoVA Signal Timing Optimization & Systems OIPS IV (FY21-FY23) to UPC T21586 NoVA Signal Timing Optimization & Systems OIPS II (FY24-FY26). This will fully fund this project.
- Transfer CMAQ funds of \$121,545 from UPC T24212 Multimodal TID FY24-FY26 to T22728 MATOC Annual Support FY25-FY27.
- Transfer surplus CMAQ funds of \$304,335 from UPC 119456 MATOC Annual Support FY22-FY24 to UPC 106915 MATOC Annual Support FY19-FY21 to cover the deficit and complete this project for closeout. Additionally, transfer the remaining CMAQ surplus funds of \$122,284 from UPC 119456 MATOC Annual Support FY22-FY24 to T22728 MATOC Annual Support FY25-FY27 as this will fully fund this project.
- Transfer CMAQ funds of \$532,785 from UPC T24212 Multimodal TID FY24-FY26 to T25360 Commuter Connections Operation Center FY28-FY30.
- The following transfers of programmed surplus CMAQ funds of \$221,218 from UPC T25165 Northern Virginia TERMS- FY24-FY26 and \$1,636,356 from UPC 70716 Districtwide Balance Entry FY22-FY26, and transfer CMAQ surplus funds of \$24,243 from UPC 118665 Commuter Operation Center - FY22 to FY24 and \$8,378 from UPC

118800 Clean Air Partners - FY22 to FY24 to T25360 Commuter Connections Operation Center FY28-FY30 to address an existing funding need.

- Transfers of programmed surplus CMAQ funds \$42,228 from UPC 111652 Commuter Connections Operation Center – FY19 to FY21 and \$48,619 from UPC 118665 Commuter Operation Center - FY22 to FY24 to UPC T21556 Commuter Connections Operation Center - FY25 to FY27 to fully fund this project.

These transfers are requested to align estimates with allocations and to support full funding for delivery for the MATOC, NoVA Signal Timing and Optimization & Systems, Commuter Operations Center, and TDM Program projects. This includes cancellation of the Multimodal TID project UPC 106988 and UPC T24212 and redistribution of CMAQ funds with match \$1,684,348. Due to the reduction of shoppers during the pandemic and new technology trend that relies on application-based traveler information delivery, the implementation of these projects is no longer needed. Additionally, these requests involve redistribution of remaining undistributed NoVA Districtwide Projects CMAQ Balance Entry funds of \$1,636,356.

At its meeting on March 23, 2023, the RJACC approved this request.

Attachments:

- A. Request Letter from VDOT
- B. DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee

Attachment A



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

March 14, 2023

Richard Roisman and Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request of transfer of Congestion Mitigation and Air Quality (CMAQ) Funds between the VDOT Districtwide Project(s)

Dear Mr. Roisman and Ms. Landis:

Virginia Department of Transportation requests the NVTA RJACC's and Authority's concurrence to reallocate CMAQ funds with match \$1,684,348 from cancellation of the Multimodal Travel Information Displays project UPC 106988 and UPC T24212. Due to the reduction of shoppers during the pandemic and new technology trend that relies on application based traveler information delivery, the implementation of these projects is no longer needed.

Also outlined in the transfer requests are previously allocated CMAQ funds with match to VDOT Districtwide project(s) included for transfers to align estimates with allocations and to support full funding for delivery for the MATOC, NOVA Signal Timing and Optimization & Systems, Commuter Operations Center and TDM Program projects to include any remaining undistributed Nova Districtwide Projects CMAQ Balance Entry funds of \$1,636,356.

Transfer CMAQ funds of \$1,019,934 from UPC 106988 MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) UPGRADE & EXPAN and \$10,084 from UPC T24212 MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) FY24-FY26 to UPC T21586 Nova Signal Timing Optimization & Systems OIPS II (FY24-FY26). Additionally, we request to Transfer surplus programmed CMAQ funds of \$47,254 from UPC 106989 NOVA SIGNAL TIMING OPTIMIZATION & SYSTEMS OPS IV (FY'21-'23) to UPC T21586 NOVA SIGNAL TIMING OPTIMIZATION & SYSTEMS OPS II (FY'24-'26) this will fully fund this project.

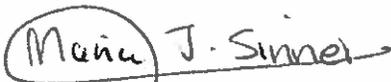
Transfer CMAQ funds of \$121,545 from UPC T24212 MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) FY24-FY26 to T22728 MATOC ANNUAL SUPPORT FY25-FY27. Additionally, the following transfers between UPC 119456 MATOC ANNUAL SUPPORT FY22-FY24 of surplus CMAQ Funds \$304,335 to UPC 106915 MATOC Annual Support FY19-FY21 to cover deficit and complete this project for closeout and transfer remaining CMAQ surplus funds \$122,284 to T22728 MATOC ANNUAL SUPPORT FY25-FY27 this will fully fund this project.

Transfer CMAQ funds of \$532,785 from UPC T24212 MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) FY24-FY26 to T25360 COMMUTER CONNECTIONS OPERATION CENTER FY28-FY30. Additionally, the following transfers of programmed surplus CMAQ funds from UPC T25165 NORTHERN VIRGINIA TERMS - FY'24 - FY '26 \$221,218 and UPC 70716 Districtwide Balance Entry FY22-FY26 CMAQ funds \$1,636,356 and transfer CMAQ surplus funds of \$24,243 from UPC 118665 COMMUTER OPERATIONS CENTER - FY22 to FY24 and \$8,378 from UPC 118800 CLEAN AIR PARTNERS - FY22 TO FY24 to T25360 COMMUTER CONNECTIONS OPERATION CENTER FY28-FY30 to address an existing funding need.

Transfers of programmed surplus CMAQ funds \$42,228 from UPC 111652 COMMUTER CONNECTIONS OPERATION CENTER - FY19 to FY21 and Transfer CMAQ funds \$48,619 from UPC 118665 COMMUTER OPERATIONS CENTER - FY22 to FY24 to UPC T21556 COMMUTER CONNECTIONS OPERATION CENTER - FY25 to FY27 to fully fund this project.

Thank you for your consideration of this request. Please feel free to contact me at maria.sinner@vdot.virginia.gov or 571-238-2519 should you have further questions.

Sincerely,

A handwritten signature in black ink that reads "Maria J. Sinner". The signature is written in a cursive style and is enclosed within a hand-drawn oval.

Maria J. Sinner, P.E.
Northern Virginia District Programming and Investment Manager

Cc: Mr. John D. Lynch, P.E., VDOT-NoVA,
Ms. Carol Bondurant, Programming Manager, VDOT-NoVA

Transfer of Funds - (Allocation Journal)

Date: 3/14/2023
 Locality/Co/Jurisdiction: District Wide
 District/Region: NOVA
 Requested by: Tara Atkins
 Approved by: _____
 Processed by: _____
 CTB:

- 1) Additional Financing
- 2) Close Completed Project
- 3) Finance Deficit
- 4) Other - Explain in the Comments

FROM (DONOR):						TO (RECIPIENT):					
UPC	State Project #	FY	Type	Split	Amount	UPC	State Project #	FY	Type	Split	Code
106988	TTID-029-244	Prev	3150101	80	\$815,948	T21586	STOS-96A-537	23	3150101	80	3
106988	TTID-029-244	Prev	3050111	20	\$203,986	T21586	STOS-96A-537	23	3050111	20	3
T24212	TTID-029-502	25	3150101	80	\$8,067	T21586	STOS-96A-537	25	3150101	80	3
T24212	TTID-029-502	25	3050111	20	\$2,017	T21586	STOS-96A-537	25	3050111	20	3
106989	STOS-029-355	Prev	3150101	80	\$37,803	T21586	STOS-96A-537	23	3150101	80	3
106989	STOS-029-355	Prev	3050111	20	\$9,451	T21586	STOS-96A-537	23	3150101	20	3
T24212	TTID-029-502	25	3150101	80	\$97,236	T22728	RTCO-96A-563	25	3150101	80	3
T24212	TTID-029-502	25	3050111	20	\$24,309	T22728	RTCO-96A-563	25	3050111	20	3
119456	RTCO-96A-430	Prev	3150101	80	\$97,827	T22728	RTCO-96A-563	23	3150101	80	3
119456	RTCO-96A-430	Prev	3050111	20	\$24,457	T22728	RTCO-96A-563	23	3050111	20	3
119456	RTCO-96A-430	Prev	3150101	80	\$243,468	106915	RTCO-96A-350	23	3150101	80	3,2
119456	RTCO-96A-430	Prev	3050111	20	\$60,867	106915	RTCO-96A-350	23	3050111	20	3,2
T24212	TTID-029-502	25	3150101	80	\$426,228	T25360	CM00-96A-632	25	3150101	80	3
T24212	TTID-029-502	25	3050111	20	\$106,557	T25360	CM00-96A-632	25	3050111	20	3
T25165	CM00-96A-104	24	3151000	80	\$176,974	T25360	CM00-96A-632	24	3151000	80	3
T25165	CM00-96A-104	24	3051010	20	\$44,244	T25360	CM00-96A-632	24	3051010	20	3
70716	CMAQ-96A-449	22	3050111	80	\$225,690	T25360	CM00-96A-632	Prev	3050111	80	3
70716	CMAQ-96A-449	22	3150101	20	\$56,423	T25360	CM00-96A-632	Prev	3150101	20	3
70716	CMAQ-96A-449	23	3050111	80	\$171,758	T25360	CM00-96A-632	Prev	3050111	80	3
70716	CMAQ-96A-449	23	3150101	20	\$42,939	T25360	CM00-96A-632	Prev	3150101	20	3
70716	CMAQ-96A-449	24	3050111	80	\$300,586	T25360	CM00-96A-632	Prev	3050111	80	3
70716	CMAQ-96A-449	24	3150101	20	\$75,147	T25360	CM00-96A-632	Prev	3150101	20	3
70716	CMAQ-96A-449	25	3050111	80	\$303,290	T25360	CM00-96A-632	Prev	3050111	80	3
70716	CMAQ-96A-449	25	3150101	20	\$75,822	T25360	CM00-96A-632	Prev	3150101	20	3
70716	CMAQ-96A-449	26	3050111	80	\$307,761	T25360	CM00-96A-632	Prev	3050111	80	3
70716	CMAQ-96A-449	26	3150101	20	\$76,940	T25360	CM00-96A-632	Prev	3150101	20	3
118665	CM00-029-432	23	3050111	80	\$19,394	T25360	CM00-96A-632	23	3050111	80	3
118665	CM00-029-432	23	3150101	20	\$4,849	T25360	CM00-96A-632	23	3150101	20	3
118800	CM00-96A-533	23	3050111	80	\$6,702	T25360	CM00-96A-632	23	3050111	80	3
118880	CM00-96A-533	23	3150101	20	\$1,676	T25360	CM00-96A-632	23	3150101	20	3
111652	CM00-96A-351	Prev	3150101	80	\$33,782	T21556	9999-96A-535	23	3150101	80	3
111652	CM00-96A-351	Prev	3050111	20	\$8,446	T21556	9999-96A-535	23	3050111	20	3
118665	CM00-029-432	Prev	3150101	80	\$38,895	T21556	9999-96A-535	23	3150101	80	3
118665	CM00-029-432	Prev	3050111	20	\$9,724	T21556	9999-96A-535	23	3050111	20	3

TOTAL OF JOURNAL ALLOCATION: \$4,139,263

DISTRICT COMMENTS (include reason for transfer & other pertinent info):
 Transfer of CMAQ funding between VDOT NOVA Districtwide Projects as referenced in letter from Maria Sinner dated 3-14-23.

IID COMMENTS:

Attachment B



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

April 13, 2023

Mr. John Lynch
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the Virginia Department of Transportation (VDOT).

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (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 March 23, 2023, the Virginia Department of Transportation (VDOT) requested the following reallocation:

- Transfer CMAQ funds of \$1,019,934 from UPC 106988 Multimodal Travel Information Displays (TID) Upgrade & Expansion and \$10,084 from UPC T24212 Multimodal TID FY24-FY26 to UPC T21586 NoVA Signal Timing Optimization & Systems OIPS II (FY24-FY26).
- Transfer surplus programmed CMAQ funds of \$47,254 from UPC 106989 NoVA Signal Timing Optimization & Systems OIPS IV (FY21-FY23) to UPC T21586 NoVA Signal Timing Optimization & Systems OIPS II (FY24-FY26). This will fully fund this project.
- Transfer CMAQ funds of \$121,545 from UPC T24212 Multimodal TID FY24-FY26 to T22728 MATOC Annual Support FY25-FY27.
- Transfer surplus CMAQ funds of \$304,335 from UPC 119456 MATOC Annual Support FY22-FY24 to UPC 106915 MATOC Annual Support FY19-FY21 to cover the deficit and complete this project for closeout. Additionally, transfer the remaining CMAQ surplus funds of \$122,284 from UPC 119456 MATOC Annual Support FY22-FY24 to T22728 MATOC Annual Support FY25-FY27 as this will fully fund this project.
- Transfer CMAQ funds of \$532,785 from UPC T24212 Multimodal TID FY24-FY26 to T25360 Commuter Connections Operation Center FY28-FY30.
- The following transfers of programmed surplus CMAQ funds of \$221,218 from UPC T25165 Northern Virginia TERMS- FY24-FY26 and \$1,636,356 from UPC 70716 Districtwide Balance Entry FY22-FY26, and transfer CMAQ surplus funds of \$24,243 from UPC 118665 Commuter Operation Center - FY22 to FY24 and \$8,378 from UPC 118800 Clean Air Partners - FY22 to FY24 to T25360 Commuter Connections Operation Center FY28-FY30 to address an existing funding need.
- Transfers of programmed surplus CMAQ funds \$42,228 from UPC 111652 Commuter Connections Operation Center – FY19 to FY21 and \$48,619 from UPC 118665 Commuter Operation Center - FY22

to FY24 to UPC T21556 Commuter Connections Operation Center - FY25 to FY27 to fully fund this project.

These transfers are requested to align estimates with allocations and to support full funding for delivery for the MATOC, NoVA Signal Timing and Optimization & Systems, Commuter Operations Center, and TDM Program projects. This includes cancellation of the Multimodal TID project UPC 106988 and UPC T24212 and redistribution of CMAQ funds with match \$1,684,348. Due to the reduction of shoppers during the pandemic and new technology trend that relies on application-based traveler information delivery, the implementation of these projects are no longer needed. Additionally, these requests involve redistribution of remaining undistributed NoVA Districtwide Projects CMAQ Balance Entry funds of \$1,636,356.

The RJACC approved the request on March 23, 2023, and the NVTA was informed at their April 13, 2023 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, CEO, NVTA
Maria J. Sinner, P.E., Northern Virginia District Programming and Investment Manager, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 6, 2023

SUBJECT: Modification of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Washington Metropolitan Area Transit Authority (WMATA)

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 Improvement Program (CMAQ) funds for Washington Metropolitan Area Transit Authority (WMATA).
2. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to RJACC.

WMATA's original application for federal FY2023 CMAQ funding identified acquisition of hybrid buses and WMATA's federal FY2024 CMAQ funding identified acquisition of clean diesel buses. WMATA's active bus replacement contract's final option year is for the acquisition of clean diesel buses in FY2023. WMATA's future bus replacement for FY2024 – FY2028 is only for hybrid and BEB to support WMATA's forthcoming zero emission transition plan.

WMATA requests to modify the propulsion types in the table below. There would be no change to the total number of clean diesel buses procured between FY2023 and FY2024. The estimated cost of hybrid and battery buses is approximately twice the cost, therefore WMATA will use its formula funding and other sources to complete its annual rolling stock replacements.

FY	Allocation	UPC	Original Propulsion Est # Buses	Revised Propulsion Est Buses
2023	\$ 4,432,064	T21031	Hybrid - 4	Clean Diesel - 8
2024	\$ 4,266,461	T21033	Clean Diesel - 8	Hybrid - 4 to 5
2025	\$ 3,407,448	T21033	Clean Diesel - 6	Hybrid/BEB -3
2026	\$ 4,334,638	T21033	Clean Diesel - 6	Hybrid/BEB -3

On March 23, 2023, WMATA requested the following modifications:

- Use of \$4,432,064 of CMAQ funds for UPC T21031 (Bus Replacement - Hybrid) to purchase 8 clean diesel buses instead of the originally requested 4 hybrid buses.
- Use of \$ 4,266,461 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 4-5 hybrid buses instead of the originally requested 8 clean diesel buses.

- Use of \$ 3,407,448 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 3 hybrid/BEB (Battery Electric Buses) buses instead of the originally requested 6 clean diesel buses.
- Use of \$ 4,334,638 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 3 hybrid/BEB buses instead of the originally requested 6 clean diesel buses.

At its meeting on March 23, 2023, the RJACC approved this request.

Attachments:

- A.** Request Letter from WMATA
- B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee

Attachment A



March 1, 2023

Mr. Paolo Belita and Mr. Richard Roisman
Northern Virginia Transportation Authority
Regional Jurisdiction and Agency Coordination Committee
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

SUBJECT: WMATA Congestion Mitigation and Air Quality Modification/Transfer Request

Dear Mr. Roisman and Mr. Belita:

The Washington Metropolitan Area Transit Authority (WMATA) requests the Northern Virginia Transportation Authority (NVTA), Regional Jurisdiction and Agency, Coordination Committee (RJACC) take action at its next meeting to modify (transfer) WMATA's Congestion Mitigation and Air Quality (CMAQ) funding. This request only addresses the propulsion type of the approved projects to better align with the planned bus acquisition plan. It does not require a fund transfer or change funding amounts.

WMATA's original application for Federal FY2023 CMAQ funding identified acquisition of hybrid buses and WMATA's Federal FY2024 CMAQ funding identified acquisition of diesel buses. The active bus replacement contract's final option year is for the acquisition of clean diesel buses in WMATA FY2023. WMATA's future bus replacement for FY2024 – FY2028 is only for hybrid and battery electric buses to support WMATA's forthcoming zero emission transition plan.

WMATA requests to modify the propulsion types in the table below. There would be no change to the total number of clean diesel buses procured. The estimated cost of hybrid and battery buses are approximately twice the cost, therefore WMATA will use its formula funding and other sources to complete its annual rolling stock replacements.

FY	Allocation	Original Propulsion Est# Buses	Revised Propulsion Est# Buses
2023	\$4,432,064	Hybrid – 4	Clean Diesel - 8
2024	\$4,266,461	Clean Diesel – 8	Hybrid – 4 to 5
2025	\$3,407,448	Clean Diesel – 6	Hybrid/BEB – 3
2026	\$4,334,638	Clean Diesel – 6	Hybrid/BEB – 3

**Washington
Metropolitan Area
Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

SUBJECT: WMATA Congestion Mitigation and Air Quality Modification/Transfer Request

Thank you for your consideration. If you have questions regarding the request please contact either Marci Malaster, Sr. Manager of Grants at mmalaster@wmata.com or 202-450-8722 or contact William Jones of WMATA Planning Office at wjones2@wmata.com or 202-627-4529.

Sincerely,

Patrick W Bailey
E024183 WMATA

 Digitally signed by Patrick W Bailey
E024183 WMATA
Date: 2023.03.01 17:07:25 -05'00'

Patrick W. Bailey
Director, Funds and Grants Management

CC:
Andrew Austin, MWCOG
Mark Phillips, WMATA Planning
William Jones, WMATA Planning
Marci Malaster, WMATA Funds and Grants
Raymond Alfred, WMATA Bus
Darin Welt, WMATA Bus

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 3/14/2023

Name of Jurisdiction/Agency Requesting: Washington Metropolitan Area Transit Authority

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

Zero

From (Donor): WMATA

To (Recipient): WMATA

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
T21031	Bus Replacement - Hybrid	CMAQ	N	23	\$4,432,064.00	T21031	Bus Replacement Diesel	Y	2017				
T21033	Bus Replacement - Diesel	CMAQ	N	24	\$4,266,461.00	T21033	Bus Replacement Hybrid/BEB	Y	2018				
T21033	Bus Replacement - Diesel	CMAQ	N	25	\$3,407,448.00	T21033	Bus Replacement Hybrid/BEB	Y	2019				
T21033	Bus Replacement - Diesel	CMAQ	N	26	\$4,334,638.00	T21033	Bus Replacement Hybrid/BEB	Y	2020				

TOTAL OF TRANSFER

\$16,440,611.00

Attach Signed Request of Transfer Letter

Attachment B



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

April 13, 2023

Mr. John Lynch
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Modify allocations of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Washington Metropolitan Area Transit Authority (WMATA)

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (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).

WMATA's original application for federal FY2023 CMAQ funding identified acquisition of hybrid buses and WMATA's federal FY2024 CMAQ funding identified acquisition of clean diesel buses. WMATA's active bus replacement contract's final option year is for the acquisition of clean diesel buses in FY2023. WMATA's future bus replacement for FY2024 – FY2028 is only for hybrid and BEB to support WMATA's forthcoming zero emission transition plan.

WMATA requests to modify the propulsion types in the table below. There would be no change to the total number of clean diesel buses procured between FY2023 and FY2024. The estimated cost of hybrid and battery buses is approximately twice the cost, therefore WMATA will use its formula funding and other sources to complete its annual rolling stock replacements.

FY	Allocation	UPC	Original Propulsion Est # Buses	Revised Propulsion Est Buses
2023	\$ 4,432,064	T21031	Hybrid - 4	Clean Diesel - 8
2024	\$ 4,266,461	T21033	Clean Diesel - 8	Hybrid - 4 to 5
2025	\$ 3,407,448	T21033	Clean Diesel - 6	Hybrid/BEB - 3
2026	\$ 4,334,638	T21033	Clean Diesel - 6	Hybrid/BEB - 3

On March 23, 2023, WMATA requested the following modifications:

- Use of \$4,432,064 of CMAQ funds for UPC T21031 (Bus Replacement - Hybrid) to purchase 8 clean diesel buses, instead of the originally requested 4 hybrid buses.
- Use of \$ 4,266,461 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 4-5 hybrid buses instead of the originally requested 8 clean diesel buses.
- Use of \$ 3,407,448 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 3 hybrid/BEB (Battery Electric Buses) buses instead of the originally requested 6 clean diesel buses.
- Use of \$ 4,334,638 of CMAQ funds for UPC T21033 (Bus Replacement - Diesel) to purchase 3 hybrid/BEB buses instead of the originally requested 6 clean diesel buses.

The RJACC approved the request on March 23, 2023, and the NVTA was informed at their April 13, 2023, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to modify allocations of 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, CEO, NVTA
Patrick W Bailey, Director, Funds and Grants Management, WMATA

NVTA Funding Program Project Status
Summary Report

As of April 1, 2023.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$3,121,078,666	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 Amount Appropriated	\$2,007,135,169	
Total Amount Reimbursed	\$717,752,149	
Total Number of Individual Projects	122	
Number of Standard Project Agreements (SPAs)	162	
Closed out, project completed	41	\$339,363,635
Closed out, project ongoing	18	\$89,712,752
Executed, funded phase underway	51	\$1,170,314,112
Executed, funded phase not started	10	\$354,240,000
Appropriated, no SPA yet	7	\$53,504,670
Approved, no appropriation yet	35	\$1,113,943,497
Substantive Status Updates (during February 2023 - March 2023)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Crystal City Streets (FY2017)	15th St: 100% plans were submitted the week of March 5th.	FY2017: 31%
Intelligent Transportation System Improvements (FY2018-2023)	Three projects, two from Phase I & one from Phase II, were combined as one project, and is currently being solicited for bids.	FY2018-23: 16.8%
Fairfax County		
Frontier Drive Extension & Interchange Improvements (FY2015-2016/2018-2023)	The Intersection Modification Report (IMR) was approved, with Fairfax County Board of Supervisors' approval of the Limited Access Changes in February 2023.	FY 2015-16: 100% FY2018-23: 0%
Loudoun County		
Route 15 Bypass Widening: Battlefield Parkway to Montesor Road (FY2018-23)	The Limestone Branch floodplain study was approved by Building and Development (Loudoun County). Resubmitted phase I 100% plans to B&D, Leesburg, and VDOT.	0.0%
Northstar Boulevard- Shreveport Drive to Tall Cedars Parkway (FY2018-23)	PH 1 - North & South bound bridge deck, median and guard rails compete. PH 2 - Groundbreaking occurred February 24 2023.	FY2018-23: 6.54%
Prince William County		
Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015-16/FY2017)	All major construction activities on phases I and II are complete.	FY2014: 100% FY2015-16: 86.8% FY2017: 96.2%
Route 28 Widening: Route 234 Bypass to Linton Hall Road (FY2014/FY2015-16 FY2017/FY2018-23)	Project received final acceptance from VDOT. This project is now complete.	FY2014: 100% FY2015-16: 100.0% FY2017: 28.7% FY2018-23:100.0%
North Woodbridge Mobility Improvements (FY2020-25)	100% plan submitted to VDOT for review and comment. Process to purchase stream and wetland credits has begun.	FY2020-25: 6%
No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Glebe Road Corridor ITS Improvements (FY2015-16)	December 2022.	FY2015-2016: 31.2%
City of Fairfax		
Jermantown Road Corridor Improvements Project (FY2018-23)	July 2022.	FY2018-23: 2.5%
Roadway Network Northfax West (FY2018-23/FY2020-25)	July 2022.	FY2018-23: 51.1% FY2020-25: 0%

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