



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, July 14, 2022

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. **Call to Order** Chair Phyllis J. Randall, Chair
2. **Roll Call** Mr. Jonathan Davis, Authority Board Secretary
3. **Approval of June 9, 2022, Meeting Summary Minutes** Chair Phyllis J. Randall, Chair

*Recommended Action: Approval of June 9, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

Action Items

4. **Approval of Loudoun County Route 15 Bypass Widening-Battlefield Parkway to Montresor Road SPA 2018-021-1** Ms. Monica Backmon, Chief Executive Officer
5. **Adoption of the FY2022-2027 Six Year Program** Mayor Justin Wilson, Planning & Programming Committee Chair
Ms. Monica Backmon, Chief Executive Officer

Recommended Action: Adoption of the FY 2022-2027 Six Year Program
6. **Approval of Public Comment Period and September 8, 2022, as the Public Hearing Date for the TransAction Update** Ms. Monica Backmon, Chief Executive Officer
Mr. Keith Jasper, Principal, Transportation Planning and Programming

Recommended Action: Approval of Public Comment Period and Public Hearing Date

Discussion/Information Items

7. **Governance and Personnel Committee Report** Chair Phyllis J. Randall, Chair
 -2022 General Assembly Update Verbal Report
 Ms. Tracy Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
8. **Planning and Programing Committee Report** Mayor Justin Wilson, Chair
9. **Planning Coordination Advisory Committee Report** Mayor Linda J. Colbert, Chair
10. **Technical Advisory Committee Report** Mr. Randy Boice, Chair
11. **Transportation Technology Committee Report** Councilmember David Snyder, Chair
12. **Chief Executive Officer's Report** Ms. Monica Backmon, Chief Executive Officer
13. **Chair's Comments** Chair Phyllis J. Randall, Chair

Closed Session

(Chief Executive Officer Annual Performance Review)

14. **Adjournment** Chair Phyllis J. Randall, Chair

Correspondence

Next Meeting: September 8th, following the Public Hearing at 7:00pm
NVTA Offices



SUMMARY MINUTES

Thursday, June 9, 2022

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting was conducted in-person and livestreamed via YouTube

1. Call to Order

Chair Randall, Chair

- ✓ Chair Randall called the meeting to order at 7:09 pm and welcomed everyone in-person and virtually. Chair Randall took a point of personal privilege to thank everyone who reached out and kept her in their thoughts and prayers while she recovered from Covid-19.

2. Roll Call

Mr. Davis, Authority Board Secretary

✓ Attendees:

- **Members:**

Chair Phyllis J. Randall, Councilmember David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Member Takis Karantonis for Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Senator Jennifer Boysko (remote), Delegate David LaRock, Ms. Mary Hynes, Mr. Anthony Bedell, Mr. John Lynch, Mr. Todd Horsley, Mr. Jim Kolb (7:23).

- **Staff:**

Chief Executive Officer Monica Backmon, Executive Assistant Amanda Sink, Chief Financial Officer Michael Longhi, Authority Board Secretary Jonathan Davis, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri (remote), Transportation Planner Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.

- **Council of Counsel:**

Fairfax County-Daniel Robinson, Esq. (remote), Prince William County-Rob Dickerson, Esq., Arlington County-MinhChau Corr, Esq.

- **Other:**

McGuireWoods Consulting, LLC Senior Vice President Tracy Baynard, and some jurisdictional Staff.

Members of the public and jurisdictional staff were in person and were also able to watch the meeting livestreamed via [NVTAs YouTube Channel](#).

3. Approval of the May 12, 2022, Meeting Summary Minutes

Chair Randall, Chair

- ✓ Chair Randall opened the floor for discussion and questions, but seeing none, opened the floor for a motion to approve the May 12, 2022, Meeting Summary Minutes. Mayor Wilson so moved, and Chairman McKay seconded. The May 12, 2022, Meeting Summary Minutes were unanimously approved.

Presentations

4. Transform I-66 Outside the Beltway Update

Mr. John Lynch, NoVA District Engineer, Virginia Department of Transportation
Ms. Susan Shaw, NoVA Megaprojects Director, Virginia Department of Transportation

- ✓ Mr. Lynch began introductory remarks by announcing that the I-66 Outside the Beltway will open at the end of this year and given the High Occupancy Vehicle (HOV) changes to the inside and outside of the Beltway, Virginia Department of Transportation (VDOT) has begun a campaign to engage the public to increase awareness surrounding these changes and expected opening date. The public outreach plan is detailed in the upcoming presentation.
- ✓ Ms. Shaw began the PowerPoint presentation by introducing a project video that she then began to narrate.

A narrated version of the project video can be watched here: [Interstate 66 Outside the Beltway](#)

The PowerPoint presentation can be viewed here: [I-66 Outside the Beltway PowerPoint Presentation](#)

- ✓ After Ms. Shaw's presentation, Chair Randall opened the floor for questions and discussion.
- ✓ There was discussion and questions from Authority Members regarding the public outreach plan and efforts to ensure the public is aware of the HOV changes to both the outside and inside of the Beltway, as well as to ensure VDOT's effective messaging to the public on the necessity of the changes, in particular the addition of one-way toll lanes.
- ✓ There was a consensus among commenting Authority Members that messaging was key to ensuring the public is well informed of the changes, particularly the additional transportation options such as public transit, vanpooling, and slugging with the addition of HOV3 express lanes. Leveraging public outreach through other community stakeholders like regional employers can significantly increase the public's awareness and use of the multimodal transportation options.

5. Crystal City Virginia Rail Express Station Improvements Update

Mr. Dallas Richards
Chief Engineer, Virginia Railway Express

- ✓ Mr. Richards began his presentation with an outline that identified the Virginia Rail Express (VRE) Crystal City Station project updates and overview, adjacent projects, and related funding (Phases 1 and 2) as well as a detailed phased approach, and the benefits of the recommended phased approach.

The PowerPoint presentation can be viewed here: [Crystal City VRE Station Improvements PowerPoint Presentation](#)

- ✓ Chair Randall opened the floor for questions and discussion. After some discussion and questions regarding the phasing strategy, Chair Randall thanked Mr. Richards for the update on VRE's Crystal City Station improvements.

Action Item

6. Adoption of Resolution 22-01 in support for Northern Virginia Localities and Transit Agencies SMART SCALE Project Applications

Ms. Backmon, Chief Executive Officer

Recommended Action: Adoption of Resolution 22-01 in Support for Northern Virginia Localities and Transit Agencies SMART SCALE Project Applications

- ✓ Ms. Backmon began discussion on the resolution of support by noting that SMART SCALE is in its 5th round of funding. The SMART SCALE process is conducted biennially and incorporates a data-driven process to evaluate projects and prioritize investment decisions that address an identified need in the statewide multi-modal long-range transportation plan, VTrans, on a Corridor of Statewide Significance.
- ✓ Ms. Backmon further outlined the purpose of the resolution of support as well as highlighted the SMART SCALE Project Endorsement List and the next steps leading up to the Commonwealth Transportation Board's (CTB) adoption of the FY2023-2028 Six Year Improvement Program in June 2023.
- ✓ Chair Randall opened the floor for discussion and questions, but seeing none, entertained a motion to adopt Resolution 22-01 in support of Northern Virginia localities and transit agencies SMART SCALE project applications. Mayor Wilson so moved, and Chairman McKay seconded. The resolution of support was unanimously approved with 1 abstention from Ms. Mary Hynes.

Discussion/Information Items

7. FY2022-2027 Six Year Program Public Comment Report

Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Transportation Planner

- ✓ Ms. Backmon provided background on the FY2022-2027 Six Year Program Public Comment Period noting that at the March 10, 2022, Authority meeting, the Authority approved the public comment period which began on Friday, April 15, 2022, and concluded at 11:59pm on Sunday, May 22, 2022. She further noted that NVRTA received 1,609 comments from 448 members of the public on the 26 candidate projects.
- ✓ Dr. Nampoothiri echoed Ms. Backmon's comments and added that during the Public Hearing, testimony was provided by 9 speakers: 2 in-person and 7 remotely. He further added that most of the 1,609 comments were submitted via email, NVRTA's website, or hand delivered/mailed to NVRTA offices.
- ✓ As a summary of the public comments received during the Public Comment Period, Dr. Nampoothiri provided an overview of comments received, identified support and opposition on the candidate projects, and shared a spatial view of comment support and opposition to the 26 candidate projects based on the commentors' zip code.
- ✓ Discussion and questions ensued among Authority Members regarding the analytical application of some comments received during the Public Comment Period. Commenting Authority Members

encouraged the consideration of both comments on specific projects as well as comments that address a broader scope of project type.

- ✓ Chairman McKay noted that many of these projects have undergone previous public comment at the jurisdictional level. Chairman McKay further noted that while the Richmond Highway Widening project received a number of opposing comments while the Richmond Highway Bus Rapid Transit (BRT) project received a number of supporting comments, the two projects are interrelated and cannot exist without each other.

8. Travel Trends Update

Mr. Rashid, Transportation Planner

- ✓ Mr. Rashid began discussion by highlighting traffic safety facts, data, and information from the U.S. Department of Transportation's National Highway Traffic Safety Administration (USDOT-NHTSA), Northern Virginia highway travel trends, and transit ridership in Northern Virginia.
- ✓ After much discussion and questions regarding the increase in traffic speeds and related safety concerns, there was an echo among commenting Authority Members to continue with efforts in identifying factors that lead to the increase in traffic speeds in Northern Virginia to include differentiating traffic speed data among freeways, major arterials, and even community and neighborhood streets.

9. Governance and Personnel Committee Report -2022 General Assembly Special Session Update

Chair Randall, Chair

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

- ✓ Ms. Baynard began discussion on transportation related initiatives from the 2022 General Assembly special session highlighting that the conference budget, which was passed by the House and Senate, will reach Governor Youngkin's Office today for review. Governor Youngkin has a week from now to submit back to the General Assembly any recommendations to the budget.
- ✓ Ms. Baynard further highlighted information in her report to include:
 - Elimination of the state portion of the Sales and Use Tax on grocery and personal hygiene products,
 - Additional funding for the Transit Ridership Incentive Program,
 - Established funding for an Office of Multi-Use Trails at the Virginia Department of Transportation,
 - Increased support for City Road maintenance,
 - Noting the Conference Budget includes several Infrastructure Investment Jobs Act (IIJA) related initiatives,
 - Major infrastructure funding outside of Northern Virginia.
- ✓ After some questions and discussion from Authority Members regarding IIJA, Chair Randall provided comments for both the Governance and Personnel Committee Report and the Chair's Comments.
- ✓ Chair Randall noted that she and Ms. Backmon attending a meeting yesterday with Virginia Secretary of Transportation W. Sheppard Miller, adding that it was a fantastic meeting. Secretary Miller was briefed on the Northern Virginia Transportation Authority's work, enabling legislation, and impactful role in the region. Chair Randall further added that Secretary Miller was very

inquisitive during the meeting as well as expressed his views on several subjects to include his intent to use data to review the efficacy of existing programs. Chair Randall agreed with Ms. Hynes as she noted this will be the first of many meetings with Secretary Miller.

- ✓ Ms. Backmon added that there was also conversation with Secretary Miller about strengthening partnerships for project implementation as well as ensuring alliances are communicating and working toward common initiatives, goals, and core values.

10. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

- ✓ Chair Randall, seeing no discussion and questions on the Planning Coordination Advisory Committee Report as submitted, admitted the report into the record.

11. Technical Advisory Committee Report

Mr. Boice, Chair

- ✓ Chair Randall, seeing no discussion and questions to the Technical Advisory Committee Report as submitted, admitted the report into the record.

12. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon highlighted two points from the CEO's Report:
 - NVTA's Bond Rating of AA+ has been affirmed by Fitch Ratings, with a continued rating outlook of Stable and adding that AA+ is the highest possible rating for a revenue bond issuer that does not have independent taxing authority. Ms. Backmon thanked the Finance Team for their work given this combination constitutes a strong endorsement of the Authority's credit worthiness and fiscal management.
 - The National Capital Region's Transportation Planning Board (TPB) will consider the adoption of Climate Change Mitigation Goals and Strategies on June 15th and in consideration of NVTA's longstanding relationship with TPB, NVTA has a special interest in the outcome and implementation of TPB goals and strategies as they align with mutual core values and initiatives. Ms. Backmon noted NVTA's Core Values of Equity, Safety, and Sustainability and added that with the outcome of TPB's decision, NVTA will be focused on ensuring equity in transportation throughout the region.
- ✓ Chair Randall thanked Ms. Backmon for her comments and added that some of the conversation with Secretary Miller included equity in transportation. It was noted that the severely low-income in the region are probably unable to afford living in areas where there is higher transit availability. Chair Randall also noted that there was conversation with Secretary Miller about the diversion of NVTA's revenue in 2018, specifically about what remains outstanding and the need for the revenue to be returned to the region while ensuring Northern Virginia's are not re-taxed on account to get that money returned.
- ✓ Ms. Backmon added that NVTA invests in multi-modal transportation because it takes multi-modal options to keep Northern Virginia moving. Investments like the five BRT projects and collaboration with working groups that include stakeholders/jurisdictions beyond the region will ensure a broader availability of BRTs for Northern Virginians. Ms. Backmon further added that in anticipation of identifying where gaps are, she advised there will likely be a request during budget season to conduct a regional BRT study.

13. Chair's Comments

Chair Randall, Chair

Chair's Comments were made during the Governance and Personnel Committee Report

14. Adjournment

Chair Randall, Chair

- ✓ Chair Randall, seeing no further discussion, adjourned the meeting at 8:52 PM

Next Meeting: July 14, 2022, at 7 PM
NVTA Offices

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: July 7, 2022

SUBJECT: Approval of Loudoun County Route 15 Bypass Widening-Battlefield Parkway to Montresor Road SPA 2018-021-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority approval of attached Standard Project Agreement (SPA) 2018-021-1 Loudoun County Route 15 Bypass Widening: Battlefield Parkway to Montresor Road.
- 2. Suggested Motion:** *I move approval of the proposed Standard Project Agreement 2018-021-1 Loudoun County (Route 15 Bypass Widening: Battlefield Parkway to Montresor Road), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:**
 - a.** This project was adopted as part of the FY2018-2023 Six Year Program and received FY2023 appropriation approval on April 21, 2022, for an amount of \$54,000,000.
 - b.** The attached SPA presented by Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c.** The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment:

- 4A.** Standard Project Agreement for NVTA Project Number 2018-021-3

Coordination: Council of Counsels

**Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
Loudoun County**

(Recipient Entity)

Project Name: Route 15 Bypass Widening: Battlefield Parkway to Montresor Road

NVTA Project Number: 2018-021-1

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20__, as between the Northern Virginia Transportation Authority ("NVTA") and _____ Loudoun County ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 25 of Title 33.2 of the Code of Virginia, as amended;

WHEREAS, Section 33.2-2500(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 33.2-2509 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 33.2-2510;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 33.2-2510 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 33.2-2510;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTA Fund and/or from NVTA Bond Proceeds, is located within a locality embraced by NVTA's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTA;

WHEREAS, Loudoun County formally requested that NVTA provide funding to the Project by timely submitting an application for NVTA funding in response to NVTA's call for projects;

WHEREAS, NVTA has reviewed Loudoun County's application for funding and has approved Loudoun County's administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by Loudoun County, NVTA has determined that the Project complies with all requirements of the NVTA Act related to the use of moneys identified in Virginia Code Sections 33.2-2510(A),(C)1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTA described in Appendix B have been duly authorized and directed by Loudoun County to finance the Project;

WHEREAS, NVTA agrees that Loudoun County will design and/or construct the Project or perform such other specific work for the Project and Loudoun County agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the Loudoun County's administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTA's governing body and Loudoun County's governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;.

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

Loudoun County shall:

1. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 33.2-2510(A), (C)1.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTA funds specified on Appendix B to pay any Project cost if the NVTA Act does not permit such Project cost to be paid with NVTA funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTA will provide funding for such multiple phases (as set forth on Appendix B), NVTA may not provide funding to Loudoun County to advance the Project to the next phase until the current phase is completed. In any circumstance where Loudoun County seeks to advance a Project to the next phase using NVTA funds, Loudoun County shall submit a written request to NVTA's Chief Executive Officer ("CEO") explaining the need for NVTA's funding of an advanced phase. NVTA's CEO will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTA's current and projected cash flow position and make a recommendation to NVTA whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit Loudoun County from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTA for having advance funded a future phase of the Project. However, Loudoun County further recognizes that NVTA's reimbursement to Loudoun County for having advance funded a Project phase will be dependent upon NVTA's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTA's CEO will periodically update NVTA's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. Loudoun County shall provide all information required by NVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTA requests for payment consistent with Appendix B and the most recently approved NVTA cash flow estimates that include NVTA's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTA and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTA, Loudoun County can expect to receive payment within twenty (20) days upon receipt by NVTA. Approved payments may be made by means of electronic transfer of funds from NVTA to or for the account of Loudoun County.
8. Promptly notify NVTA's CEO of any additional project costs resulting from unanticipated circumstances and provide to NVTA detailed estimates of additional costs associated with those circumstances. Loudoun County understands that it will be within NVTA's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTA will do so only in accordance with NVTA's approved Project Selection Process and upon formal action and approval by NVTA. Loudoun County shall timely provide to NVTA a

complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to Loudoun County 's Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should Loudoun County be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Loudoun County shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by Loudoun County 's governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Loudoun County and provide copies of any such financial records to NVTA, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Loudoun County; and provide to NVTA copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTA for all NVTA funds (with interest earned at the rate earned by NVTA) that Loudoun County misapplied or used in contravention of Sections 33.2-2500 *et. seq.* of the Virginia Code ("the NVTA Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTA and its Bond Trustee or require that all Loudoun County's contractors name NVTA or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of Loudoun County for the Project and present NVTA with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTA that Loudoun County may use NVTA funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTA's in-house legal counsel) in connection with the work performed under this Agreement Loudoun County so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTA, that upon final payment to all contractors for the Project, Loudoun County will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTA be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Loudoun County.

19. Acknowledge that if the Project is being funded in whole or in part by NVTA Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if Loudoun County expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that Loudoun County agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that Loudoun County is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if Loudoun County is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTA funds and/or NVTA Bond Proceeds that Loudoun County will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTA will not be a party or signatory to that Agreement; nor will NVTA have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTA no later than 90 days after final payment to the contractors that Loudoun County adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to Loudoun County the funding authorized by NVTA for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTA.

2. Assign a Program Coordinator for the Project. NVTA's Program Coordinator will be responsible for monitoring the Project on behalf of NVTA so as to ensure compliance with this Agreement and all NVTA's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTA's CEO and its Chief Financial Officer ("CFO") , all payment requisitions submitted by _____ for the Project. NVTA's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.

3. Route to NVTA's assigned Program Coordinator all _____'s payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTA for the Project. After submission to NVTA, NVTA's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTA's Program Coordinator will then make a recommendation to the NVTA's CFO and CEO whether to authorize payment, refuse payment, or seek additional information from _____. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTA's Program Coordinator will notify _____ in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTA have been corrected. Under no circumstances will NVTA authorize payment for any work performed by or on behalf of _____ that is not in conformity with the requirements of the NVTA Act, Chapter 766, or this Agreement.

4. Route all Loudoun County's supplemental requests for funding from NVTA under Paragraphs A.5 and A.8 of this Agreement to NVTA's CEO. NVTA's CEO will initially review those requests and all supporting documentation with NVTA's CFO. After such initial review, NVTA's CEO will make a recommendation to NVTA's Finance Committee for its independent consideration and review. NVTA's Finance Committee will thereafter make a recommendation on any such request to NVTA for final determination by NVTA.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTA Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of Loudoun County's financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTA's review of any payment requisition or of any NVTA compliance review, NVTA staff determines that Loudoun County has misused or misapplied any NVTA funds in derogation of this Agreement or in contravention of the NVTA Act, Chapter 766 or applicable law, NVTA staff will promptly advise NVTA's CEO and will advise Loudoun County's designated representative in writing. Loudoun County will thereafter have thirty (30) days to respond in writing to NVTA's initial findings. NVTA's staff will review Loudoun County's response and make a recommendation to NVTA's Finance Committee. NVTA's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTA. Pending final resolution of the matter, NVTA will withhold further funding on the Project. If NVTA makes a final determination that Loudoun County has misused or misapplied funds in contravention of this Agreement, the NVTA Act, Chapter 766, or other applicable law, NVTA will cease further funding for the Project and will seek reimbursement from Loudoun County of all funds previously remitted by NVTA (with interest earned at the rate earned by NVTA) which were misapplied or misused by Loudoun County. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to Loudoun County to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTA funds to be provided and allocated to the Project and the amounts of any NVTA funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. Loudoun County may terminate this Agreement, for cause, in the event of a material breach by NVTA of this Agreement. If so terminated, NVTA shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by Loudoun County to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTA as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTA fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTA. Before initiating any proceedings to terminate under this Paragraph, Loudoun County shall give NVTA sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTA an opportunity to investigate and cure any such alleged breach.
3. NVTA may terminate this Agreement, for cause, resulting from Loudoun County's material breach of this Agreement. If so terminated, Loudoun County shall refund to NVTA all funds NVTA provided to Loudoun County for the Project (including interest earned at the rate earned by NVTA). NVTA will provide Loudoun County with sixty (60) days written notice that NVTA is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Loudoun County may

request that NVTA excuse _____ from refunding all funds NVTA provided to _____ for the Project based upon _____'s substantial completion of the Project or severable portions thereof; and NVTA may, in its sole discretion, excuse _____ from refunding all or a portion of the funds NVTA provided to _____ for the Project. No such request to be excused from refunding will be allowed where _____ has either misused or misapplied NVTA funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, _____ will release or return to NVTA all unexpended NVTA funds with interest earned at the rate earned by NVTA no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTA's CEO and _____'s Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTA and to _____'s governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTA's Financial Interest in Project Assets _____ agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTA under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTA shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTA under this

Agreement. In the event that Loudoun County fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Loudoun County shall refund to NVTA with interest at the rate earned by NVTA the amount attributable to NVTA's proportionate financial interest in the value of said Project Asset. If Loudoun County refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from Loudoun County by pursuit of any remedies available to NVTA, including but not limited to NVTA's withholding of commensurate amounts from future distributions of NVTA funds to Loudoun County.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTA pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTA Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTA Fund are subject to appropriation by the General Assembly and (ii) NVTA's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTA Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTA, to the attention of its CEO;
3040 Williams Drive, Suite 200
Fairfax, VA 22031
- 2) to Loudoun County, to the attention of Tim Hemstreet
DTCI, 101 Blue Seal Drive
Suite 102, Leesburg, VA 20177 (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

Loudoun County represents that it is not acting as a partner or agent of NVTA; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

_____ Loudoun County _____ (Name of Recipient Entity)

By: [Signature]

Date: 5/4/2022



SCOPE, SCHEDULE, COST, AND FUNDING UPDATE #1

SPA #: 2018-21-1 Submitted On: June 14, 2022
 NVTA Project #: 21 Submitted By: Peggy.Teal@theNoVaAuthority.org
 NVTA Project Title: Route 15 Bypass Widening: Battlefield Parkway to Montresor Road Status: Submitted, No Signed Document

Project Schedule & Scope Changes

The project described in the application is requested to be designed and constructed in phases. The first phase of the project will widen Route 15 between Battlefield Parkway and Whites Ferry Road/Raspberry Drive and the second phase will widen Route 15 between Whites Ferry Road/Raspberry Drive and Montresor Road. The project includes a shared use path that begin on the north side of North King Street at Dry Hallow Road/Tuscarora HS entrance (to tie into existing Town of Leesburg trails) along the north side of North King Street toward Route 15 and then on the west side of Route 15 from North King Street to Montresor Road. The reason for the phased request is to accelerate the construction. Phasing the project allows construction of phase one to be advanced earlier in the schedule. Phase one construction will begin mid-2024 and phase two construction will begin mid-2026. The ROW estimate has been updated to \$6,000,000 (with 90% design for the Phase I plans for the section of Route 15 being funded using NVTA money). Despite the phased approach of the project, both project phases will be complete; this is identified as a single project in Loudoun County's CIP.

Project Schedule Changes

	START	END	
Study			N/A
Design / Engineering / Environmental	FY2019	FY2024	
ROW and Utilities	FY2021	FY2026	
Construction	FY2023	FY2028	
Asset Acquisition			N/A

B-1 - Total Cost by Phase and Fiscal Year

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2019	\$0.00	\$3,500,000.00	\$0.00	\$0.00	\$0.00	\$3,500,000.00
FY2020	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FY2021	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FY2022	\$0.00	\$15,000.00	\$0.00	\$0.00	\$0.00	\$15,000.00
FY2023	\$0.00	\$0.00	\$1,000,000.00	\$12,000,000.00	\$0.00	\$13,000,000.00
FY2024	\$0.00	\$0.00	\$2,500,000.00	\$12,000,000.00	\$0.00	\$14,500,000.00
FY2025	\$0.00	\$0.00	\$1,500,000.00	\$24,000,000.00	\$0.00	\$25,500,000.00
FY2026	\$0.00	\$0.00	\$1,000,000.00	\$24,000,000.00	\$0.00	\$25,000,000.00
FY2027	\$0.00	\$0.00	\$0.00	\$9,476,000.00	\$0.00	\$9,476,000.00
FY2028	\$0.00	\$0.00	\$0.00	\$22,495,000.00	\$0.00	\$22,495,000.00
Totals	\$0.00	\$3,515,000.00	\$6,000,000.00	\$103,971,000.00	\$0.00	\$113,486,000.00

B-2 - Update Other Secured Funding Sources

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$3,515,000	\$6,000,000	\$103,971,000	\$0	\$113,486,000
NVTA Funds Applied	\$0	\$0	\$6,000,000	\$48,000,000	\$0	\$54,000,000
Local		\$1,849,199	\$0	\$55,971,000		\$57,820,199
Other Federal		\$1,665,801	\$0			\$1,665,801
Total Other	\$0	\$3,515,000	\$0	\$55,971,000	\$0	\$59,486,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

B-3 - Update Project Reimbursement Cash Flow for NVTA Funds in this SPA Only

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2023	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$1,000,000.00
FY2024	\$0.00	\$0.00	\$2,500,000.00	\$0.00	\$0.00	\$2,500,000.00
FY2025	\$0.00	\$0.00	\$1,500,000.00	\$24,000,000.00	\$0.00	\$25,500,000.00
FY2026	\$0.00	\$0.00	\$1,000,000.00	\$24,000,000.00	\$0.00	\$25,000,000.00
FY2027	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FY2028	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$0.00	\$0.00	\$6,000,000.00	\$48,000,000.00	\$0.00	\$54,000,000.00

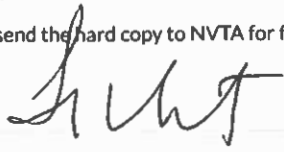
B-4 - Quarterly Project Reimbursement Cash Flow by Quarter of Expenditure. For NVTA Funds in this SPA Only

Year	September	December	March	June	Total
FY2023	\$100,000.00	\$200,000.00	\$300,000.00	\$400,000.00	\$1,000,000.00
FY2024	\$500,000.00	\$500,000.00	\$750,000.00	\$750,000.00	\$2,500,000.00
FY2025	\$6,200,000.00	\$6,400,000.00	\$6,400,000.00	\$6,500,000.00	\$25,500,000.00
FY2026	\$6,500,000.00	\$8,500,000.00	\$6,000,000.00	\$6,000,000.00	\$25,000,000.00
FY2027	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FY2028	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals	\$13,300,000.00	\$13,600,000.00	\$13,450,000.00	\$13,650,000.00	\$54,000,000.00
Previously Reimbursed	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

RECIPIENT ENTITY

Sign this page and send the hard copy to NVTA for final signature and approval.

By: _____



Name: _____

TIM HEMSTREET

Title: _____

COUNTY ADMINISTRATOR

NVTA

Sign this page and send the hard copy to NVTA for final signature and approval.

By: _____

Name: _____

Monica Backmon

Title: _____

Chief Executive Officer

DRAFT

Appendix A – Narrative Description of Project (Attach Project Description Form)

NVTA Project Title: Route 15 Bypass Widening: Battlefield Parkway to Montesor Road
 NVTA SPA Number: _____ Internal NVTA Project Number (leave blank): _____
 Recipient Entity: Loudoun County
 Project Manager Name: Tyler Cockrell
 Phone: 703.737.8525 email: tyler.cockrell@loudoun.gov

Table A-1 Project Scope/Schedule Changes

Fill any Differences from the Approved NVTA Project Description Form Attached or Previously Submitted Appendix A. Describe and provide rationale for changes in scope and/or schedule.

The project described in the application is requested to be designed and constructed in phases. The first phase of the project will widen Route 15 between Battlefield Parkway and Whites Ferry Road/Raspberry Drive and the second phase will widen Route 15 between Whites Ferry Road/Raspberry Drive and Montesor Road. The project includes a shared use path that begin on the north side of North King Street at Dry Hallow Road/Tuscarora HS entrance (to tie into existing Town of Leesburg trails) along the north side of North King Street toward Route 15 and then on the west side of Route 15 from North King Street to Montesor Road. The reason for the phased request is to accelerate the construction. Phasing the project allows construction of phase one to be advanced earlier in the schedule. Phase one construction will begin mid-2024 and phase two construction will begin mid-2026. The ROW estimate has been updated to \$6,000,000 (with 90% design for the Phase I plans for the section of Route 15 being funded using NVTA money). Despite the phased approach of the project, both project phases will be complete; this is identified as a single project in Loudoun County’s CIP.

Table A-2 Project Milestone by Phase Changes

Fill any Differences from the Approved NVTA Project Description Form Attached or Previously Submitted Appendix B. Provide Date of Revision. Any update to Appendix A, Table A-2 requires an update to Appendix B reflecting the changes.

	Project description form		Rev. 1: MM/DD/YYYY		Rev. 2: MM/DD/YYYY	
	Start Date	End Date	Start Date	End Date	Start Date	End Date
Study						
Preliminary Engineering	03/01/19	12/31/20				
Phase 1			03/21/19	03/31/23		
Phase 2			03/31/19	12/31/23		
Right of Way	07/01/20	06/30/22				
Phase 1			07/01/22	06/30/24		
Phase 2			04/01/23	06/30/26		
Construction	07/01/22	06/30/26				
Phase 1			07/01/24	06/30/26		
Phase 2			07/01/26	06/30/28		
Other						

RECIPIENT ENTITY

Submitted by Transportation Director):

Signature: _____

Name: Tim Hemstreet

Title: County Administrator

Date: June 21, 2022

NVTA

Accepted by:



Route 15 Bypass Widening: Battlefield Parkway to Montresor Road

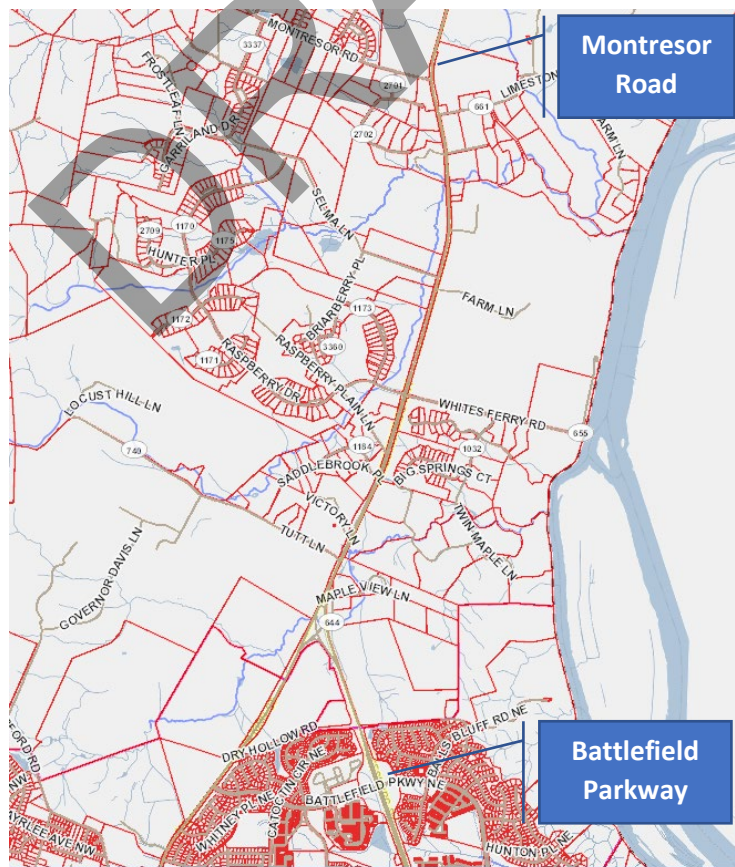
Project Description

This project will implement the improvement recommendations from the Route 15 Congestion Report presented to the Board on May 18, 2017. This project will widen 3.5 miles of U.S. Route 15 from Battlefield Parkway to Montresor Road. This principal arterial will be widened from 2-lanes to 4-lanes divided between the limits described. Additional improvements are required to transition the improved 4-lane section to the existing 2-lane section north of Montresor Road. The project will also improve the intersection at King Street and Whites Ferry Road/Raspberry Falls Drive. Widening this key arterial route north of Leesburg will provide more capacity along the project corridor, relieve congestion that impacts Leesburg and the village of Lucketts, and reduce the attractiveness of secondary routes for commuters through Waterford and Stumptown. A shared use path will also be constructed along the east side of this project to connect pedestrians and bicyclists from Battlefield Parkway to Whites Ferry Road.



Reference Number: 2018-021-1
SPA Number: 2018-021-1
TransAction ID: 191
Submitting Jurisdiction/Agency: Loudoun County
Location: Battlefield Parkway to Montresor Road
Requested NVTA Funds: \$54,000,000
NVTA Funds Received: \$54,000,000
Total Cost to Complete Project: \$81,163,683

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work			X	X	X			
Right of Way Acquisition					X	X	X	X
Utilities Relocations					X	X	X	X
Construction							X	X

Project Funding

	Requested NVTA Funds	NVTA Funds Received	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work			\$1,665,801 (Federal Earmark) \$929,882 (NVTB Bond) \$3,500,000 (Loudoun County)	\$6,095,683
Right of Way Acquisition	\$12,000,000	\$12,000,000		\$12,000,000
Utilities Relocations			\$5,592,000 (Loudoun County)	\$5,592,000
Construction	\$42,000,000	\$42,000,000	\$15,476,000 (Loudoun County)	\$57,476,000
TOTAL:	\$54,000,000	\$54,000,000	\$27,163,683	\$81,163,683

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	106.63
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	7
TransAction Project Rating:	80.77
TransAction Project Rating Rank:	4

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Increase access to employees, markets, jobs and destinations
- Improve connections among and within areas of regional growth
- Increase network safety
- Increase integration between modes and systems by providing new shared-use path
- Improve operation of regional system
- Reduce negative impacts of transportation on communities and the environment

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.

APPENDIX D-Tax Covenants

TAX COVENANTS (For Bond Funded Projects Only)

The Recipient Entity will not permit more than five percent of the total amount of NVTA Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTA Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.

The Recipient Entity agrees not to requisition or spend NVTA Bond Proceeds for any Project Cost not constituting a Capital Expenditure.

Except as may be described in Appendix B, the Recipient Entity neither has on the date of this Agreement nor expects to have after this date any funds that are restricted, segregated, legally required or otherwise intended to be used, directly or indirectly, for the purposes for which the Recipient Entity is receiving NVTA Bond Proceeds.

The Recipient Entity acknowledges that it may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are remitted directly by NVTA to the contractors/vendors or (ii) the Recipient Entity remits payment to the contractors/vendors within five banking days after the date on which NVTA advances the amount of the requisition. NVTA may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTA's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTA Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not

engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof).

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. For the purposes hereof, the Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

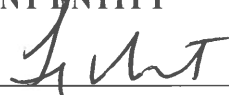
"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include (i) ownership for federal tax purposes of Financed Property by a Nongovernmental Person and (ii) actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and

(iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade of business" within the meaning of Section 162 of the Code.

RECIPIENT ENTITY

By: 
Name: Tim Hemstreet
Title: County Administrator
Date: 5/4/2022

Appendix E -Authorization of designee(s)

Attach this page to the recipient governing body's authorization for their respective designee(s) to execute the Standard Project Agreement and Tax Covenant (if applicable) on their behalf(s) as evinced by entity's clerk's minutes.

Submission of the original signed or certified copy of the governing body's authorization is required

DRAFT

COMMONWEALTH OF VIRGINIA
COUNTY OF LOUDOUN
BOARD OF SUPERVISORS



**A RESOLUTION OF AUTHORIZATION FOR SUBMISSION TO THE NORTHERN VIRGINIA
TRANSPORTATION AUTHORITY (NVTA) FOR A FISCAL YEAR 2023 APPROPRIATION**

WHEREAS, The Board of Supervisors of Loudoun County, Virginia at the November 8, 2017, voted (8-0-1) to direct staff to prepare and submit applications to NVTA for nine projects, including the Route 15 Bypass Widening, between Battlefield Parkway and Montresor Road; and

WHEREAS, The Board on September 4, 2018, also authorized the Department of Transportation and Capital Infrastructure (DTCI) to submit a Standard Project Agreement(SPA) on behalf of the County, and authorized the County Administrator or his designee to execute SPA agreements and any future adjustments on behalf of the Board; and

WHEREAS, in accordance with (NVTA) Regional (70%) funding allocation procedures, Standard Project Agreements between the Applicant and the Authority are required prior to the start of a project approved by the Authority for funding.

NOW, THEREFORE, BE IT RESOLVED THAT, the Loudoun County Board of Supervisors, requests the Northern Virginia Transportation Authority to accept a SPA from the County, as approved by the Board of Supervisors on May 3, 2022, for the following project:

2018-021-1 Route 15 Bypass Widening: Battlefield Parkway to Montresor Road - \$54,000,000

BE IT FURTHER RESOLVED THAT the Loudoun County Board of Supervisors authorizes the Department of Transportation and Capital Infrastructure the authority to submit a Standard Project Agreement and authorizes the County Administrator or his designee to execute the agreements and any future adjustments on behalf of the Board.

APPROVED this 3rd day of May, 2022.

By: Phyllis J. Randall
Phyllis J. Randall, Chair, At-Large

By: Tim Hemstreet
Tim Hemstreet, County Administrator

Attachment 1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Justin Wilson, Planning and Programming Committee Chair
Monica Backmon, Chief Executive Officer

DATE: July 7, 2022

SUBJECT: Adoption of the FY2022-2027 Six Year Program

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the FY2022-2027 Six Year Program (SYP).
2. **Suggested Motion:** *I move Northern Virginia Transportation Authority adoption of the FY2022-2027 Six Year Program.*
3. **Background:** The FY2022-2027 Six Year Program (SYP) is the Authority's sixth funding program and the second largest to date. The schedule for the SYP Update included:
 - a. **July 1, 2021**---Announced Call for Regional Transportation Projects for the SYP.
 - b. **October 1, 2021**---Project applications due.
 - c. **April 15, 2022**---NVTA released the SYP candidate project list and related information for public comment. This list comprised 26 eligible candidate regional transportation projects submitted by nine applicants with an associated total funding request of \$1.229 billion.
 - d. **May 4, 2022**---Open House held
 - e. **May 12, 2022**---Public Hearing held
 - f. **May 12, 2022**---NVTA approved \$626,290,870 in regional revenues for the FY2022-2027 SYP.
 - g. **May 22, 2022**---Public Comment period ended.
 - h. **June 6, 2022**---NVTA staff recommendations released to the nine applicants and subsequently to NVTA's Statutory Committees (Technical Advisory Committee (TAC), Planning Coordination and Advisory (PCAC)), Standing Committee (Planning and Programming Committee (PPC)), and to Authority members. NVTA staff recommended 17 projects be fully funded, three projects be partially funded, and six projects not be funded.

- i. **June 9, 2022**---Authority members briefed on public comments.
- j. **June 14, 2022**---TAC unanimously endorsed the NVTA staff recommendations.
- k. **June 22, 2022**---PCAC unanimously endorsed the NVTA staff recommendations.
- l. **June 23, 2022**---PPC unanimously endorsed the NVTA staff recommendations.
- m. **June 24, 2022**---PPC recommendations posted on the FY2022-2027 Six Year Program page on NVTA's website.

4. Summary of Public Comments

During the SYP public comment period from April 15 to May 22, 2022, more than 1,600 project-specific comments were submitted by nearly 450 respondents. Approximately 29 percent of these comments focused on three projects:

- a. 175 supported and 5 opposed ARL-021 (Ballston-MU Metrorail Station West Entrance) submitted by Arlington County;
- b. 157 supported and 1 opposed CFC-008 (North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place) submitted by the City of Falls Church; and
- c. 85 opposed and 36 supported PWC-027 (Van Buren Road North Extension: Route 234 to Cardinal Drive) submitted by Prince William County.

A group of eight non-roadway projects garnered the next largest number of comments. These eight projects each received a similar number of overwhelmingly supportive comments (between 88 and 100 each) accounting for approximately 49 percent of the project-specific comments.

With one exception, all 11 projects referenced above are recommended for full funding. The exception, Prince William County's Van Buren Road project, is recommended for partial funding. This reflects the divided nature of the comments received for what is otherwise a high-performing project.

NVTA staff has posted a [summary report](#) of public comments, together with the [actual comments](#), on NVTA's website.

5. Development of NVTA Staff Recommendations

The imbalance between funding requested and funding available, while not a direct factor in project evaluation, is an overarching constraint on the number of recommended projects and associated funding.

NVTA staff developed project/funding recommendations that used a project selection process comprised of four components (eligibility, quantitative analysis, qualitative considerations, and public comment). Among these components, one of the three quantitative evaluation analyses – Congestion Reduction Relative to Cost (CRRC) ratios – was the most important, as the Authority is required to give priority to projects with the strongest performance on this scale.

Another of the quantitative evaluation analyses – Long Term Benefit – was applied for the first time to any NVTA funding program since the passage of HB2313 in 2013, which established a revenue stream for NVTA. Long Term Benefit is required by the Code of Virginia to ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues attributed to that locality.

6. Committee Reviews

The NVTA staff project/funding recommendations were presented to the Technical Advisory Committee (TAC) on June 14, 2022, and the Planning Coordination Advisory Committee (PCAC) on June 22, 2022. Both committees unanimously endorsed the NVTA staff recommendations.

The Planning and Programming Committee (PPC) met on June 23, 2022. The PPC also unanimously endorsed the NVTA staff recommendations. With that action and taking account of the preceding endorsements by the TAC and PCAC, the resulting recommendations are referred to as the PPC recommendations.

NVTA staff posted the PPC recommendations on June 24, 2022; meeting a requirement to post final recommendations at least 15 days prior to the meeting at which the Authority will adopt the Six Year Program.

7. Next steps

Following adoption of the SYP, various messaging activities are planned for the remainder of July 2022. Full documentation of the adopted Six Year Program will be finalized over the summer, with a view to publication in Fall 2022.

The Authority's next Call for Regional Transportation Projects (CfRTP) is anticipated in May 2023, two months earlier than the corresponding CfRTP for the FY2022-2027 SYP. This next CfRTP will drive the development of the Authority's FY 2024-2029 SYP, which is targeted for adoption in July 2024.

July 1, 2025, is anticipated as the earliest date that FY2022-2027 SYP revenues will be available, necessitating appropriation activity during the normal budget cycle in spring 2025.

Attachments:

5A. PPC Recommendations for FY2022-2027 SYP

5B. PPC Recommendation for FY2022-2027 SYP Presentation

Northern Virginia Transportation Authority

FY2022-27 Six Year Program: **Planning and Programming Committee (PPC) Recommendations**

6/23/2022

Jurisdiction	Application ID	Project Title	Requested Amount	Requested Phase(s)	Recommended Amount	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	1
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	2
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	3
Prince William County	PWC-035	Old Centreville Road Widening: Fairfax County Line to Route 28	\$ 96,000,000	PE, ROW, CN			4
Prince William County	PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	CN	\$ 53,000,000	\$ 183,500,000	5
Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	6
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7
Prince William County	PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	\$ 225,351,639	8
Fairfax County	FFX-124	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	Asset Acq	\$ 10,000,000	\$ 235,351,639	9
Prince William County	PWC-029	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	\$ 35,000,000	ROW, CN			10
Fairfax County	FFX-131	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane*	\$ 60,207,038	PE, ROW, CN	\$ 60,207,038	\$ 295,558,677	11
Town of Herndon	HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	ROW, CN	\$ 4,581,000	\$ 300,139,677	12
Loudoun County	LDN-024	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	ROW, CN	\$ 16,000,000	\$ 316,139,677	13
Prince William County	PWC-031	Construct Interchange at Prince William Parkway and Minnieville Road	\$ 67,500,000	ROW, CN			14
Prince William County	PWC-030	Route 1 at Route 123 Interchange	\$ 61,200,000	PE, CN	\$ 3,000,000	\$ 319,139,677	15
Loudoun County	LDN-028	Loudoun County Parkway Interchange at US 50*	\$ 35,250,000	PE, ROW, CN	\$ 35,250,000	\$ 354,389,677	16
Fairfax County	FFX-128	Richmond Highway (Route 1) BRT*	\$ 80,000,000	PE, ROW, CN	\$ 80,000,000	\$ 434,389,677	17
Fairfax County	FFX-125	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	PE, ROW, CN	\$ 4,200,000	\$ 438,589,677	18
Fairfax County	FFX-121	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive*	\$ 73,793,037	PE, ROW, CN	\$ 73,793,037	\$ 512,382,714	19
Prince William County	PWC-037	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	\$ 26,500,000	PE, ROW, CN			20
Fairfax County	FFX-119	Frontier Drive Extension and Intersection Improvements*	\$ 145,200,000	PE, ROW, CN			21
City of Alexandria	ALX-018	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design*	\$ 5,000,000	PE	\$ 5,000,000	\$ 517,382,714	22
Town of Leesburg	LEE-010	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	\$ 13,283,839	ROW			23
Arlington County	ARL-021	Ballston-MU Metrorail Station West Entrance*	\$ 80,000,000	CN	\$ 80,000,000	\$ 597,382,714	24
City of Alexandria	ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	CN	\$ 5,000,000	\$ 602,382,714	25
City of Falls Church	CFC-008	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	PE, ROW, CN	\$ 22,500,000	\$ 624,882,714	26
TOTAL			\$ 1,229,166,553		\$ 624,882,714		
NVTA-approved Regional Revenue					\$ 626,290,870		
Unprogrammed					\$ 1,408,156		

Notes:

	Recommended for funding full request
	Recommended for funding partial request (PE only)
	Not recommended for funding
XXX	Amount recommended is less than the request
*	Previously funded project or closely related to a previously funded project

PE	Preliminary engineering/design
ROW	Right of way
CN	Construction
Asset Acq	Asset acquisition

FY2022-2027 Six Year Program

*Planning and Programming Committee
Recommendations
July 14, 2022*



Presented by:
Monica Backmon, CEO, NVTA



Topics



1. Context
2. Key Components of Project Selection Process
3. Overview of PPC Recommendations
4. Detailed PPC Recommendations
5. Next Steps





Context: Summary of Previous Funding Programs



Funding Program	Amount Requested (\$)	Amount Approved (\$)	Approved/Requested (%)
FY2014	339,693,000	188,993,000	56
FY2015-2016	467,124,215	336,944,000	72
FY2017	297,949,000	166,043,951	56
FY2018-2023 Six Year Program	2,470,139,861	1,285,273,281	52
FY2020-2025 Six Year Program	1,444,826,078	539,110,783	37
Total Funding To Date	5,019,732,154	2,516,365,015	50
FY2022-2027 Six Year Program	1,229,166,553	626,290,870	51



Context: Extent of Previous Funding Programs



- Using regional revenues from its first 12 funding years (FY2014-FY2025), NVTAA has invested nearly **\$2.5 billion** in **106** regional transportation projects:

Primary Mode	Projects	NVTAA Funding (\$)	Types of Project
Roadway	38	1,466,032,632	New and widened facilities, including sidewalks and trails
Transit	19	475,680,661	BRT, bus acquisitions, maintenance and storage facilities
Rail	13	243,421,209	New and expanded stations, new and upgraded track
Intersection	17	223,997,000	Enhanced intersections and grade-separated interchanges
Bike and Pedestrian	10	63,899,187	Enhanced and new facilities, Complete Streets
Transportation Technology	6	17,195,491	Transit Signal Priority, Intelligent Transportation Systems
Park and Ride	3	5,800,000	New lots and garages
Total	106	2,496,026,180	

Note: Total adjusted for approved projects that were subsequently withdrawn

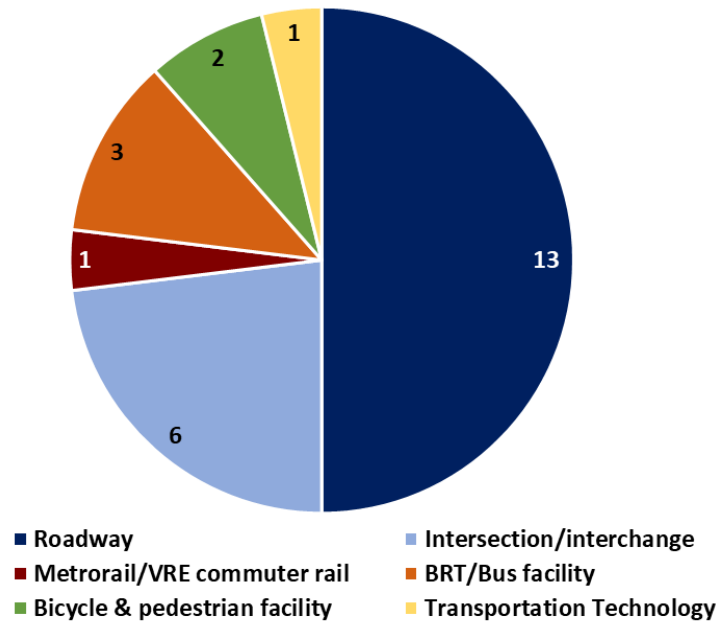


Context: Summary of Candidate Projects



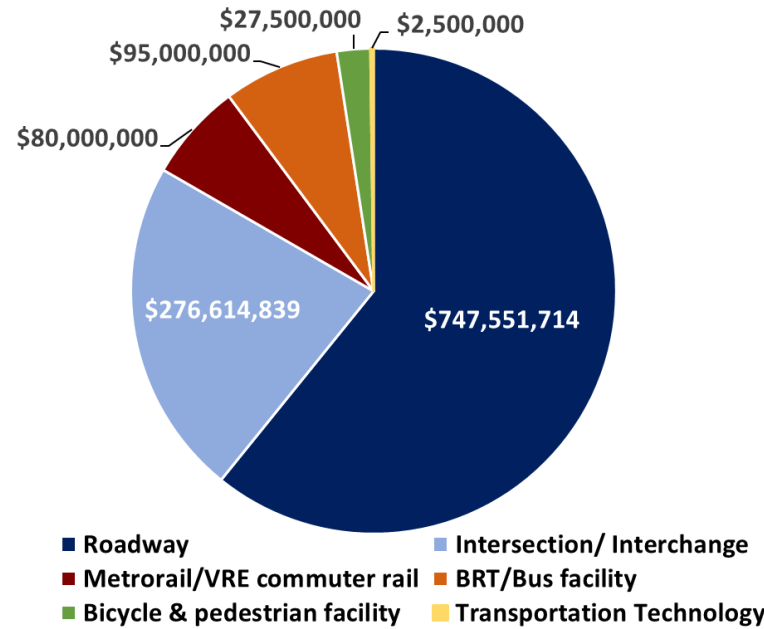
NVTA FY2022-2027 SYP: Number of Applications

Total candidates - 26



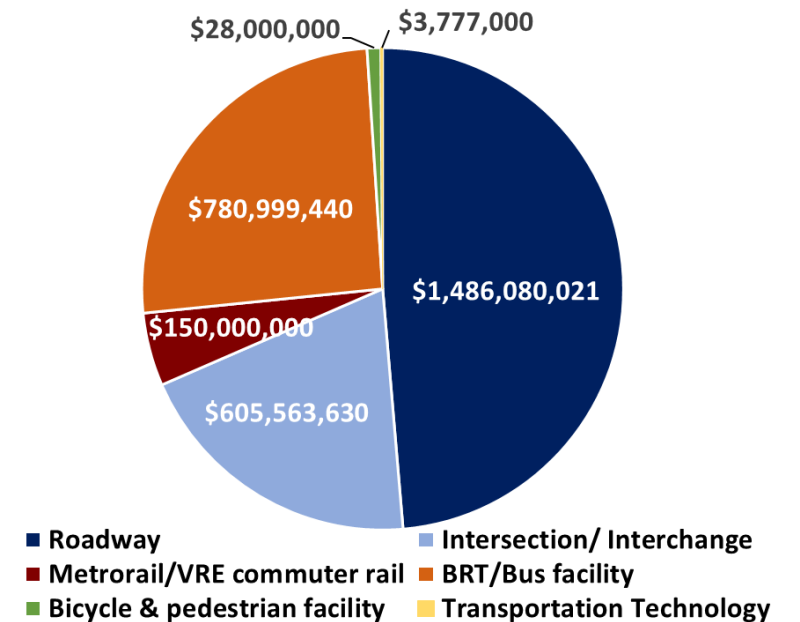
NVTA FY2022-2027 SYP: Requested Amount

Total request - \$1,229,166,553



NVTA FY2022-2027 SYP: Total Project Cost

Total project cost - \$3,054,420,091





Context: Committee Endorsements



- NVTA Staff recommendations for the FY2022-2027 Six Year Program (SYP) were unanimously endorsed by the Statutory/Standing committees:
 - **June 14, 2022** Technical Advisory Committee (6:30 p.m.)
 - **June 22, 2022** Planning Coordination Advisory Committee (6:30 p.m.)
 - **June 23, 2022** Planning and Programming Committee (7:30 p.m.)
- Following endorsement by the Planning and Programming Committee (PPC), the NVTA Staff recommendations became the PPC recommendations to the NVTA.
- PPC recommendations were posted on NVTA's website* on June 24, 2022

Note (*) See FY2022-2027 SYP webpage: <https://thenovaauthority.org/fy2022-2027-six-year-program/>



Key Components of the Project Selection Process



- While NVTA has no direct role in deciding which projects/modes are submitted by eligible applicants, projects submitted for funding consideration must be included in the current version of TransAction.
 - Each application must include a resolution of support from the Governing Body in order to be eligible for consideration.
- Eligible applicants determine which, if any, projects to submit to NVTA for funding consideration.
 - Each applicant has its own process for making this determination.
- The available funding amount for each Six Year Program Update is usually determined as part of the fiscal year budgeting process, which is after the application deadline.
- NVTA's project selection process adheres to all applicable parts of the Code of Virginia.
- Project selection recommendations are not based on a single factor, although congestion reduction relative to cost provides the initial ranking.



Key Components of the Project Selection Process



- **Eligibility Review** (TransAction, Governing Body resolution, candidate project located in NoVA)
- **Quantitative Analysis** (Congestion Reduction Relative to Cost, TransAction Project Ratings, Long-Term Benefit)
- **Qualitative Analysis** (Continuation project, past performance, extent of committed external funding, funding gap, project readiness, supporting resolutions from other Governing Bodies, other factors specific to individual candidate projects, modal and geographic balance)
- **Public Comment** received during the public comment period (online, email, testimony, USPS/delivery, phone)



Overview of PPC Recommendations



- **Recommending 20 of 26 candidate projects**
 - **17 of 20 projects** recommended for **full amount** of requested funding
 - **3 of 20 projects** recommended for **partial amount** of requested funding (Preliminary Engineering phase only)
 - **7 recommended projects** are continuation projects (or closely related to a previously funded project)
- Not recommending 6 of 26 candidate projects
 - Two continuation projects
- Recommending \$1,408,156 be unprogrammed





Overview of PPC Recommendations



- **Multimodal/Corridor Focus**

- Continued emphasis on roadway/BRT in the Route 1 corridor
- Continued emphasis on Fairfax County Parkway corridor

- **Transportation Technology**

- Intelligent Transportation Systems deployment in the Route 7 corridor (first NVTA-funded technology project outside of Arlington/Alexandria)
- Continued commitment to decarbonization of transit fleets

- **Geographically and Modally Balanced**

- Projects recommended for 8/9 applicants
- Includes projects for all primary modes requested (roadway, transit, intersection, bike/pedestrian, transportation technology)
- All transit, bike/pedestrian, and transportation technology projects recommended for full funding



Overview of PPC Recommendations



Primary Mode	Requested (\$)	Recommended (\$)	Rec/Req Share (%)	SYP Rec Share (%)
Roadway	842,351,714	377,051,714	44.8	60.2
Transit	175,000,000	175,000,000	100.0	28.0
Intersection	181,814,839	42,831,000	23.6	6.8
Bike and Pedestrian	27,500,000	27,500,000	100.0	4.4
Transportation Technology	2,500,000	2,500,000	100.0	0.4
N/A*		1,408,156	N/A	0.2
Total	1,229,166,553	626,290,870	51.0	100.0

Note:

* Unprogrammed



Overview of PPC Recommendations



Jurisdiction/ Agency	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Arlington County	1	80,000,000	6.5%	1	80,000,000	12.8%
Fairfax County	7	572,000,075	46.5%	6	336,200,075	53.7%
Loudoun County	4	73,750,000	6.0%	4	73,750,000	11.8%
Prince William County	8	444,200,000	36.2%	4	89,000,000	14.2%
City of Alexandria	2	10,000,000	0.8%	2	10,000,000	1.6%
City of Falls Church	1	22,500,000	1.8%	1	22,500,000	3.6%
City of Manassas	1	8,851,639	0.7%	1	8,851,639	1.4%
Town of Herndon	1	4,581,000	0.4%	1	4,581,000	0.7%
Town of Leesburg	1	13,283,839	1.1%	0	-	0.0%
					624,882,714	
N/A*					1,408,156	0.2%
Total	26	1,229,166,553	100%	20	626,290,870	100%

Note:

* Unprogrammed



Detailed PPC Recommendations



FY2022-27 Six Year Program: Planning and Programming Committee (PPC) Recommendations

6/23/2022

Jurisdiction	Application ID	Project Title	Requested Amount	Requested Phase(s)	Recommended Amount	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	1
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	2
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	3
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Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	6
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7
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TOTAL			\$ 1,229,166,553		\$ 624,882,714		
NVTA-approved Regional Revenue					\$ 626,290,870		
Unprogrammed					\$ 1,408,156		

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	Recommended for funding partial request (PE only)
	Not recommended for funding
XXX	Amount recommended is less than the request
*	Previously funded project or closely related to a previously funded project

PE	Preliminary engineering/design
ROW	Right of way
CN	Construction
Asset Acq	Asset acquisition



Detailed PPC Recommendations



- The Long-Term Benefit (LTB) requirement explicitly affects 2 recommendations:
 - Ballston-MU West Metrorail Station Entrance (Arlington County) recommended for full funding – CRRC rank #24/26*
 - Neabsco Road Improvements (Prince William County) not recommended – CRRC rank #20/26
- The extent to which any residual LTB imbalances remain, or new imbalances are created, will be assessed after adoption of the FY2022-2027 SYP.

*Note: In addition to Long-Term Benefit, other factors included in the recommendation of funding for this project include: overwhelming public support, strong TransAction project ranking (#8/26), and modal/geographic balance.



Next Steps



- **July 14, 2022** Authority adopts FY2022-2027 SYP
- **Summer 2022** NoVA Gateway Dashboard* updated to include approved projects
- **May 2023** (Anticipated) Call for Regional Transportation Projects for FY2024-2029 SYP

Note (*) <https://novagateway.org/Dashboard/Overview>



Thank you!



TheNoVaAuthority.org and
NVTATransAction.org



Northern Virginia
Transportation Authority



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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: July 7, 2022

SUBJECT: Approval of Public Comment Period and September 8, 2022, as the Public Hearing Date for TransAction

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of September 8, 2022, as the Public Hearing date and Monday, August 1, 2022, until midnight on Sunday, September 18, 2022, as the Public Comment Period for the TransAction Update. This action will enable NVTA staff to initiate necessary actions associated with the advertisement and posting requirements for the public comment process for the TransAction Update.

Suggested Motion: *I move Authority approval of September 8, 2022, as the Public Hearing Date and Monday August 1, 2022, until midnight on Sunday, September 18, 2022, as the Public Comment Period for the TransAction Update.*

- 2. Background:** TransAction is updated on a five-year cycle and, when adopted, provides a legislatively mandated eligibility filter for candidate projects to be included in subsequent Six Year Program updates. For example, the current TransAction adopted in October 2017, provided the eligibility basis for projects included in the FY2018-2023, FY2020-2025, and FY2022-F2027 Six Year Programs.

TransAction is a fiscally and geographically unconstrained plan, meaning that projects are not required to have any reasonable expectation of funding to be included, nor do they have to be physically located in Northern Virginia. Similarly, inclusion of any project in TransAction does not represent a funding commitment from NVTA or any other government or corporate entity.

TransAction will also offer commentary on the likely transportation challenges and opportunities that Northern Virginia will face in 2045, including the extent to which it may help to accomplish NVTA's vision and goals (mobility, accessibility, and resilience) while embracing NVTA's three core values (equity, safety, and sustainability).

- 3. Discussion:** The Public Hearing will be held at 7:00pm at NVTA's offices, immediately prior to the Authority's regular monthly business meeting on September 8. As with the Public Hearing for the FY2022-2027 Six Year Program held on May 12, 2022, the TransAction Public Hearing

will offer a hybrid format, enabling interested parties to submit testimony in-person or remotely.

As with the Six Year Program public comment period, the bulk of public comments are expected to be submitted electronically using an online comment form accessed via the TransAction website (www.NVTATransAction.org). To streamline the analytical process, the option to submit comments to a dedicated email account will not be offered, but voicemail, USPS, and hand delivery to NVTA's offices will be available for those who are unable, or chose not to, utilize the online form option or the Public Hearing.

Options will be explored to provide virtual interaction opportunities during the public comment period. A comprehensive and targeted outreach campaign using digital media will be activated to raise awareness of the public comment period. NVTA staff will coordinate with the region's public information officials to spread the word, and request that Authority and committee members provide public outreach as well.

The public comment period will not begin until August 1 to minimize the potential for confusion between TransAction and post-adoption messaging associated with the FY2022-2027 Six Year Program. The latter is anticipated to continue during the second half of July, during which time final preparations for the TransAction public comment period will be made.

The public comment packet will be forwarded to Authority members and staff will be the end of July. The packet will comprise two components:

- a. Draft 24-page TransAction Plan document, summarizing travel conditions in 2045 and analyzing the impacts associated with the more than 400 regional projects identified to address future needs, together with an evaluation of uncertainty associated with long-range transportation planning; and
- b. Draft TransAction Project List comprising the more than 400 regional projects which have an estimated cost of more than \$75 billion.

Together, these two components represent TransAction. The full public comment packet, project mapping, Frequently Asked Questions (FAQs), and other supporting information will be available on the TransAction website.

4. **Recent Briefings**

Following the Authority work session on goals, objectives, and weighted performance measures on October 28, 2021, NVTA staff and consultant team hosted a second Authority work session on May 19, 2022, at the Fairfax City Hall. This second work session provided an opportunity to brief Authority members on the draft TransAction Project List and findings from the preliminary TransAction analysis, as well as to seek feedback and guidance moving forward.

During the March and May meeting cycles, NVTA staff briefed committee members on the TransAction Update. Committees briefed were the Authority's two Statutory Committees – Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) – and the Planning and Programming Committee (PPC). NVTA staff will provide future

briefings to committee members in July and during the fall, in readiness for seeking committee endorsements of the NVTA staff recommendations in the November 2022 meeting cycle.

5. Next Steps

Subject to Authority approval of September 8, 2022, as the date of the TransAction Public Hearing:

- a. **August 1 – September 18, 2022:** Public comment period;
- b. **September 8, 2022:** Public Hearing at NVTA (prior to regularly scheduled Authority meeting);
- c. **October 13, 2022:** Briefing on public comments to NVTA at its regularly scheduled Authority meeting;
- d. **November 2022:** Release of NVTA staff recommendations for review and endorsement by TAC, PCAC, and PPC; and
- e. **December 8, 2022:** Authority adoption of TransAction.

GOVERNANCE AND PERSONNEL COMMITTEE

Chair Phyllis J. Randall, Chair



2022 General Assembly Update
Verbal Report

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Justin Wilson, Planning and Programming Committee Chair

DATE: July 7, 2022

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on June 23, 2022. The meeting was held at the NVTA offices. Four Committee members attended in-person and one member attended remotely. The meeting was livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of March 21, 2021, Meeting:**
The meeting summary for the March 21, 2021, meeting was approved unanimously.
 - b. **FY2022-2027 Six Year Program**
The Committee received a presentation from Mr. Jasper regarding the context of the FY2022-2027 Six Year Program (SYP), evaluation criteria and results, and staff recommendations and rationale for the same. Dr. Nampoothiri explained the deliberations of the Technical Advisory Committee and Planning Coordination Advisory Committee and their unanimous endorsement of the staff recommendations. The Committee discussed various aspects of the recommendations. A motion supporting the staff recommendation was passed unanimously.
4. **Discussion Items:**
 - a. **TransAction: Status Update**
The Committee received a briefing on the status of the TransAction update. The draft Plan document and final projects are being prepared. These will be published for public comment, which is expected to run from early August to late September with a Public Hearing to be held on September 8th, prior to the start of the Authority's business meeting.

b. NVTA Update

Ms. Backmon reminded the Committee that the FY2022-2027 Six Year Program recommendations will be presented to the Authority for adoption at the meeting on July 14th.

Next Steps

The PPC will continue to be engaged in the development of TransAction Plan update. The next Committee meeting date will be decided later.

Attachment:

8A. FY2022-2027 Six Year Program Recommendations

FY2022-2027 Recommendations

Northern Virginia Transportation Authority								6/23/2022
FY2022-27 Six Year Program: Planning and Programming Committee (PPC) Recommendations								
Jurisdiction	Application ID	Project Title	Requested Amount	Requested Phase(s)	Recommended Amount	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank	
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	1	
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	2	
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	3	
Prince William County	PWC-035	Old Centreville Road Widening: Fairfax County Line to Route 28	\$ 96,000,000	PE, ROW, CN			4	
Prince William County	PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	CN	\$ 53,000,000	\$ 183,500,000	5	
Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	6	
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7	
Prince William County	PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	\$ 225,351,639	8	
Fairfax County	FFX-124	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	Asset Acq	\$ 10,000,000	\$ 235,351,639	9	
Prince William County	PWC-029	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	\$ 35,000,000	ROW, CN			10	
Fairfax County	FFX-131	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane*	\$ 60,207,038	PE, ROW, CN	\$ 60,207,038	\$ 295,558,677	11	
Town of Herndon	HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	ROW, CN	\$ 4,581,000	\$ 300,139,677	12	
Loudoun County	LDN-024	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	ROW, CN	\$ 16,000,000	\$ 316,139,677	13	
Prince William County	PWC-031	Construct Interchange at Prince William Parkway and Minnieville Road	\$ 67,500,000	ROW, CN			14	
Prince William County	PWC-030	Route 1 at Route 123 Interchange	\$ 61,200,000	PE, CN	\$ 3,000,000	\$ 319,139,677	15	
Loudoun County	LDN-028	Loudoun County Parkway Interchange at US 50*	\$ 35,250,000	PE, ROW, CN	\$ 35,250,000	\$ 354,389,677	16	
Fairfax County	FFX-128	Richmond Highway (Route 1) BRT*	\$ 80,000,000	PE, ROW, CN	\$ 80,000,000	\$ 434,389,677	17	
Fairfax County	FFX-125	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	PE, ROW, CN	\$ 4,200,000	\$ 438,589,677	18	
Fairfax County	FFX-121	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive*	\$ 73,793,037	PE, ROW, CN	\$ 73,793,037	\$ 512,382,714	19	
Prince William County	PWC-037	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	\$ 26,500,000	PE, ROW, CN			20	
Fairfax County	FFX-119	Frontier Drive Extension and Intersection Improvements*	\$ 145,200,000	PE, ROW, CN			21	
City of Alexandria	ALX-018	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design*	\$ 5,000,000	PE	\$ 5,000,000	\$ 517,382,714	22	
Town of Leesburg	LEE-010	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	\$ 13,283,839	ROW			23	
Arlington County	ARL-021	Ballston-MU Metrorail Station West Entrance*	\$ 80,000,000	CN	\$ 80,000,000	\$ 597,382,714	24	
City of Alexandria	ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	CN	\$ 5,000,000	\$ 602,382,714	25	
City of Falls Church	CFC-008	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	PE, ROW, CN	\$ 22,500,000	\$ 624,882,714	26	
TOTAL			\$1,229,166,553		\$ 624,882,714			
NVTA-approved Regional Revenue					\$ 626,290,870			
Unprogrammed					\$ 1,408,156			
Notes:								
	Recommended for funding full request							
	Recommended for funding partial request (PE only)							
	Not recommended for funding							
XXX	Amount recommended is less than the request							
*	Previously funded project or closely related to a previously funded project							
					PE	Preliminary engineering/design		
					ROW	Right of way		
					CN	Construction		
					Asset Acq	Asset acquisition		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Linda J. Colbert, Planning Coordination Advisory Committee Chair

DATE: July 7, 2022

SUBJECT: Planning Coordination Advisory Committee Report

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).

2. Background: The PCAC met on June 22, 2022. The meeting was held in NVTA offices, with options to participate remotely. Eight members were present in-person, and one member joined via an online meeting collaboration platform. The meeting was livestreamed on YouTube.

3. Action Items:

a. Summary Notes of May 25th, 2022, Meeting:

The May 25, 2022, meeting summary was approved, with abstentions from members who did not attend the May 25, 2022, meeting.

b. Review of FY 2022-2027 Six Year Program Staff Recommendations:

Mr. Jasper presented staff recommendations for funding from the 26 candidate projects discussing in detail key components of the project selection process.

Committee members asked clarification questions on partial allocations, public comments and some project-specific distributions, and project-specific consideration of long-term benefit estimates. After a discussion, a motion supporting the staff recommendations was unanimously approved.

Next step is to present this recommendation to NVTA's Planning and Programming Committee on June 23rd.

4. Discussion Items:

a. Status of TransAction Plan Update:

Mr. Jasper provided a brief update on current status of TransAction, with the goal to adopt the plan at the December 2022 Authority meeting. He stressed on the point that after its adoption, TransAction's project list will constitute the basis for candidate projects' initial eligibility review in the next three funding cycles.

b. NVTA Update:

NVTA Chief Executive Officer, Ms. Backmon, mentioned the General Assembly, in their Special Session, passed a budget which does not include a gas tax suspension. Additionally, due to the new Freedom of Information Act (FOIA) remote participation eligibility/requirements, the PCAC is eligible to meet remotely once the Authority updates its remote meeting participation policy. It is anticipated that the policy will be updated in September.

5. Next steps

PCAC members will continue to be engaged in the update of NVTA's long-range transportation plan, TransAction.

Attachment:

9A. PCAC Recommendation

PCAC Recommendation

Northern Virginia Transportation Authority
 FY2022-27 Six Year Program: **DRAFT** Staff Recommendations

Jurisdiction	Project Title	CRRR Rating	CRRR Rank	Request	Requested Phase(s)	Recommended	Cumulative	TA Rating	TA Rank
Loudoun Co	Route 7 Corridor ITS Implementation Program	2064.26	1	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	20.10	9
Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	110.79	2	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	33.32	5
Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	105.22	3	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	56.20	1
Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28	104.72	4	\$ 96,000,000	PE, ROW, CN			36.15	4
Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	88.43	5	\$ 53,000,000	CN	\$ 53,000,000	\$ 183,500,000	27.21	7
Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	70.77	6	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	17.16	13
City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	69.11	7	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7.79	24
Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	64.48	8	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	\$ 225,351,639	12.03	18
Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	48.88	9	\$ 10,000,000	Asset Acq	\$ 10,000,000	\$ 235,351,639	15.99	14
Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	28.99	10	\$ 35,000,000	ROW, CN			9.04	21
Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	21.95	11	\$ 60,207,038	PE, ROW, CN	\$ 60,207,038	\$ 295,558,677	37.98	3
Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	17.94	12	\$ 4,581,000	ROW, CN	\$ 4,581,000	\$ 300,139,677	17.52	12
Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	17.50	13	\$ 16,000,000	ROW, CN	\$ 16,000,000	\$ 316,139,677	9.28	20
Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road	13.55	14	\$ 67,500,000	ROW, CN			13.75	16
Prince William Co	Route 1 at Route 123 Interchange	7.37	15	\$ 61,200,000	PE, CN	\$ 3,000,000	\$ 319,139,677	10.91	19
Loudoun Co	Loudoun County Parkway Interchange at US 50	6.87	16	\$ 35,250,000	PE, ROW, CN	\$ 35,250,000	\$ 354,389,677	12.80	17
Fairfax Co	Richmond Highway (Route 1) BRT	5.97	17	\$ 80,000,000	PE, ROW, CN	\$ 80,000,000	\$ 434,389,677	44.50	2
Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	5.13	18	\$ 94,800,000	PE, ROW, CN	\$ 4,200,000	\$ 438,589,677	8.83	22
Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	4.65	19	\$ 73,793,037	PE, ROW, CN	\$ 73,793,037	\$ 512,382,714	19.65	10
Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	3.85	20	\$ 26,500,000	PE, ROW, CN			3.12	26
Fairfax Co	Frontier Drive Extension and Intersection Improvements	3.79	21	\$ 145,200,000	PE, ROW, CN			8.46	23
City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	2.77	22	\$ 5,000,000	PE	\$ 5,000,000	\$ 517,382,714	30.73	6
Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	1.83	23	\$ 13,283,839	ROW			17.97	11
Arlington Co	Ballston-MU Metrorail Station West Entrance	1.28	24	\$ 80,000,000	CN	\$ 80,000,000	\$ 597,382,714	26.08	8
City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	0.20	25	\$ 5,000,000	CN	\$ 5,000,000	\$ 602,382,714	6.35	25
City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	0.15	26	\$ 22,500,000	PE, ROW, CN	\$ 22,500,000	\$ 624,882,714	14.49	15
TOTAL				\$ 1,229,166,553		\$ 624,882,714			
NVTA-approved Regional Revenue						\$ 626,290,870			
Return to Regional Funds (unallocated)						\$ 1,408,156			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mr. Randy Boice, Technical Advisory Committee Chair

DATE: July 7, 2022

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on June 14, 2022. The meeting was held at the NVTA offices. Seven committee members attended in-person and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of March 16, 2022, Meeting:**
The meeting summary for the March 16, 2022, meeting was approved unanimously.
 - b. **Summary Notes of April 20, 2022, Meeting:**
The meeting summary for the April 20, 2022, meeting was approved unanimously.
 - c. **Summary Notes of May 18, 2022, Meeting:**
The meeting summary for the May 18, 2022, meeting was approved unanimously.
 - d. **Review of FY2022-2027 Six Year Program (SYP) Staff Recommendations:**
Mr. Jasper presented the staff recommendations for the FY2022-20227 SYP to the Committee. He discussed the key components of project selection, with particular emphasis on Congestion Reduction Relative to Cost (CRRC) and the multifaceted approach towards ranking projects. He also discussed the importance of Long-Term Benefit (LTB) in funding recommendations, alongside the key components of eligibility review, quantitative analysis, qualitative considerations, and public comment. Discussion over funding sources and allocation, LTB, public comment considerations, CRRC rankings, and project application strategy between members of the TAC and NVTA staff ensued. A motion to approve the FY2022-2027 Six Year Program Staff Recommendations passed unanimously. Recommended project list is provided as an attachment.

4. Discussion Items:

a. Status of TransAction Plan Update

Mr. Jasper mentioned that the staff is expected to seek Authority approval for the TransAction public comment period beginning in the summer and continuing into September and a public hearing in September at the July Authority meeting. He also added that the TransAction update is on track to be adopted by the end of the calendar year.

b. NVTA Updates

Ms. Backmon mentioned that the Virginia General Assembly will reconvene on Friday, June 17th, and a gas tax suspension discussion will occur. She will keep the Committee informed on the outcome.

5. Next Steps

The TAC will continue to be engaged in the update of TransAction.

Attachment:

10A. TAC Recommendation

TAC Recommendation

Northern Virginia Transportation Authority
 FY2022-27 Six Year Program: **DRAFT** Staff Recommendations

Jurisdiction	Project Title	CRRC Rating	CRRC Rank	Request	Requested Phase(s)	Recommended	Cumulative	TA Rating	TA Rank
Loudoun Co	Route 7 Corridor ITS Implementation Program	2064.26	1	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	20.10	9
Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	110.79	2	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	33.32	5
Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	105.22	3	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	56.20	1
Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28	104.72	4	\$ 96,000,000	PE, ROW, CN			36.15	4
Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	88.43	5	\$ 53,000,000	CN	\$ 53,000,000	\$ 183,500,000	27.21	7
Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	70.77	6	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	17.16	13
City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	69.11	7	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7.79	24
Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	64.48	8	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	\$ 225,351,639	12.03	18
Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	48.88	9	\$ 10,000,000	Asset Acq	\$ 10,000,000	\$ 235,351,639	15.99	14
Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	28.99	10	\$ 35,000,000	ROW, CN			9.04	21
Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	21.95	11	\$ 60,207,038	PE, ROW, CN	\$ 60,207,038	\$ 295,558,677	37.98	3
Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	17.94	12	\$ 4,581,000	ROW, CN	\$ 4,581,000	\$ 300,139,677	17.52	12
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Prince William Co	Route 1 at Route 123 Interchange	7.37	15	\$ 61,200,000	PE, CN	\$ 3,000,000	\$ 319,139,677	10.91	19
Loudoun Co	Loudoun County Parkway Interchange at US 50	6.87	16	\$ 35,250,000	PE, ROW, CN	\$ 35,250,000	\$ 354,389,677	12.80	17
Fairfax Co	Richmond Highway (Route 1) BRT	5.97	17	\$ 80,000,000	PE, ROW, CN	\$ 80,000,000	\$ 434,389,677	44.50	2
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Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	4.65	19	\$ 73,793,037	PE, ROW, CN	\$ 73,793,037	\$ 512,382,714	19.65	10
Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	3.85	20	\$ 26,500,000	PE, ROW, CN			3.12	26
Fairfax Co	Frontier Drive Extension and Intersection Improvements	3.79	21	\$ 145,200,000	PE, ROW, CN			8.46	23
City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	2.77	22	\$ 5,000,000	PE	\$ 5,000,000	\$ 517,382,714	30.73	6
Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	1.83	23	\$ 13,283,839	ROW			17.97	11
Arlington Co	Ballston-MU Metrorail Station West Entrance	1.28	24	\$ 80,000,000	CN	\$ 80,000,000	\$ 597,382,714	26.08	8
City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	0.20	25	\$ 5,000,000	CN	\$ 5,000,000	\$ 602,382,714	6.35	25
City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	0.15	26	\$ 22,500,000	PE, ROW, CN	\$ 22,500,000	\$ 624,882,714	14.49	15
TOTAL				\$ 1,229,166,553		\$ 624,882,714			
NVTA-approved Regional Revenue						\$ 626,290,870			
Return to Regional Funds (unallocated)						\$ 1,408,156			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Councilmember David Snyder, Transportation Technology Committee Chair

DATE: July 7, 2022

SUBJECT: Transportation Technology Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Transportation Technology Committee (TTC).
2. **Background:** The Transportation Technology Committee met on July 6th, 2022, at 8:30am. The meeting was held at the NVTA office. Five committee members attended in-person, two committee members participated virtually, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of April 13, 2022, Meeting:**
The meeting summary for the April 13, 2022, meeting was unanimously approved.
 - b. **Transportation Technology Strategic Plan (TTSP) Content and Progress Update:**
This was the first meeting of the TTC since the first anniversary of the adoption of the TTSP. For that reason, the Committee received updates on both major developments in the field, as well as an update on the implementation of the TTSP itself.

In the April TTC meeting, the Committee requested that NVTA Staff make recommendations for integrating three topics into the TTSP going forward:

- Topic: Connected and Automated Vehicles (CAVs) and related infrastructure
 - Staff recommended incorporating this topic into the existing TTSP strategy #4 - Minimize Potential for Zero Occupancy passenger Vehicles. They also recommended changing its title to reflect this change.
 - The Committee and staff discussed that the nature of the recommended change would expand the strategy from focusing on minimizing potential negatives to also maximizing potential benefits, taking a more comprehensive approach to CAVs.

- The Committee voted unanimously to adopt the expansion of the scope of TTSP strategy #4 and to update its title to “Enhance operations of the multimodal transportation system through connectivity and automation.”
- Topic: Hydrogen propulsion systems
 - Staff recommended incorporating this topic along with content on other synergistic technologies that could improve overall resiliency, like Vehicle to Grid (V2G), into the existing TTSP strategy #8 - Advance Decarbonization of the Transportation System.
 - The Committee noted that this approach increases the flexibility of strategy #8 to incorporate other technologies as appropriate in the future.
 - The Committee voted unanimously to adopt the expansion of this strategy.
- Topic: Transit innovations, such as microtransit
 - Staff recommended creating an entirely new strategy to focus on transit due to the number of technologies currently available to enhance this mode. Additionally, this approach would allow flexibility to address any new technologies that may emerge in the future. Topics that could be covered immediately include microtransit and Bus Rapid Transit (BRT), which would synergize with the work of NVTA’s BRT Working Group.
 - The Committee discussed how to best scope a new strategy of this type, with twin objectives of being well-aligned with the current structure and intention of the TTSP and effectively complimenting the ongoing update to TransAction without duplication.
 - The Committee voted unanimously to adopt this new strategy, under the title “Enhanced mobility in the region through innovation and emerging technologies in transit.”

Based on this discussion of the TTSP, its implementation thus far, and the collaborative decision to expand the content it covers, the Committee determined there would be value in NVTA staff exploring ways to facilitate the advancement of transportation technology projects. This could include convening a meeting with local and regional staff involved in transportation planning, funding, and operations.

4. Discussion Items:

a. TransAction Update

Mr. Jasper provided the Committee with an overview of the project list developed through the ongoing process to update TransAction, which includes 429 projects, 17 of which are technology focused. He said that in past funding programs not many technology projects have been submitted, noting that in the current cycle NVTA received its first application for a technology project outside of Alexandria and Arlington for an Information Technology Service project on Rte. 7, submitted by Loudoun County. He went on to explain that technology projects have historically

performed very well, particularly in terms of Congestion Reduction Relative to Cost (CRRC.) This was followed by a discussion of potential action the Committee and NVTA could take to convey the history of success for technology projects to funding applicants going forward, and staff were requested to make recommendations for this during the next TTC meeting.

Next Mr. Jasper explained the use of scenario analysis in the update of TransAction, including one scenario that focuses on transportation technologies. Three key takeaways include that if these technologies were adopted in accordance with assumptions made, they could generate a 25% fall in Person-Hours of Delay, a 37% reduction in duration of severe congestion, and 28% less emissions. Separately he noted that only the scenario that addressed pricing and incentives showed a potential to increase transit trips, which would require multi-layer government policies to realize.

b. NVTA Updates

Ms. Backmon informed the Committee that at the July 14th Authority meeting, the Authority is anticipated to adopt the funding of 20 projects for the FY2022-2027 Six Year Program and approve the public comment period and public hearing date for the TransAction update.

5. Next Steps

The next meeting of the Committee will be scheduled in coordination with the members.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Ms. Monica Backmon, Chief Executive Officer

DATE: July 7, 2022

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. Program Information Management and Monitoring System (PIMMS)

NVTA staff continues coordinating with the consultant for various Phase 4 system enhancement tasks. Last month, staff reviewed development efforts for several reports managing financial oversight of NVTA's projects. While working on these development tasks, staff has identified the need to enhance system logic/coding to update various NoVA Gateway dashboard charts and figures to better reflect NVTA's administrative processes. Currently, jurisdiction and NVTA staff are working towards eventual execution of a number of Standard Project Agreements (SPAs) related to the FY2018-2023 and FY2020-2025 Six Year Programs, using the automated functionality enabled by PIMMS.

b. Regional Multi-Modal Mobility Program (RM3P) Update

The Executive Committee for the Regional Multi-Modal Mobility Program (RM3P), of which I am the Vice Chair, recently received an update on the status of all elements of the program. This included an overview of ongoing deployment and procurement activities, which are occurring simultaneously. NVTA staff continue to be deeply involved in the development of RM3P and anticipate two additional contract announcements this fall.

c. Economic Development Series (Prince William County Chamber of Commerce)

On June 28th, I provided a transportation update along with Virginia Secretary of Transportation, W. Sheppard Miller III, to members of the Northern Virginia business community as part of the Economic Development Series hosted by the Prince William Chamber of Commerce. I elaborated on projects NVTA has funded in Prince William

County and the region and discussed the status of the FY2022-2027 Six Year Program Update and the TransAction Update. Secretary Miller spoke prior to my presentation and discussed the Commonwealth's efforts to increase the efficiency of the transportation network through the development of new technologies, the focus on increasing transit ridership, and more.

d. ART Groundbreaking

On June 15th, NVTA joined Arlington County, Arlington Transit (ART), and the Virginia Department of Rail and Public Transportation (DRPT) to officially break ground on the new [ART Operations and Maintenance Facility](#), on which NVTA has invested more than \$39 million in regional revenues. Once complete, the Facility, situated just off the major commuter route I-395, will be equipped with parking for 68 buses and feature provisions for potential and future zero-emissions electric-powered buses/battery charging stations. I joined fellow speakers, David Snyder, NVTA Vice Chair; Christian Dorsey, Board Member, Arlington County; Jennifer DeBruhl, DRPT Director and NVTA Member, among others.

2. Monthly Factoid Talking Point

July 2022 marks the 20th anniversary since the passing of Senate Bill 576, our enabling legislation. It is important to highlight some of the detailed work we do that is not often referred to but is none the less relevant and meaningful. Meant to be presented as a concise factoid or pertinent talking point, this will be a new, reoccurring addition to the CEO Report.

- a. NVTA takes a multimodal approach to keep a growing region moving. Of the current 106 Regional Investment projects, 38 are roadway way projects, and only 33 projects add lane miles. The 33 projects will add approximately 140 lane miles to the existing roughly 9,400 NoVA lane miles: an increase of 1.5%. Comparatively, from 2015-2025 the NoVA region has and will continue to experience a steady employment growth rate of 16% and a household/population growth of 13%¹.

¹ MWCOG-TPB draft version 9.2 cooperative forecasts

Functional Classification	NVTA-funded Projects	New/Widened Facility	New Lane Miles	NoVA Lane Miles	Increase in Lane Miles (%)	Example Facility Type
Interstate	0	0	0.00	442.30	0.00	I-66, I-95, I-395, I-495
Principal Arterial (Limited Access)	4	0/4	16.54	144.31	11.46	Route 28 (N of Route 50)
Principal Arterial	11	1/10	69.51	695.80	9.99	Routes 1, 7, 15, 28, Fairfax County Parkway
Minor Arterial	7	3/4	30.68	1585.54	1.93	Loudoun County Parkway, Rolling Road, Elden Street
Major Collector	4	3/1	9.02	1219.69	0.74	Frontier Drive, Soapstone Drive, Dulles West Blvd.
Minor Collector	7	5.5/1.5	14.07	627.38	2.24	Rock Hill Road, Summit School Road
Local	0	0	0.00	4718.60	0.00	
Total	33	12.5/20.5	139.82	9433.62	1.48	
Total (excluding Interstate and Local)	33	12.5/20.5	139.82	4272.72	3.27	

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, September 8th, 2022, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, September 8th, 2022, at 6:00pm.
- **Planning and Programming Committee:** TBD

B. NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, September 21st, 2022, at 7:00pm.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee's is scheduled for Wednesday, September 28, 2022, at 6:30pm.

C. Regional Projects Status Report:

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

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

Attachment:

12A. Regional Funding Program Projects Status Report



As of June 30, 2022.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,496,195,952	1. Fairfax County/VDOT/WMATA: Virtual Public Hearing for Frontier Drive Extension & Interchange Improvement project (FY2015-16/FY2018-23), July 12, at 7 p.m. 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	\$1,873,560,727	
Total Amount Reimbursed	\$637,749,097	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	63	
Completed	54	
Not Yet Executed	25	
Substantive Status Updates (during May-June 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	County Board awarded a construction contract in May. County staff working on 1 easement agreement, and 1 license agreement before issuing a NTP to project contractor.	10.0%
Boundary Channel Drive Interchange (FY2014)	100% Design Plans submitted to Arlington mid-June for comments. Construction anticipated to begin end of July (date subject to change).	50.7%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	A ground-breaking ceremony was held on May 9. Initial construction activities for Segment I underway. 90% Design Plans for Segment IIA was submitted on June 16, and under review.	0.0%
ART Operations and Maintenance Facilities (FY2018-23)	Construction Notice-To-Proceed issued to contractor on June 14, and a ground-breaking event was held on June 15. Initial comments on building permit design package for maintenance building & garage are being addressed.	4.3%
Fairfax County		
Frontier Drive Extension & Interchange Improvements (FY2015-16/FY2018-23)	The WMATA Environment Document is complete. A joint public hearing with VDOT/WMATA is scheduled on July 12.	FY2015-16: 100.0% FY2018-23: 0.0%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	A public information meeting was held on May 3, to provide design updates. Community Charm Conversations for Stations anticipated to begin in Summer 2022. A kick-off meeting is being planned for July.	5.6%
Loudoun County		
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	Phase 2 - Plats have been finalized. County reviewing completed appraisals for 2 parcels.	6.5%
Prince William County		
Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015-16/FY2017)	Utility relocation is significantly delayed. Project completion anticipated for Summer 2023. Southbound traffic lanes shift has been implemented between Prince William Parkway and Bel Air Road.	FY2014: 100.0% FY2015-16: 82.2% FY2017: 46.2%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Construction contract award approved by the Board on May 10, 2022. Construction is anticipated to start in July.	8.1%
Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (FY2015-16/FY2018-23)	Contract for project Right-of-Way, utility and geotechnical services approved by the Board on May 10, 2022. Design was endorsed by the Board on May 24.	FY2015-16: 44.5% FY2018-23: 0%
North Woodbridge Mobility Improvements (FY2020-25)	50% Design Plans submitted in May.	0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Right-of-Way acquisition process began April 15, 2022. Final design endorsed by the Board on May 10, 2022. Limited Access Control changes for approval by CTB in July.	5.6%
City of Alexandria		
Alexandria Duke St Transitway (FY2018-23)	Advisory group meeting was held on June 1 to collect community input on the project and a second meeting has been scheduled for June 30.	0.1%
City of Fairfax		
Roadway Network Northfax West (FY2018-23/2020-25)	ROW acquisitions are complete. Construction has started by property owners on their segments; City is preparing final plans for the portion the City will construct.	50.9%

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



NVTA Funding Program Project Status

Summary Report

Town of Herndon		
East Elden Street Improvements & Widening (FY2015-16)	Utility relocation (UPC 120508) was advertised on June 7, 2022. The bid opening is scheduled for Aug 24.	24.7%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	1st Public Info meeting held 4/28/22 with over 140 attendees. Preparation of information to Town Council to receive recommendation on preferred alternative continues in anticipation of presentation in late July.	0.0%
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	FTA NEPA guidance received. Pedestrian tunnel Task Order has been executed, and kick-off meeting held.	8.8%
No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Lee Highway Corridor ITS Enhancements (FY2017)	February 2022.	12.9%
Glebe Road Corridor ITS Improvements (FY2015-16)	March 2021.	31.2%
Intelligent Transportation System Improvements (FY2018-23)	January 2021.	10.3%
City of Falls Church		
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	March 2022.	0.0%

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