

Technical Advisory Committee Meeting

Wednesday, March 19, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and livestreamed via YouTube.

AGENDA

1. **Call to Order** Chair Boice

Action Items

2. **Summary Notes of January 15, 2025, Meeting** Chair Boice
Recommended Action: Approve Meeting Notes

Discussion/Information Items

3. **PDP – BRT Update** Keith Jasper, Principal, TPP
4. **NVTA Five-Year Strategic Plan Update** Amanda Sink,
Project Delivery/Grants Manager
5. **Project Status Update** Amanda Sink, Project Delivery/Grants Manager
6. **NVTA Update** Ms. Backmon, CEO
7. **Adjournment** Chair Boice

Next Meeting:

Wednesday, April 16, 2025

7:00 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

TECHNICAL ADVISORY COMMITTEE

Wednesday, January 15, 2025

7:00 p.m. EDT

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and livestreamed via YouTube.

MEETING SUMMARY

1. Call to Order/Welcome

- ✓ The meeting was conducted in-person. Chair Boice called the meeting to order at 7:02 p.m.
- ✓ **Attendees:**
 - **TAC Members:** Randy Boice; Karen Campblin; Michelle Cavucci; Armand Ciccarelli; Amy Morris; Dr. Shanjiang Zhu
 - **NVTA Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Sree Nampoothiri, Senior Manager, Transportation Planning and Programming; Michael Longhi, CFO; Alyssa Beyer, Regional Transportation Planner.
 - **Others:** None.

2. Summary Notes of November 20, 2024, Meeting

- ✓ Motion to approve the summary notes of the November 20, 2024, meeting was made by Mr. Ciccarelli. Seconded by Dr. Zhu. The motion passed unanimously.

3. 2025 Meeting Calendar

- ✓ Motion to approve the proposed 2025 meeting calendar was made by Ms. Cavucci. Seconded by Ms. Morris. The motion passed unanimously. Mr. Ciccarelli noted that the April meeting date aligns with spring break in the Arlington County school district.

4. Policy 30 Update and Recommendation

- ✓ Mr. Longhi began by reviewing the history of the draft policy's development.
 - Mr. Longhi reintroduced the memo from the 2015/2016 contingency funding analysis. He shared that the matter of NVTA providing

contingency funds was so complex that the committee recommended the NVTA not to become involved in funding contingencies.

- Part of this complication results from NVTA's governance structure, which differs from organizations like VDOT. While VDOT can typically reallocate funding to support a particular program or project as needed, NVTA cannot transfer funds from one project to support financial shortfall in another.
- In addition, NVTA is legislatively required to prioritize funding based on Congestion Relief Relative to Cost (CRRC), a calculation that is determined for each funding cycle and would be impacted by contingency funding.
- The issue of contingencies arose again during the most recent update to the Six Year Program (SYP), when two projects – both of which were previously indicated to be fully funded – came back through the program application process to address cost underestimates / overruns. While the Authority approved funding transfers from other NVTA-funded projects on this occasion, it instructed staff to come up with a policy regarding future resubmitted projects seeking to cover cost underestimates or overruns.
- The Authority indicated that the policy should set a high bar for any such projects seeking additional funding for cost underestimates, overruns, and transfers, with a petition process to potentially allow for rare exceptions.
- Mr. Armand clarified that the proposed policy will generally not fund contingencies but will accept requests for exceptions. Mr. Longhi confirmed this and emphasized the high standards for approval through the petition process.
- Ms. Cavucci asked about the frequency of encountering issues with cost underestimates and overruns. Mr. Longhi responded that it has been an infrequent issue. This is due largely because NVTA often works with project sponsors to find alternatives and has historically discouraged project sponsors to seek out additional NVTA funding, following the precedent laid out by the 2015/2016 analysis and the subsequent decision not to provide contingency funds.
- Ms. Cavucci asked if the projects that received accommodations in the most recent SYP would have successfully passed the proposed petition process. Mr. Longhi stated that it would have been unlikely

given the threshold to do so. If NVTA were to continue to fund contingencies, the estimated cost to NVTA would be \$1 billion. That amount of money is equivalent to approximately two (2) 2-year updates to the SYP and is too high of a risk for NVTA to take on.

- ✓ Mr. Longhi provided an overview of the draft Policy 30: Funding Cost Underestimates, Overruns, and Transfers in detail, which is included in the meeting packet.
 - There was one meaningful change to the draft policy. The more recent inclusion of the disallowance of transfers, as well as cost underestimates and overruns, is to eliminate the risk associated with cancelling projects that had previously allocated funds to other projects. According to current Standard Project Agreements (SPAs), project sponsors are required to return funding to NVTA for projects that are cancelled. However, if transfers are allowed, it is unclear if project sponsors would have to return the entire sum initially approved for funding or if they would only have to repay the funding that remained in the project when it was cancelled.
- ✓ Discussion followed the conclusion of the policy review.
 - Ms. Cavucci asked for examples of conditions that would meet the criteria for a policy exception, especially given that burial grounds were considered by the Authority members as anticipated. Mr. Longhi began by illustrating circumstances that the Authority had determined were insufficient: COVID-19 (not unique), inflation (not unique), supply chain issues (not unique), and tariffs (neither unique nor unanticipated). The one item discussed that could potentially qualify would be if a specific project was targeted.
 - Ms. Cavucci expressed concern that failing to identify allowable examples could make it difficult to build the framework of the petition process.
 - She asked if the petition process would consist of a form submitted by project sponsors. Mr. Jasper responded that only projects previously considered to be fully funded would participate in the petition process; all other projects would simply go through the application process in the next SYP update. The policy exception petition will consider the measures outlined in Policy 30 and require project sponsors to provide proof of their qualifications, giving them the opportunity to show that an unforeseeable circumstance has arisen.

- Ms. Cavucci asked to clarify what the petition process will specifically entail for project sponsors, highlighting point J in the Petition for Policy Exception section. Mr. Jasper said that the form will be drafted by May 1, but not until NVTA approves the policy. Substantive documentation will be required from the project sponsor in the petition process.
- Chair Boice asked to confirm the purpose of the petition process in comparison to the typical application process in the two-year update to the SYP. Mr. Longhi clarified that there are projects receiving funding through FY29 which have been considered to be fully funded but may return to NVTA for contingency funding. The petition process is to be used for these situations.
 - Route 28 is an example of a project that returned for additional funding for another project phase and would thus use the normal SYP application process, not the petition process.
 - Mr. Longhi acknowledged that, in the SYP funding evaluation, qualitative points are awarded to projects that indicate they are fully funded as it gives assurance to NVTA on its investment. While this policy may change application strategies of project sponsors, it could result in more accurate CRRC ratings based on total project cost. Project applicants who indicate a project is fully funded are likely to be more confident in their cost estimates. In addition, it may encourage project applicants to limit funding requests to fewer project phases until cost estimates are more solidified after preliminary planning and engineering.
- Chair Boice asked to clarify what counts as a unique circumstance, and Mr. Longhi explained that it will be determined on a case-by-case basis.
- Ms. Morris inquired whether NVTA has historically declined to provide contingency funds. Mr. Longhi confirmed that it has. While requests were made during the previous funding cycles due to lack of a firm policy on the matter, staff followed the precedent based on the NVTA's decision not to maintain a contingency fund.
- Ms. Morris asked if the policy development was largely in response to the most recent funding requests. Mr. Jasper reiterated that staff recommendations in the last funding cycle were consistent with the NVTA's precedent.

- Mr. Jasper explained that the response to requests for contingency funding has been more nuanced in the past when matters of a funding shortage arose outside of the SYP funding cycle. In those events, NVTA helped project sponsors to identify alternative funding sources, such as NVTA's Local Distribution (30%) revenues.
- Mr. Longhi stated staff honored the precedent due to NVTA's unique position in funding projects. Staff are not aware of an equivalent grant funding system that allows project sponsors to receive additional funds when the project runs out of money. NVTA is not the sole funding source for these projects, and it does not make sense for NVTA to take on the full risk of cost underestimates and overruns.
- Ms. Campblin asked if a project would be penalized in the application process if its petition for policy exemption had been approved. Mr. Jasper said that the project would undergo the same evaluation process as other project applications during the petition process. If the appeal is unsuccessful, either due to inadequate or insufficient responses from the project sponsor, the project will be removed from consideration during that SYP update. However, if the appeal is granted, the project will move forward with scoring from a standard evaluation. Mr. Longhi stated that, while a project under appeal likely would not lose direct points in a standard evaluation, it would impact the qualitative consideration of a project sponsor's history. Historically, if a project's design characteristics need to be changed due to a cost underestimate or overrun, the project needs to be re-modeled and re-ranked, with the project sponsor covering the associated costs. If there is no substantive difference in the project ranking and impact, the change is approved. However, project sponsors have made a commitment through SPAs to deliver the project in a particular way and within a particular budget; NVTA considers the breach of SPA as a qualitative component of consideration for future allocations.
- Ms. Morris asked why staff are recommending an option with a difficult petition process, when it would be easier to simply deny funding cost underestimates and overruns. Mr. Longhi indicated that it is the result of the Authority members' direction and the political environment surrounding our elected officials.

- ✓ Motion to recommend Authority adoption of proposed Policy 30 – Funding Cost Underestimates, Overruns and Transfers as presented in the attached draft was made by Chair Boice. Seconded by Ms. Campblin. The motion passed unanimously.
- ✓ Mr. Longhi thanked the TAC members for their time. He explained that Ms. Backmon was not present during the meeting due to illness.

5. FY 2025 Transportation Planning and Programming Activities

- ✓ Mr. Jasper reviewed the Transportation Planning and Programming (TPP) team’s work in the coming year and how it might appear in front of members of the TAC.
- ✓ The next TransAction update will be adopted by December 2027, but preliminary work will begin this year. This work is likely to be conducted internally and will not come before the TAC in 2025.
- ✓ The next Call for Regional Transportation Projects for the SYP will be in May 2025. Most committee action will take place in 2026.
- ✓ Findings from the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP BRT) should conclude this spring/summer and will be shared with the TAC when available. Chair Boice asked if there was any concern of a conflict of interest regarding this information, given the professional roles of the committee members. Mr. Jasper shared that the information will be in the public domain during or shortly following the committee presentation. In addition, committee feedback is expected to be high-level and will not have a direct impact on the project.
- ✓ Transportation Technology-related work is expected to ramp up in 2025, through the implementation of more elements from the Transportation Technology Strategic Plan (TTSP) and likely expansion of duties for the Transportation Technology Committee. The increase in interest in Intelligent Transportation System (ITS) projects encouraged NVTA’s action regarding transportation technology.
 1. Other transportation technology related work includes ongoing Lunch and Learn events, the annual Roundtable event, the Driven by Innovation (DBI) newsletter, and involvement with the Regional Multi-Modal Mobility Program (RM3P).
 2. Mr. Jasper asked the TAC members if they had recommendations for other topics. Chair Boice indicated that he supported NVTA’s

partnership with the Intelligent Transportation Society of Virginia (ITSVA), of which he is a board member.

- ✓ Mr. Jasper shared that NVTA staff would likely not have any items of substance to bring to the TAC in the next month, so the February meeting might be cancelled.
- ✓ Ms. Campblin asked if NVTA staff were continuing efforts to study the direct impact of NVTA funding on congestion reduction. Mr. Jasper and Mr. Nampoothiri asked if she was referring to the model-based analysis in the PDP BRT. Ms. Campblin said that sounded correct, but she would double-check her notes.

6. NVTA Update

- ✓ Mr. Jasper provided the NVTA update on behalf of Ms. Backmon. Mr. Jasper drew the TAC's attention to the new NVTA logo and the recently published 2024 NVTA Report. He shared that the next Authority meeting will be held on February 13, 2025.

7. Adjourn

- ✓ The meeting was adjourned at 8:12 p.m.
- ✓ The next meeting is scheduled for February 19, 2025, at 7:00 p.m. in-person at the NVTA Offices.



Technical Advisory Committee Meeting

March 19, 2024

PDP-BRT Update

- A. Project Status Update
- B. Evaluation
- C. Scenario tests
- D. Engagement activities and timeline

A. PDP-BRT Status Update



BRT Plan Schedule Overview



We Are Here

Included:

- Peer Review & Best Practices
- Defining the BRT System
- Public Engagement

Included:

- Route Level Evaluation
- System Level Evaluation
- Operations/Financial/Governance Analysis
- “What if” Scenario Analysis

Including:

- Preparing Public Materials
- Pop-up & Open House events
- Online Questionnaire
- NVTA work session & approval

Including:

- Finalize documentation and supporting materials

B. Evaluation



Evaluation

- Analyzed each route individually and combined as a system
- Performance is evaluated for 2045, unless otherwise noted

Ridership

Transportation
Impacts

Land Use

Readiness

Costs

Revenues

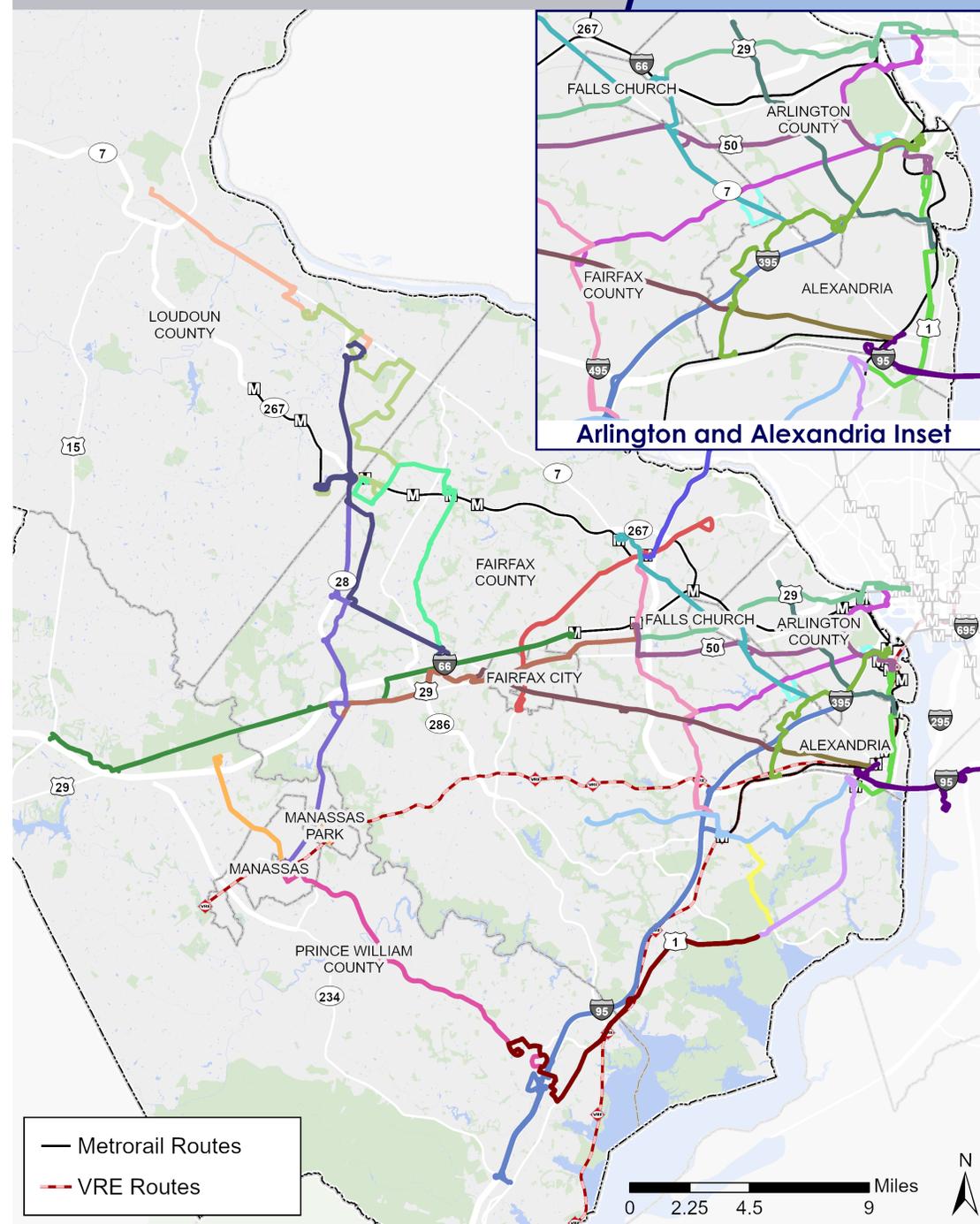
Cost
Effectiveness

Feasibility

**For Metroway, evaluation considered the impacts of incremental improvements (extension and increased service levels) over the existing Metroway service.

BRT System Tested

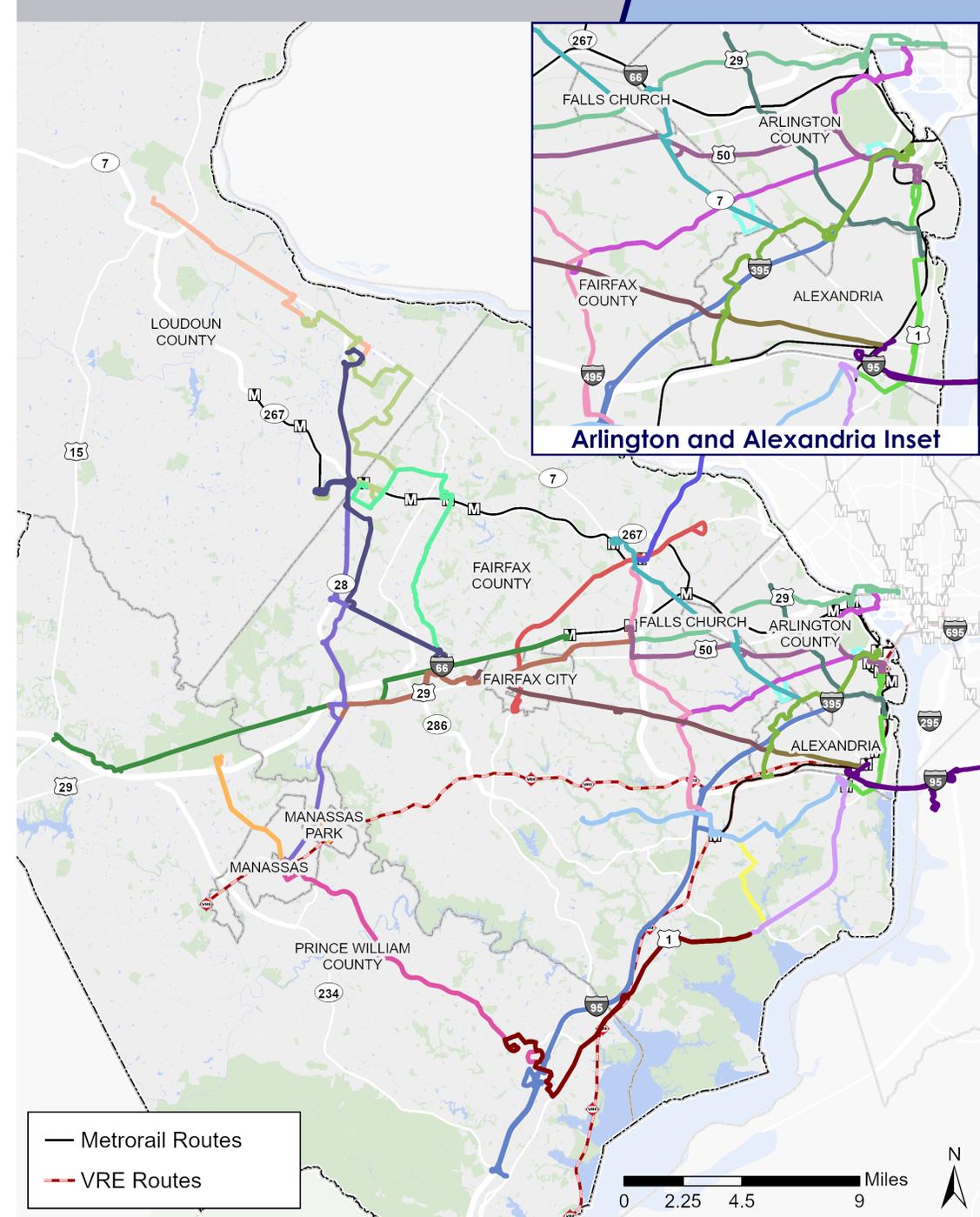
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|-------------------------------|-------------------------------|------------------|
| 95 Express | I-495 North | Richmond Hwy BRT |
| A1X (Metroway) | I-495 South | US 1 South |
| Chain Bridge | I-66 | US 29 East |
| Columbia Pike to Crystal City | Leesburg - Dulles Town Center | US 29 West |
| Columbia Pike to DC | Little River Turnpike | US 50 East |
| Duke Street | Manassas Line | VA 28 South |
| Franconia - Fort Belvoir | Northwest BRT | VA 7 |
| Gallows Road | Old Keene Mill | VA28 North |
| Glebe Road | Prince William Parkway | West End |
| | Reston-Fair Oaks | Transitway |



BRT System Tested

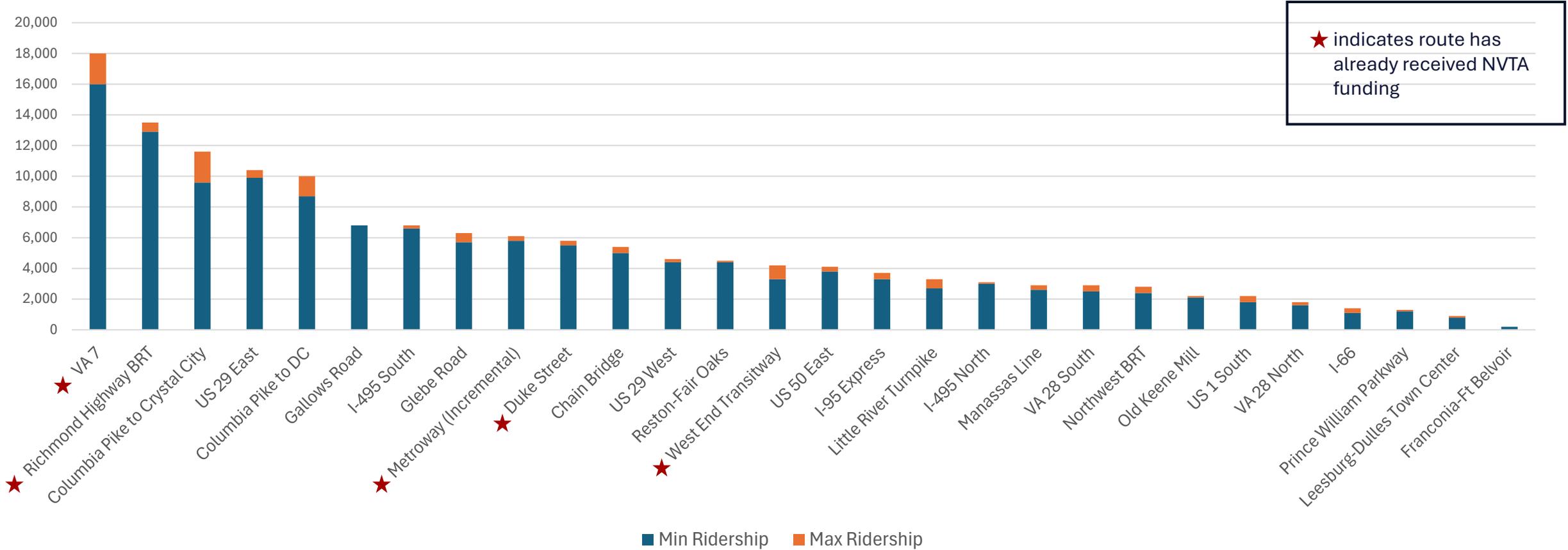
- 28 Routes serving 282 stations
- Provide BRT service to 1.1M residents and 860,000 jobs across 9 Northern Virginia jurisdictions
- Planning-level cost estimates (in 2024\$)
 - ~\$4.2B to construct**
 - ~\$192M/year to operate
- At the proposed levels of service:
 - 18.7M Annual Revenue Miles
 - 1.1M Annual Revenue Hours
 - Requires ~550 vehicles and more than 700 drivers

**Excludes new maintenance facilities which could add an additional \$725M



System Evaluation

Average Daily Boardings by Route - 2045



Ridership Range considers both the individual route runs and the system runs to account for synergies & transfers

System Evaluation - Results

- BRT System will have more than **143,000 boardings each weekday** – or more than 47M riders annually
 - For reference, FY2024 Northern Virginia bus ridership was 33.6M and rail ridership was 60.2M
- **Shift almost 27,000 trips from driving to transit** every day – more than 35% of those new transit trips will be from Equity Emphasis Areas. This results in:
 - Congestion Reduction: **12,000 person-hours of delay removed** daily
 - Emissions Reduction: **23 tons of CO₂ emissions avoided** daily
- The average resident of Northern Virginia will be able to **access more than 17,000 additional jobs** within 60 minutes by transit
 - Residents of Equity Emphasis Areas will be able to access 23,000 additional jobs within 60 minutes
- Northern Virginia could save almost \$10M (in 2024\$) annually in damages/injuries from crashes avoided
- Fare Recovery ratios range from 1% to 42% for different routes – average is 15% across the whole system

Operational and Policy Considerations

- As part of the plan development, a number of operational needs have been reviewed in the context of defining an integrated regional BRT system:
 - Local bus system impacts
 - Customer and maintenance/storage facility needs
 - Technology
- Additionally, policy considerations include:
 - Funding
 - Governance

C. Scenario Tests



Dealing with Uncertainty

- Scenario analysis is used to better understand uncertainty:
 - Plausible futures, but not necessarily preferred or most-likely
 - Assumptions-based using proxy variables than can be modeled
 - Applied to the BRT network to quantify how the results might change (e.g. ridership, congestion reduction, etc.)
- Three specific alternative futures (scenarios):
 - Post-pandemic ‘New Normal’
 - BRT-Oriented Land Use
 - Transportation Incentives & Pricing

Post-Pandemic New Normal Scenario - Results

- FOCUS: Long-term continuation of travel trends observed during the pandemic
- Key Assumptions:
 - Increased telework for workers that are able to telework, especially office workers;
 - Decrease in other work-based trips due to increased telework;
 - Replacement of shopping trips with at-home deliveries;
- **Results** - Less travel means:
 - Lower BRT ridership: 130,000 daily riders is 9% lower than the 'standard' forecast
 - Less congestion, lower VMT and emissions on the roads for BRT to mitigate



BRT-Oriented Land Use

- **FOCUS:** Concentrating growth and development along BRT corridors
- **Key Assumptions:**
 - Within jurisdictions, align future growth to 2045 with BRT stations
 - Does not remove growth from areas near Metrorail or VRE stations
 - Focus on tested routes that do not currently meet recommended density thresholds
- **Results:**
 - Additional 31,000 jobs and 46,000 residents will be within ½ mile of BRT – moving only ~15% of growth between 2030 and 2045
 - Moderate ridership increase of 1.5% on BRT system



Incentives/Pricing Scenario

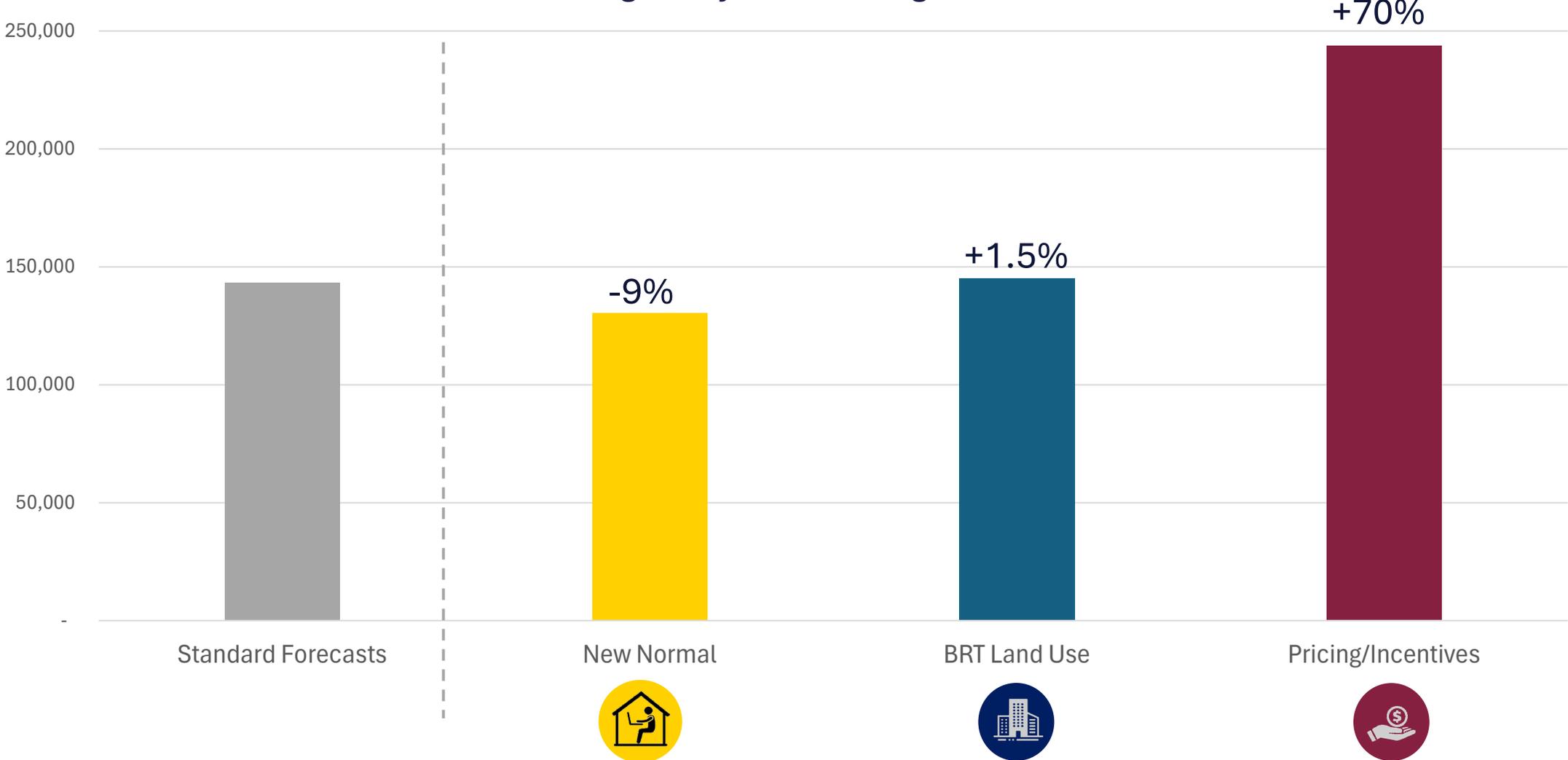
- **FOCUS:** Implementation of transportation pricing and incentive mechanisms to manage travel demand and encourage use of non-SOV modes
- **Key Assumptions:**
 - VMT Pricing on all roads
 - Discounts for lower-income households
 - Increase in parking costs across the region
 - Free transit fares
 - Incentives to shift travel times out of peak periods
- **Results** – Incentives/pricing combined with BRT encourage the use of transit:
 - More than 200,000 trips shifted from driving to transit on an average day
 - Average daily BRT boardings of more than 243,000 – 70% higher than without incentives/pricing
 - Combined, incentives/pricing and BRT remove almost 110,000 person-hours of delay and 880 tons of CO₂ emissions



Percentages show
% increase over
Standard Forecasts

Scenario Results

Average Daily BRT Boardings - 2045



D. Engagement Activities



Phase 3: Stakeholder & Community Engagement

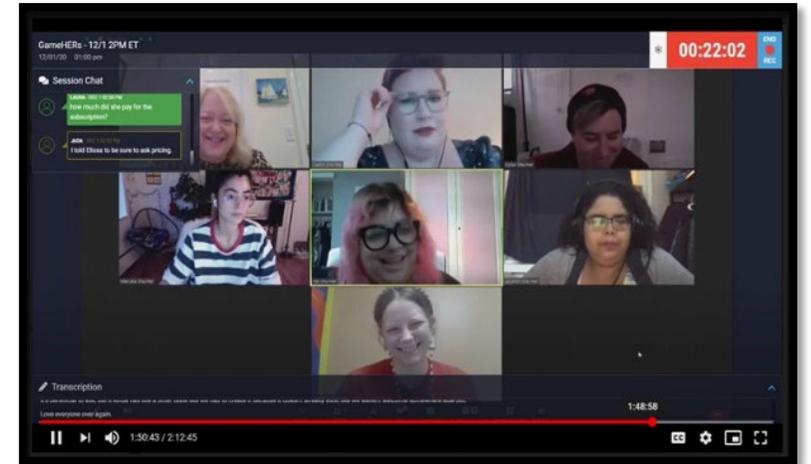
- **Goals for Phase 3**
 - **Education and Awareness:** Raising awareness of BRT in the region and the benefits of investing in an integrated system.
 - **Feedback on the Draft Plan:** Sharing the recommended network and priorities with the wider community and getting feedback on the plan from a range of audiences.

Focus Groups

On-line
Questionnaire

Pop-up Events

Stakeholder Events



Mobile Friendly

What color metro line did you use for your most recent trip?

Red

Green

Yellow

Orange

Blue

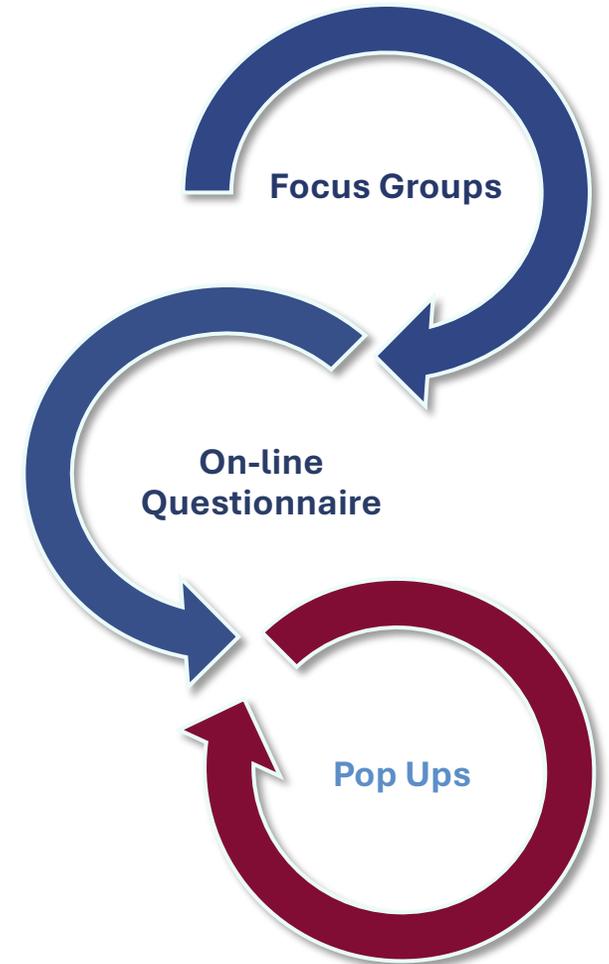
Silver

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Phase 3 Engagement Schedule

- March 2025
 - Conduct 2nd round Focus Groups
 - Prepare draft plan and public engagement materials
- April 2025
 - Create online public comment questionnaire
 - **April 16 – May 18 - Public comment period**
- May 2025
 - Pop-up / open house events
 - Compile public comments on the plan
- June 2025
 - NVTAs work session
- July 2025
 - Approve the BRT plan



Thank you!





Strategic Plan Update

Presented by: Amanda Sink, Project Delivery/Grants Manager, NVTA



Outline

- Background – 2017 Five-Year Strategic Plan
 - Progress Updates 2018, 2019, 2020, 2024
- Outline 2025 Five-Year Strategic Plan
- Draft Vision/Mission/Core Values
- Draft Goals
- Timeline of 2025 Five-Year Strategic Plan
- Discussion



Background: 2017 Five-Year Strategic Plan



On November 9, 2017, NVTA adopted its first Five-Year Strategic Plan



The plan served as a guide for the Authority and outlined four strategic goals.



Progress reports on the 2017 Five-Year Strategic Plan were published in 2018, 2019, and 2020



On September 12, 2024, NVTA staff presented the Closeout Report to the 2017 Five-Year Strategic Plan.

2017 Vision Statement

The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multimodal transportation options for the community that advance the overall quality of life, environment and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTA delivers effective long-term planning, transparent policy processes and decision making, as well as efficient allocation of critical transportation resources which advance projects to move Northern Virginia forward as a preeminent region in the country.

2017 Goals

Regional Prosperity - Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

Mobility - Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

Innovation - Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

Funding - Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Outline of 2025 Five-Year Strategic Plan

- The 2025 Five-Year Strategic Plan will set the framework for the next five years (2025-2030).
- The overarching strategy will be to maintain and enhance performance for NVTA's primary responsibilities, while addressing other urgent and unmet regional transportation needs.

The 2025 Five-Year Strategic Plan will update and identify:

- **NVTA's Vision**
- **Goals** to accomplish within the five years
- **Strategies** to accomplish the Goals outlined
- **Metrics** to measure progress toward accomplishing the Strategies and Goals



Draft NFTA Vision Statement

NFTA's Vision: NFTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

- A Vision Statement describes an organization's aspirational, long-term goal and what it hopes to achieve.
- This Vision Statement was adopted in 2020 as the Vision Statement for the region's long-range transportation plan, TransAction.

Draft NVRTA Mission Statement

NVRTA's Vision: NVRTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVRTA's Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

- A Mission Statement defines the organization's purpose, outlining what it does at present.

Draft NVTA Core Values

NVTA's Vision: NVTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTA's Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

Core Values: Equity, Safety, Sustainability

- Core Values are how we want to achieve our Vision and Mission
- These Core Values were incorporated in the region's long-range transportation plan, TransAction

Draft 2025 Strategic Plan Goals



1.) Lead the region's transportation initiatives

NVTA is the regional leader to develop and advance multimodal transportation solutions



2.) Maximize public benefit through project selection and delivery

NVTA is a steward of the public's trust through continued transparent project selection and increased project sponsor accountability for timely delivery.



3.) Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics



4.) Safeguard and diversify NVTA revenue sources

NVTA protects and expands its revenue to bolster the region's capital funding needs

Timeline of 2025 Five-Year Strategic Plan Update



- April 2025, Authority review of the draft Vision and Goals
- May 2025, anticipated Authority adoption of the draft Vision and Goals
- Summer 2025, NVTA staff to draft Strategies and Metric associated with the adopted Goals, providing updates to the Authority
- Fall 2025, anticipate adoption of the 2025 Five-Year Strategic Plan

Recap

NVTA Draft Vision: NVTA will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.

NVTA Draft Mission: Our mission is to plan, fund, and advance multimodal transportation solutions that reduce congestion in Northern Virginia.

NVTA Draft Core Values: Equity, Safety, Sustainability

2025 Five-Year Strategic Plan Draft Goals

1.) Lead the region's transportation initiatives

NVTA is the regional leader to develop and advance multimodal transportation solutions

3.) Enhance regional planning through technical assistance and data-driven information

NVTA provides regional insights to support informed decision-making through advanced data analytics

2.) Maximize public benefit through project selection and delivery

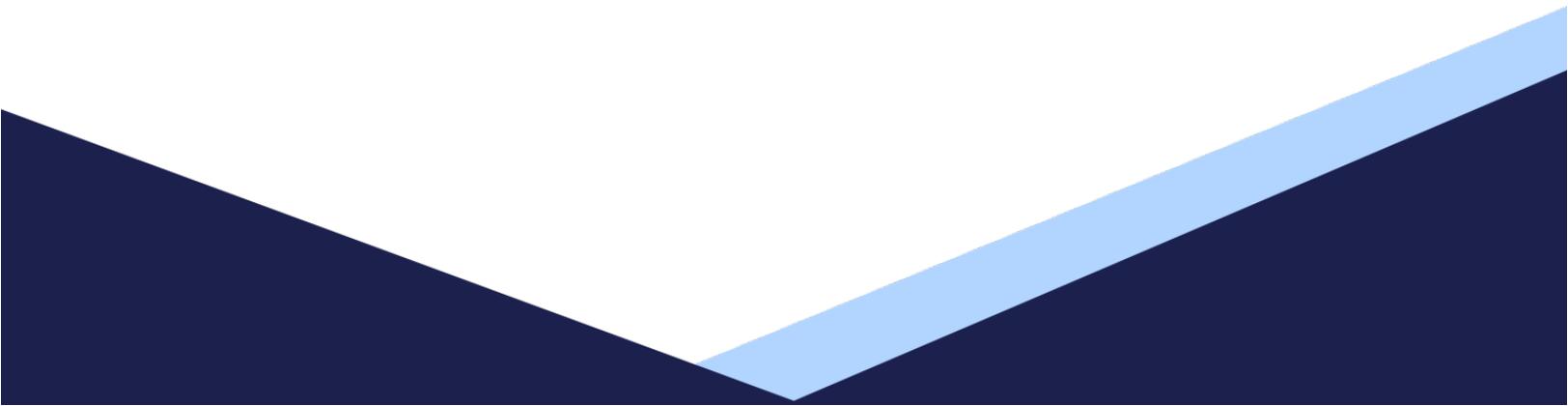
NVTA is a steward of the public's trust through continued transparent project selection and increased project sponsor accountability for timely delivery.

4.) Safeguard and diversify NVTA revenue sources

NVTA protects and expands its revenue to bolster the region's capital funding needs



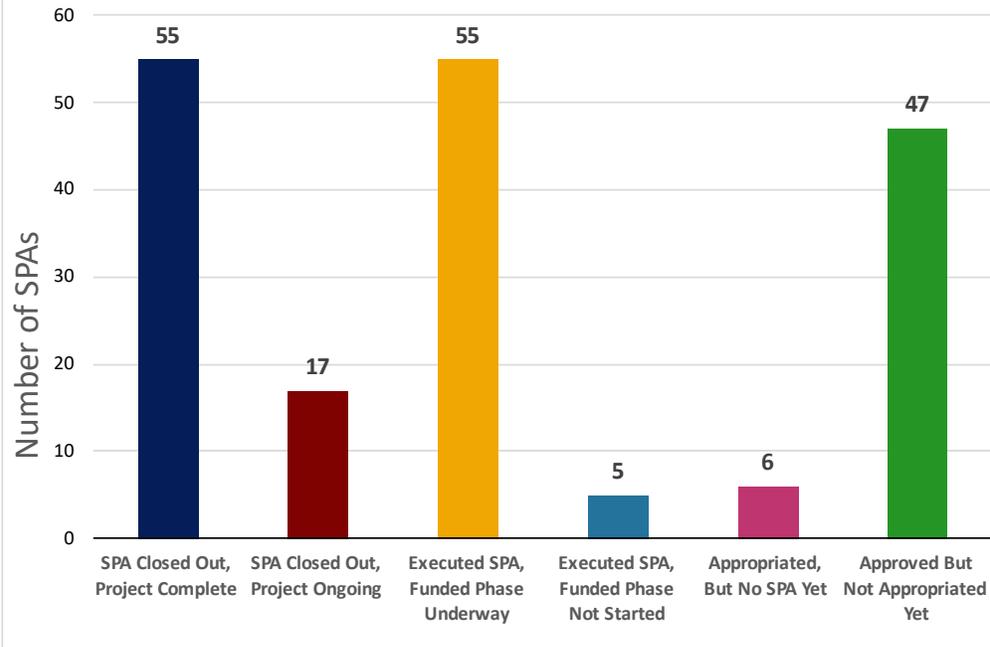
Project Status Update



Project Status – Standard Project Agreements (SPAs)

There are a number of projects that received funding for different phases across various funding cycles. This results in the establishment of a SPA (Standard Project Agreement). The stages of a SPA are listed in 6 categories below. While there are a total of 185 SPAs across the different categories, these represent 139 unique projects.

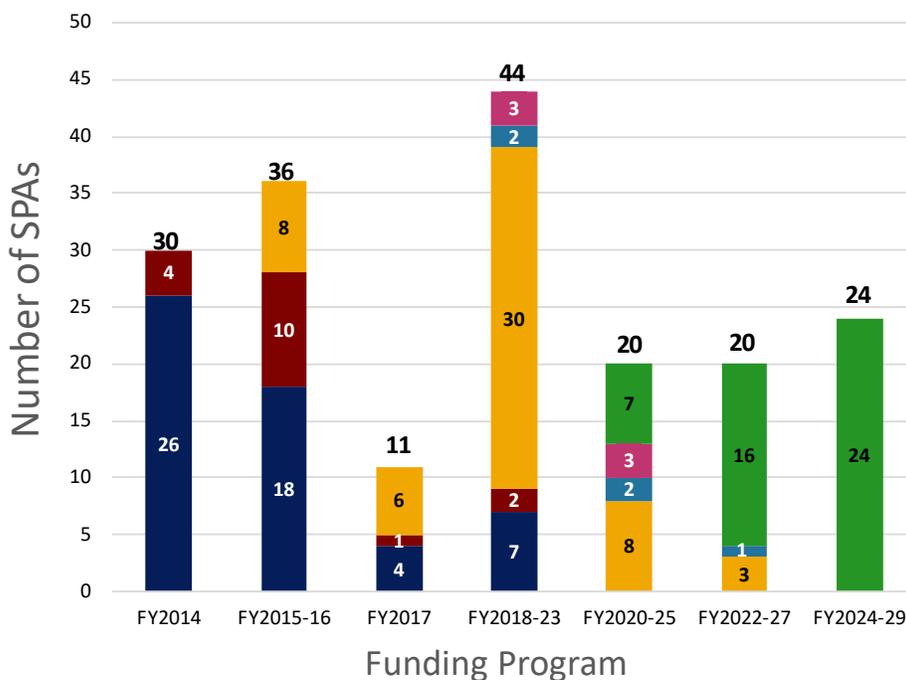
Status: Number of SPAs by Category



6 Classification Categories and Stages of a SPA

- **SPA closed out, Project complete:** SPA has been closed out and NVTA funding has completed, and overall project has been completed.
- **SPA closed out, Project ongoing:** SPA has been closed out and NVTA funding has completed. Overall project however, is still ongoing.
- **Executed, funded phase underway:** SPA has been approved by NVTA and funded phases have started/reimbursements have occurred.
- **Executed, funded phase not started:** SPA has been approved by NVTA, but funded phases have not started. Therefore, no reimbursements have occurred.
- **Appropriated but no SPA yet:** Funding allocation has been appropriated by NVTA, but SPA has not been executed yet. *(Note: NVTA appropriates the total approved funding amount at time of appropriation)*
- **Approved but not appropriated yet:** Project Application approved by NVTA, but funding allocation has not been appropriated yet.

Status: Number of SPAs by Program by Category



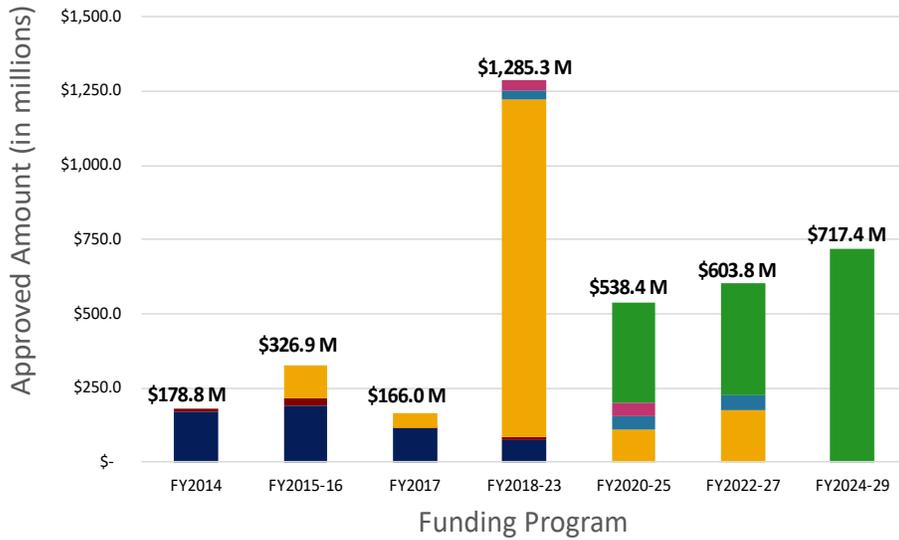
Project Status – Revenue Allocated, Appropriated and Reimbursed as of 3/4/2025

NVTA has **allocated** a total of: **\$3,816,763,918**

NVTA has **appropriated** a total of: **\$2,388,299,169**

NVTA has **reimbursed** a total of: **\$993,574,546**

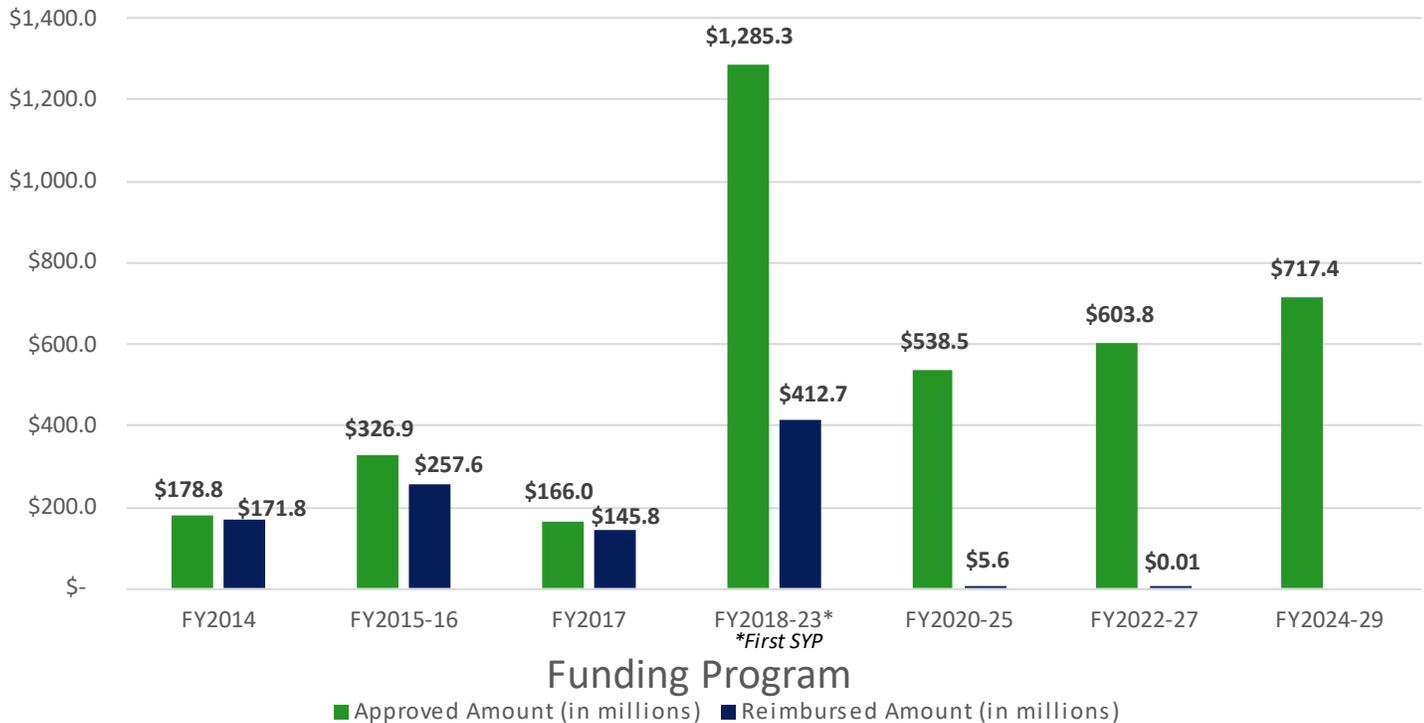
Status: Approved Amount by Program by Category



6 Classification Categories and Stages of a SPA

- **SPA closed out; Project complete**
- **SPA closed out; Project ongoing**
- **Executed, funded phase underway**
- **Executed, funded phase not started**
- **Appropriated but no SPA yet**
- **Approved but not appropriated yet**

Status: Approved Amount versus Actual Reimbursed by Program



NVTA's updates to the Six Year Program (SYP) allocate funding to two future fiscal years (e.g., the FY2024-2029 SYP allocates funding for FY2028 and FY2029). SPAs approved within each SYP typically begin drawing NVTA funds in these out years and continue into subsequent fiscal years. For example, under the FY2024-2029 SYP, all SPAs typically begin drawing funds by FY2029, though most will not fully expend their full allocations until FY2032. Additionally, NVTA appropriates the total approved funding amount at the time of appropriation.

Upcoming Public Information Meetings and Events



Van Buren Road North Extension: Route 234 to Cardinal Drive

- When: March 26th, 2025, 6-8pm
- Where: Henderson Elementary School - 3799 Waterway Dr., Dumfries, VA 22025

NVTA has \$8 million invested in this project in Prince William County.

University Boulevard Extension: Devlin Road to Wellington Road

- **When:** March 31st, 2025
- **Where:** TBD

NVTA has \$53 million invested in this project in Prince William County.

Substantive Project Status Updates

Substantive changes reported by the project sponsor for the period January 18, 2025- February 22, 2025, are outlined below.

Substantive changes include but are not limited to: SPA updates, project administration advancements, start/completion of phases, major engineering progress, project completion date changes, etc.

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Arlington County	ART Operations and Maintenance Facilities (FY2013-23)	ART moved into facility. Contract amendment still in process for solar panels & BEB (Battery-Electric Buses) equipment. County sent Army Corps the Certificate for Compliance for completion of channel improvements.	98%
Prince William County	North Woodbridge Mobility Improvements (FY2020-25)	Asphalt paving has been delayed due to weather. Project is scheduled to be completed March 2025. Project completion dates pushed up from 6/30/2026 to 3/30/2025.	57%
Prince William County	Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Punch list item work has been significantly delayed due to weather and C-5 issuance (the official document VDOT uses to certify project is complete) is not expected until May 2025. Initial completion date was February 2025.	99%
City of Alexandria	West End Transitway Northern Segment Phase 1 (FY2015/FY2018-23)	100% design submission on 2/6/2025. The consultant began scheduling appraisal of impacted properties, which will begin in March 2025. Pushed completion date from 6/30/2026 to 8/30/2027.	52%
City of Alexandria	DASH Transit Service Enhancements and Expansion (FY2018-23)	Consultant team is finalizing 30% design and preparing for the next step which review by the City's Department of Planning and Zoning. Completion date pushed from 12/31/2026 to 12/31/2027.	78%

Substantive Project Status Updates *Continued...*

FY2026 Appropriations

As part of NVTA’s FY26 budget process, project sponsors request appropriations for FY26 when they are ready to begin utilizing NVTA funds. These appropriation requests will be reviewed for approval during the adoption of the Revenue Fund Budget. *Note, NVTA appropriates the full approved funding amount at the time of appropriation.*

Project Sponsor	Project Title (Program Year(s))	Amount	Project Status
Fairfax County	Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service (FY2022-27)	\$10,000,000	NVTA funds will be used to procure buses
Loudoun County	Northern Virginia ITS/ICM Improvements (FY2022-27)	\$2,500,000	Design Plans are prepared and ready for submission to VDOT.
City of Manassas	Liberia Avenue 3 rd Lane Eastbound (FY2022-27)	\$8,851,639	Town is reviewing engineering aspects of the project
City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design, (FY2022-27)	\$5,000,000	Grant funding has been approved. Staff is working on scheduling an internal kickoff meeting to discuss next steps.
City of Alexandria	Bike and Ped Trails Construction and Reconstruction: Holmes Run Trail – Dora Kelly Fair Weather Crossing Bridge (FY2022-27)	\$5,000,000	Construction anticipated to begin spring '25. ALX staff working on procurement for construction services.
VPRA	Franconia-Springfield Passenger Rail Bypass, (FY2020-25)	\$22,958,821	Expecting construction to begin in September 2025.
Prince William County	Rt 234/ Sudley Manor Dr Interchange (FY2024-29) <i>*This is a forward appropriation request*</i>	\$115,000,000	Waiting on NVTA funds to begin project
City of Manassas	Rt 28/Sudley Rd. Roundabout, (FY2024-29) <i>*This is a forward appropriation request*</i>	\$4,020,000	90% Design. The project is currently in ROW phase.

Substantive Project Status Updates Continued...

Flagged Projects

Flagged projects for the period January 18th, 2025- February 22, 2025, are outlined below.

Projects are flagged when there has been no update within for three consecutive months.

Project Sponsor	Project Title (Program Year(s))	Updated Status	% Reimbursed
Arlington County	Intelligent Transportation System Improvements (FY2018-23)	No response since November 2024.	43%
Arlington County	Glebe Road Corridor ITS Improvements (FY2015).	No response since November 2024.	34%

No Response Received This Cycle

Project sponsors are required to provide monthly updates on projects. NVTA did not receive a monthly update on the projects listed below.

- **Prince William County:** Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015/FY2017)