



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, February 1, 2018
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Thomas-Jones, Clerk
- III. Minutes of the January 5, 2018 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Action

- IV. Ratification of the Transform 66 Outside the Beltway Concessionaire Payment Memorandum of Agreement** Ms. Backmon, Executive Director
Recommended action: Approval of MOA Ratification
- V. FY 2024 CMAQ/RSTP Funding Endorsement**
Mr. Nampoothiri, Transportation Planner
Recommended action: Approval of CMAQ/RSTP Endorsement
- VI. Budget Transfer for Communications Program**
Mayor Parrish, Chair, Finance Committee
Recommended action: Approval of Budget Transfer

Discussion/Information

- VII. 2018 Legislative Update** Ms. Hynes, Chair, Governance and Personnel Committee
- VIII. Finance Committee Report** Mayor Parrish, Chair Finance Committee
- IX. FY2018-2023 Six Year Program Update** Ms. Backmon, Executive Director
- X. Investment Portfolio Report** Mr. Longhi, CFO
- XI. Monthly Revenue Report** Mr. Longhi, CFO

- XII. Operating Budget Report** Mr. Longhi, CFO
- XIII. Executive Director's Report** Ms. Backmon, Executive Director
- XIV. Chairman's Comments**
- XV. Adjournment** **Closed Session**

Correspondence

Next Meeting: March 8, 2018
NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Friday, January 5, 2018
10:00am
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Meeting Minutes

Public Comment

[10:00am]

Annual Organizational Meeting

- I. Call to Order** Chairman Nohe
- **Chairman Nohe called the meeting to order at 10:11am.**
- II. Roll Call** Ms. Thomas-Jones, Clerk
- Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Chair Cristol; Mayor Silberberg; Mayor Parrish; Council Member Duncan; Mayor Rishell; Senator Black; Delegate Minchew; Ms. Hynes; Mr. Kolb;
 - Non-Voting Members: Mayor Burk; Ms. Cuervo; Mr. Horsely
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Peggy Teal (Assistant Finance Officer); Sarah Camille Hipp (Communications & Public Affairs Manager); Carl Hampton (Investment and Debt Manager); various jurisdictional and staff.
- III. Minutes of the November 9, 2017 Meeting**
- Mayor Parrish moved approval of the November 9, 2017 minutes; seconded by Chair Randall. Motion carried unanimously. Abstentions from Chair Cristol and Mr. Duncan.**

Public Comments

Rob Whitfield, representing the Fairfax County Taxpayers Alliance, made several comments:

- Thanked Ms. Hipp, the Authority's Communications and Public Relations Manager, for notifying him about the meeting, and stated that the public needs more notice when Authority meetings are cancelled.
- Thanked the Authority for all it does and noted the progress made on completing the update to TransAction 2040.

- Challenged the Authority to find an effective way to communicate the details of the TransAction update to the public.
- Noted the decisions the Authority makes are very important to the region.
- Commented that the boards presented to the public during the Public Hearing on the Concessionaire Payment projects were void of factual information. Stated that he will ask the CTB to postpone a decision on these projects until a synopsis of information is given.
- Expressed concern about the \$40M which reflects in VDOT's December 5, 2017 meeting that showed for WMATA reserving right of way for the extension of WMATA Orange Line to Centreville.
- Vehemently opposed Governor McAuliffe's proposed budget to reallocate some funding intended for highway projects to WMATA funding.
- Stated WMATA funding will be complex and would require management changes on the WMATA board, labor union practice changes.
- Thanked the Authority for the opportunity to speak.

Action

IV. Appointment of NVTA Chairman and Vice-Chairman for CY 2018

Mayor Parrish

Mayor Parrish moved that Chairman Nohe and Chair Randall remain NVTA Chairman and Vice-Chairman respectively for CY 2018, seconded by Chairman Bulova. Motion carried unanimously.

V. Appointment of Town Representative to the NVTA for CY 2018

Chairman Nohe

Chair Randall moved Mayor Burk - Leesburg as the Town representative for CY2018, seconded by Mayor Parrish. Motion carried unanimously.

VI. Adoption of Calendar Year 2018 Meeting Schedule

Ms. Backmon, Executive Director

- Ms. Backmon presented the 2018 Authority Meeting Schedule. With a few exceptions, the Authority usually meets on the second Thursday of the month at 7pm.. Ms. Backmon proposed that February meeting be held on Thursday, February 15th, due to the Northern Virginia Transportation Commission meeting in Richmond on the 2nd Thursday of the month; no meeting in August and December meeting to be held on Thursday, December 13 at 6:00pm instead of 7:00pm, due to the Northern Virginia Regional Commission meeting.
- Chairman Bulova stated that Fairfax County is hosting a delegation meeting in Richmond on February 15th thus the proposed February date is a conflict for her.
- Chairman Nohe suggested that the March thru December dates are adopted and directed the staff to find an alternate date for the February NVTA meeting.

- Chair Randall moved that the March thru December dates be adopted, seconded by Senator Black. Motion carried unanimously.

VII. Approval of CMAQ and RSTP Transfers for Fairfax and Prince William Counties

Ms. Backmon, Executive Director

- Ms. Backmon stated that the CMAQ and RSTP transfers are to projects not previously approved by the Authority. As such, Authority approval is needed to initiate the transfer process.
- Mayor Parrish moved approval, seconded by Ms. Hynes. Motion carried unanimously.

Discussion/Information

VIII. Update on FY2018-2023 Six Year Program

Ms. Backmon, Executive Director

- Ms. Backmon noted that on October 12, 2017 the Authority adopted the update to TransAction, the first update since HB 2313 was adopted. Also on October 12th, the Authority issued a Call for Regional Transportation Projects for the Six Year Program (SYP) covering fiscal years 2018-2023. The applications for the Six Year Program were due December 15th, 2017 at noon. The Authority received 63 applications with a total cost of \$2.6 million.
- Resolutions of support are due January 19th at noon. Unofficial estimates of approximately \$1.5M in PayGo may be available for the SYP. The Finance Committee is still meeting and working on a PayGo funding level recommendation for the SYP.
- Ms. Backmon noted the Governor McAuliffe's proposed biennial budget that would impact NVRTA revenues and the available PayGo funds for the SYP. She noted that NVRTA staff is working to determine the full potential impact to the Authority. Ms. Backmon noted staff is reviewing project applications and that it is anticipated that the public comment period will start in April with the Public Hearing to be held in the spring. The schedule targets a June 2018 adoption of the SYP.
- Ms. Backmon stated that the Governor's proposed budget creates uncertainty in how much revenue will be available to populate the Six Year Program.
- Chairman Nohe opened the discussion for questions and comments from Authority members.
 - Chair Randall asked Ms. Backmon, if the uncertainty in the amount of revenues the Authority would have available for the SYP was due to the outgoing Governor's proposed budget? Ms. Backmon responded in the affirmative stating that Governor's McAuliffe's proposed budget would increase the Transient Occupancy Tax (TOT) and Grantors Tax to the amounts that the General Assembly approved in 2013. The budget proposal would also give metro 35%

off the top (including the increases in TOT and Grantors Tax) to Metro and 5% off the top to VRE. Ms. Backmon noted whatever is taken off the top would result in reductions to both the 70% and the 30% available revenues.

- Chairman Bulova posed a timeline question to Ms. Backmon related to the planned June SYP adoption, asking if there is anything significant about that date. Ms. Backmon responded stating that we would like to have the SYP adopted prior to the enactment of HB 2137 which goes into effect July 1, 2018.
- Chair Randall questioned if there will be any schedule changes to the SYP. Ms. Backmon confirmed that as of now, the program development is still on schedule, but the schedule is very tight.
- Chairman Nohe noted the desire of many to discuss the Governor's proposed budget. He asked Ms. Baynard to address possible Metro funding bills and anything else that effects the NVTAs. Ms. Baynard responded that stating that we are still in the pre-filing part of the of the General Assembly session. She noted, there are very few bills filed. However, there is one SB 141 regarding amending HB 2313 language to insert verbiage regarding the funding of sidewalks. Ms. Baynard noted that HB30, the Commonwealth's budget bill, is the only budget language we have at this time, about the outgoing Governor's proposed Metro funding. There is budget language in the transportation part of the budget that lays out the increase of taxes and the appropriation of funds off the top from the NVTAs. Ms. Baynard confirmed that we don't have a technical bill that may speak to other implementation items in that proposal.
- Chairman Nohe asked Ms. Baynard if there was a proposed bill to accompany the HB 30 budget bill regarding the revenue increases that were proposed by the Governor that would explain how the break outs would work. Ms. Baynard stated that she believes there will be a technical bill from the administration that will be coming forth.
- Chairman Bulova noted she has said some positive things about the Governor putting a vehicle on the table to be worked with regarding Metro funding. Chairman Bulova added that sincerely doubts the proposal that the Governor put forth is final, noting that the NVTAs needs to express concern regarding constitutional issues and our bond validation that we don't want to see undone. She noted that with the proposed changes to the stream of revenues NVTAs is able to use for transportation, there are a number of things that are not okay with the proposed budget. Chairman Bulova stated that she appreciates that there is something to work with as it relates to changes to provide additional funding for Metro, but the proposal has serious flaws. She stated that NVTAs has a responsibility to make sure those are understood by the Governor, the new administration and members of the General Assembly; so that the

result is something that is helpful and not hurtful for the NVTA and Metro funding, which is critical. Chairman Bulova reiterated that one of our major priorities is that we have a functional Metro system. She stated that the proposal needs to be changed and the Authority members will need to pay close attention to how it changes to protect NVTA.

- Senator Black noted that his understanding that he proposed budget would take away a third of our highway funding and to put that into mass transit.
- Ms, Hynes noted that it's not just highways that would lose funding. Funding would be reduced for the 70% regional fund and the 30% local distribution fund. Noting that NVTA funding can be used for both highway and transit. Chair Randall further clarified that the impacted funding is not solely for highways.
- Senator Black questioned if the Governor's proposal were to go through are we saying this would undermine the viability of existing bond obligations that we have undertaken? Ms. Hynes responds that is a concern that needs to be addressed.
- Chairman Nohe noted that as of right now, we are receiving very rough numbers regarding the potential impacts of the proposal. The NVTA receives something in the order of \$320M annually and right now 70% is retained by the Authority to fund a variety of capital projects. He added that he doesn't want to categorize our 70% fund as being a highway fund, because it's utilized for both highway and transit projects. He highlighted that the Authority has put hundreds of millions of dollars toward transit projects, including money for Metro projects; the distinction is that 30% flows back to the localities where the money was raised. He continued that the important distinction is that under the current code we can fund transit capital projects, but may not pay for any transit operations nor can we pay transit maintenance or replacement unless the maintenance or replacement also serves to expand capacity. He stated that part of the Governor's proposal is to increase the regional Grantors Tax and the regional hotel tax to the tune of about \$55M, which would become NVTA funds; then take \$150M off the top and give it directly to Metro and VRE. Thus, leaving the NVTA with a smaller pie for the projects we are already funding and a smaller pie to go out as local 30% funds. Chairman Nohe presumed that the \$150M that goes to VRE and Metro would not be subject to the restriction on using the funds for maintenance and operations.
- Delegate Minchew stated that he characterizes the Governor's proposal as an understandable bad idea. The Governor is to submit a budget that will become HB 30 and SB 30. Delegate Minchew noted his grave reservations regarding the proposal to raise Grantors and TOT and use the monies for Metro and VRE.

Delegate Minchew added that he's concerned about our bond financing, and whether the budget proposal triggers some of the kill switches in the legislation; adding that there may need to be a stand-alone bill to protect the NVTA's interests. Delegate Minchew stated that the NVTA is doing an extraordinarily job based on his extensive experience.

- Chair Randall stated her agreement with Delegate Minchew, adding she speaks on behalf of the Loudoun County Supervisors.
- Mayor Rishell stated that there are individuals and entities in Richmond that have looked and continue to be looking enviously at the revenue that the NVTA brings in and she sees this as a symptom. She noted NOVA is the economic engine of the Commonwealth.
- Chair Randall expressed an assumption that if something happens with the NVTA funds that would the impact the schedule for the Six Year Program. Ms. Backmon responded stating that it depends where we are in the development of the SYP. As of now, we are scheduled to go to start the public comment period in April 2018, but we may have to push that back; noting the need to be transparent and make the public aware how much funding is available for the projects that are chosen for the Public Hearing. Right now we are on schedule, but we may have delays.
- Mayor Silberberg questioned the Authority's plan of action. She noted that we need to think about the message we are sending as the General Assembly Session is about begin noting that we have a new Governor and General Assembly members. Mayor Silberberg expressed appreciation for the intent of the proposed budget commenting that we need to dedicate revenue for WMATA, since local jurisdictions cannot shoulder this.
- Ms. Hynes responded that we need a fix for Metro's funding situation. Ms. Hynes stated that she thinks there needs to be an agreement and whatever happens, the integrity of the NVTA needs to be retained. Ms. Hynes added that it is critically important that localities are able to count on both the 30% the 70% revenues and be clear where the challenges are in the ongoing viability of the NVTA.
- Chair Randall inquired about the amount of NVTA revenues that has been allocated to Metro. Ms. Backmon responded that the total amount the Authority has programmed to WMATA/Metro is \$175M through our three funding programs.
- Chair Randall stated her appreciation for the need a fix Metro. Chair Randall followed by commenting that Loudoun County will not support opening up HB 2313 for one penny to be taken out, for anything other than it was intended to for as it will risk the NVTA AA+ bond rating. Which, as Chair Randall noted, it is the highest bond rating that an organization, such as the Authority, can achieve.

Chair Randall added that we risk bond authority, we will greatly impact the Six Year Program and thinks it should be said that we have invested significantly in Metro, to the tune of \$175M that would not have happened before. Chair Randall stated that she supports ways to right the ship of Metro noting that she supported the resolution Chairman Bulova brought forward at COG.

- Mayor Rishell stated that if the intent results in opening HB 2313 or tampering with the NVTA financially or legally, Manassas Park will not support it.
- Chair Cristol asked what orientation the body takes towards presenting a need versus identifying a solution to the General Assembly. She added, if members of the NVTA could give her some insight into, if it is advisable, for the Authority to have a role in saying, not only are these are our concerns with the Governor's proposal, but here are some alternatives. Chair Cristol mentioned that as a jurisdiction, Arlington cannot meet its Metro contributions Chair Cristol highlighted that Metro cannot be sustained without cannot be without a State fix. Chairman Nohe responded that our posture in the past is that we need some funding for Metro. He stated that it is with differing degrees of enthusiasm, depending on your locality. Chairman Nohe stated that most of the Authority's legislative activity has been very reactive. It has been the Authority trying to keep the General Assembly from diminishing our funds and our authority to allocate those funds regionally. Our principles will continue to be that NVTA's activities have to be legal and we must retain our creditworthiness. He maintained that the Authority is in a reactive posture because we have not proposed a solution up until this point. Noting that with the Authority's complex voting rules, it would be difficult to get the majority needed to endorse anything regarding a solution, at this time. (Senator Black leaves.) Chairman Nohe continued by stating he thinks the NVTA needs to be very engaged, even if there are no NVTA dollars involved.
- Delegate Minchew stated that the budget bill is the most powerful bill, it trumps everything.
- Chair Randall asked Delegate Minchew, if it is the routine of the Appropriations Committee not to talk about what is presented during the meeting. Delegate Minchew responded that basically, the Appropriation Committee, has about 40 budget amendments to squeeze into one hour. He suggested working with the members of the Subcommittee. He stated there will be a Subcommittee that will hear the budget amendments. He encouraged the NVTA to make themselves a pest to the Subcommittees.
- Chairman Nohe stated that we all agree that there needs to be a meaningful Metro funding solution. However, we have to acknowledge that various Northern Virginia localities have varying degrees of commitment to WMATA. As a body, the NVTA,

cannot put any of our member jurisdictions at odds with their local elected bodies. From his perspective, he sees his role to be the watchdog of ensuring that at all times the NVTA's actions should be legal and constitutional, and therefore by extension inoculated from legal challenges. Second, he mentioned that the NVTA needs to be credible. And third, NVTA needs to be credit worthy.

- Mayor Rishell questioned Chairman Nohe's last point, that the General Assembly has the potential to come back to us and say we can fix it. Chairman Nohe stated that if we can come up with a Metro funding bill that the region could agree on; he would be the first in line to help make sure it's legal. But right now, he doesn't know what we are reacting to yet. He noted, that based on our history, we are going to get sued. Anything that requires different uses of NVTA funds requires opening HB 2313.
- Chairman Bulova stated that this conversation has proven that this issue is complicated. NVTA's history, the legislation that created it, the funding stream that we use...is complicated. She stated, we need to be at the table, and making sure we are asserting ourselves into discussions that involve Metro funding because we need to weigh-in on what could hurt or damage NVTA. She mentioned that our economy is built around Metro and that we need to address Metro funding.
- Chair Randall agreed that the NVTA needs to be at the table and questioned do we have some responsibility to discuss a solution. Chair Randall added that just saying no is not as responsible as we could be and perhaps we can suggest another/better solution.
- Chair Cristol questioned the \$175M programmed for Metro projects. Chairman Nohe confirmed that number.
- Chair Randall agreed that there are different ways to manage the money in the context of the existing legislation depending on the proposals. Chair Bulova stated as a body the Authority can't be at odds with our localities, we can't advocate for something that there's a disagreement about. Chairman Nohe clarified that he was not suggesting that as a core principle. Rather, he was suggesting that as a practical matter, we occasionally take non-unanimous votes. He related acknowledging a reality of this situation about getting 2/3's of the members and 2/3's of the jurisdictions and 2/3 of the population of the region to agree on anything. Chairman Nohe apologized for the confusion stating that he thinks all Authority members recognize that the general assembly is going to do what it wants to do and we, as regional body, are always in the reactive position. Over the next two months, he suggested looking at how we can influence what the final signed bill looks like, to minimize the degree to which we have to adapt.
- Chairman Bulova stated we should say that the administration has also agreed to fix the transit cliff as part of this whole package.

There shouldn't be a doubt that the vast majority of that \$110M comes to Northern Virginia to support Fairfax Connector, DASH, OmniRide and all our local bus services. Chairman Bulova added that if the transit cliff doesn't get fixed, then our jurisdictions are back deciding how to fund that.

- Chairman Nohe stated that there are plenty of things in the Governor's proposal to like. As we always do, we react to the parts we don't like first.
- Mayor Parrish questioned whether there should be a motion on certain things. He went on to state that we need to represent NVTA and its regional perspective in the legislature this year. Noting, he trusts there will be a lot of time spent in Richmond this year.
- The Authority suggested that talking points centered on keeping the constitutionality, credibility and creditworthiness of the Authority in tact as conversations as held in Richmond.
- Ms. Hynes mentioned that once talking points are developed, everyone should get a copy; so we can be viewed as cohesive and on the same page.
- Chairman Nohe stated that he is available to talk about this in Richmond, with at least two hour notice. He will attempt to keep people notified as to when he will be going to Richmond.
- Chairman Nohe mentioned that the NVTA has been through this before, and that we're very good at advocating for the region. The Virginia General Assembly is celebrating its 399th this year and he is confident that come July 1, there will be a Metro funding solution and there will an NVTA.

IX. Executive Director's Report

Ms. Backmon, Executive Director

- Ms. Backmon noted that the CTB will meet next week to take action on the MOU between the NVTA and the Commonwealth regarding the \$500M concessionaire payment. At the November meeting the Authority authorized the Executive Director to enter into an agreement with the Commonwealth per Authority ratification. VDOT held a Public Hearing on the projects the Authority recommended for funding on January 4, 2018.

X. Chairman's Comments

- Chairman Nohe will reach out to individuals about committee updates and appointments, once it's finalized, an email will be distributed.
- Chairman Nohe made a motion to enter closed session at 12:23p, as authorized by Virginia Code section 2.2-3711A.1, for the purpose of discussing a personnel issue, seconded by Chair Randall.
- Chairman Nohe reconvened the open meeting at 12:40pm. Chairman Nohe moved (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2, of the Code of Virginia; and (2) only such public business matters as were identified in the motion

by which the closed meeting was convened were heard, discussed or considered by the Committee, seconded by Chair Randall.

Closed Session

XI. Adjourned, 12:42p

Correspondence

Next Meeting: TBD

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: January 25, 2018

SUBJECT: Ratification of the Memorandum of Agreement for the
Transform 66 Outside the Beltway Concessionaire Payment

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1. **Purpose:** To request Northern Virginia Transportation Authority (NVTA) ratification of the Memorandum of Agreement (MOA) for the Transform 66 Outside the Beltway (OTB) Project.
 2. **Suggested Motion:** *I move Authority ratification of the Transform I-66 Outside the Beltway Project MOA, in substantial form and authorize the Executive Director to sign.*
 3. **Background:**
 - a. The Commonwealth of Virginia's Transform I-66 OTB project is a multimodal public private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT) and private partner, Express Mobility Partners.
 - b. The Commonwealth reached financial close on the Transform 66 OTB concession agreement with Express Mobility Partners in November 2017.
 - c. The final agreement included a \$579 million concessionaire payment with \$500 million to be used for multimodal projects within the I-66 OTB corridor.
 - d. The NVTA was requested, by then Secretary Layne, to solicit eligible projects and make project recommendations to the Commonwealth Transportation Board (CTB).
 - e. The NVTA recommended 14 projects totaling \$497M. An adjustment was made to the requested cost of the Balls Ford Interchange Project, reducing the total cost of the 14 projects to \$473.3M.
 - f. On December 6, 2017, the CTB endorsed the 14 projects selected by NVTA and added a 15th project in Fairfax County along Route 29 consisting of improvements that extend from Shirley Gate Road to the vicinity of Pickwick Road in Fairfax County.
 - g. A Public Hearing was held on the recommended projects on January 4, 2018, at VDOT's NOVA District Office.
 - h. VDOT staff, NVTA staff and NVTA's Council of Counsels, drafted a MOA documenting the roles and responsibilities between the CTB and the NVTA.
 - i. The CTB approved the projects and authorized the Commissioner to execute the MOA on January 10, 2018.
 4. **Discussion:**

- a. The Transform 66 Outside the Beltway Project MOA is attached. The MOA covers NVTA's activity in the Call for Projects and the formulation of project recommendations to the CTB.

Coordination:

NVTA Council of Counsels

Attachments:

Attachment 1 - Memorandum of Agreement, Transform 66: Outside the Beltway

Attachment 2 - List of Projects Recommended for Concession Fee Payment

APPENDIX B

MEMORANDUM OF AGREEMENT
TRANSFORM66: OUTSIDE THE BELTWAY PROJECT

This Memorandum of Agreement (“MOA”) is entered into on _____, 2018, between the Commonwealth Transportation Board (“CTB”), and the Northern Virginia Transportation Authority (“NVTA”) (collectively, the “Parties”).

RECITALS

WHEREAS, the CTB, the Virginia Department of Transportation (“VDOT”), and the Virginia Department of Rail and Public Transportation (“DRPT”) have embarked upon a multimodal transportation program, Transform66, which seeks to fund and implement solutions to move more people in the Interstate 66 (“I-66”) corridor between Gainesville, Virginia and Route 29 in the Rosslyn area of Arlington County, Virginia; and

WHEREAS, the Transform66 program is composed of two distinct components: (1) the Transform66: Inside the Beltway Project, which involves multimodal transportation improvements in the I-66 corridor beginning at the intersection of I-66 and I-495 (the “Beltway”) and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia (the “Inside the Beltway Component”), and (2) the Transform66: Outside the Beltway Project, which involves multimodal transportation improvements in the I-66 corridor beginning at Haymarket, Virginia, and ending at the Beltway (the “Outside the Beltway Component”); and

WHEREAS, the goals of the Outside the Beltway Component are to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options (collectively, the “Improvement Goals”), all of which will benefit the users of the portion of I-66 beginning at the Beltway and ending at Route 29 in Gainesville, Virginia (the “Facility”); and

WHEREAS, VDOT entered into a Comprehensive Agreement with I-66 Express Mobility Partners, LLC relating to the Outside the Beltway Component, which provided for a concession payment to the Commonwealth to facilitate implementation of projects that are reasonably related to or benefit the users of the Outside the Beltway Component, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility (“OTB Projects”); and

WHEREAS, in accordance with § 33.2-1528 of the *Code of Virginia* (1950), the Commonwealth has established a separate subaccount (“Concession Payments Account”) of the Transportation Trust Fund in which to hold the concession payment, from which the CTB may make allocations for the purposes set forth in the statute; and

WHEREAS, in accordance with § 33.2-2500(4) and § 33.2-2512(10) of the *Code of Virginia* (1950), NVTa may enter into agreements with any federal, state, local or private entity to provide, or cause to be provided, transportation facilities and services to the area embraced by NVTa; and

WHEREAS, subject to the requirements set forth in this MOA the CTB has indicated by resolution dated December 6, 2017 its preliminary endorsement of the use of funds from the Concession Payments Account for certain projects selected by NVTa designed specifically to attain the Improvement Goals (NVTa-selected Projects) and certain Route 29 Improvement Projects, set forth in Exhibit 1 and amounting to \$500,000,000 collectively; and

WHEREAS, by resolution dated January 10, 2018, the CTB has indicated its intent to allocate up to \$500,000,000 from the Concession Payments Account to be used to fund the NVTa-selected Projects) and the Route 29 Improvement Projects (NVTa/CTB Project Portion), subject to certain conditions, including but not limited to lawful appropriations; and

WHEREAS, such project selection by NVTa shall not constitute approval by NVTa of the Commonwealth’s actions to impose tolling along the Facility; and

WHEREAS, the NVTa may continue to select and submit additional Projects for approval and allocation by the CTB in accordance with this MOA (“Additional NVTa-selected Projects”) until the NVTa/CTB Project Portion from the Concession Payments Account has been exhausted.

NOW THEREFORE, in consideration of the foregoing recitals, the mutual covenants and agreements contained herein, and the mutual benefit to the Parties of attaining the Improvement Goals, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

I. Nature of the Parties’ Interest under This MOA

This MOA provides NVTa with the authority to submit for CTB approval the NVTa-selected Projects and any additional NVTa-selected Projects to be financed in whole or in part from the NVTa/CTB Project Portion from the Concession Payments Account, subject to the conditions and requirements of this MOA. This MOA and the rights and obligations hereunder, are specifically subject to, and governed by applicable state and federal laws concerning the

allowable use of concession payments, including but not limited to § 33.2-1528, § 33.2-2500(4) and § 33.2-2512(10) of the *Code of Virginia* (1950), as amended (“Virginia Code”), 23 U.S.C. §§ 129 and 166 and the terms of any agreement by and between the Federal Highway Administration (“FHWA”) and VDOT that may be required in order to toll the Facility.

This MOA does not grant NVTA any authority over I-66, the tolling of I-66, or any other roadways in the I-66 corridor. It also does not obligate VDOT or the CTB to provide any specified amount of revenues beyond the NVTA/CTB Project Portion of the Concession Payment allocated by the CTB in compliance with Virginia Code § 33.2-1528 as provided in this MOA.

II. Basic Agreement; Roles and Responsibilities

A. The CTB shall have the following roles and responsibilities:

1. Establishment of Concession Payments Account. Subject to any applicable and necessary approvals of FHWA, and in accordance with law, the CTB has established and shall maintain the Concession Payments Account as a separate subaccount of the Transportation Trust Fund in which to hold the concession payment. In addition, the Concession Payments Account shall hold all interest, dividends, unexpended or excess funds allocated to NVTA-selected projects and appreciation that accrue to the Concession Payments Account and that are not otherwise specifically directed by law or reserved by the CTB for other purposes allowed by law. The CTB shall cause VDOT to provide annual reports to the NVTA on the balance of the NVTA/CTB Project Portion of and the overall Concession Payments Account.

- a. Nothing in this MOA shall obligate the CTB to allocate any funds in excess of funds agreed upon in this MOA generally and as to each project set forth in Exhibit 1 and any such obligation under this MOA is subject to Section XVIII.
- b. For any project allocated funds from the NVTA/CTB Project Portion of the Concession Payments Account, in the event it is determined by the entity administering the project (“Project Sponsor”), either before commencement or during delivery of the project, that the cost of a NVTA-selected Project will or may exceed the allocation shown for such Project in Exhibit 1, both parties agree to cooperate, in consultation with the Project Sponsor when

necessary, (i) in determining whether additional funding or sources of funding for the project can be made available, (ii) in reducing the scope of the project, if feasible, or (iii) to terminate the project, or if the project has commenced, to terminate the project before its costs exceed the allocated amount. Notwithstanding the foregoing, the Parties agree, that to the extent there are sufficient funds in the Concession Payments Account to fund the additional Project costs, said funds will not be available unless and until the CTB has taken action to allocate such additional funds.

2. Approval of Projects of the Outside the Beltway Component. Provided NVTA complies with the criteria established herein for selection of Projects, all other requirements of this MOA are satisfied, and there are sufficient funds in the NVTA/CTB Project Portion of the Concession Payments Account to fund said project(s), the CTB shall consider, approve, and allocate funds to, the NVTA-selected projects and any Additional NVTA-selected Projects.

3. Ensure Appropriate Administration of NVTA-selected Projects. NVTA-selected Projects approved by the CTB may be administered by entities such as VDOT, DRPT, localities or transit entities/agencies, and the CTB shall cause VDOT to ensure that standard procedures, protocols and project administration agreements are used/established for such projects.

B. NVTA shall have the following roles and responsibilities:

1. Use of Concession Payment; Compliance with Laws Limiting Use. NVTA shall work with VDOT to determine, and develop documentation evidencing, that all NVTA-selected Projects meet the criteria below and have been selected in accordance with NVTA's selection process described in Section II.B.2. Until all funds remaining in the NVTA/CTB Project Portion of the Concession Payments Account have been exhausted, NVTA may, when advised by VDOT that sums from the NVTA/CTB Project Portion of the Concession Payments Account remain unexpended and are available for additional projects, submit to the CTB Additional NVTA-selected Projects proposed to be funded in whole or in part by the NVTA/CTB Project Portion of the Concession Payments Account. Such Projects

shall be separately identified with supporting documentation. The CTB shall consider and may approve the Projects selected by NVTA, pursuant to Section II.A.2, provided the Projects meet the criteria below and are selected in accordance with NVTA's selection process described in Section II.B.2 and provided further that there are sufficient sums in the NVTA/CTB Project Portion of the Concession Payments Account. NVTA must work with VDOT to determine and provide documentation evidencing that each proposed Project meets/satisfies each of the following criteria:

- (a) Must be reasonably related to or benefit the users of the Outside the Beltway Component;
- (b) Must have the capacity to attain one or more of the Improvement Goals;
- (c) Must be a project that is eligible/qualifies for federal-aid pursuant to Title 23 of the U.S. Code;
- (d) Must be one of the following types of multimodal transportation improvements or projects serving the Facility,
 - i. Capital Projects for new or enhanced local and commuter bus service, and transit priority improvements,
 - ii. Expansion or enhancement of transportation demand management strategies, including without limitation, vanpool, and carpooling programs and assistance,
 - iii. Capital improvements for expansion or enhancement of Washington Metropolitan Area Transit Authority rail and bus service, and for improved access to Metrorail stations and Metrobus stops,
 - iv. New or enhanced park and ride lot(s) and access or improved access thereto,
 - v. Capital Improvement projects for new or enhanced Virginia Railway Express facilities or services,
 - vi. Roadway improvements,
 - vii. Transportation Systems Management and Operations as defined in 23 U.S.C. § 101(a)(30), or
 - viii. Projects identified in Commonwealth studies and plans or projects in the region's constrained long range plan or regional transportation plans approved by the Northern Virginia Transportation Authority, as any such plan may be updated from time to time; and

(e) Must demonstrate that the Projects will be in compliance with all applicable laws, rules and regulations and have received or will receive all required regulatory approvals.

Under no circumstances shall the NVTA/CTB Project Portion of the Concession Payments Account be used to pay any debt, obligation or liability unrelated to the Outside the Beltway Component, or for any purposes other than those specified in this MOA.

NVTA understands and agrees that in the selection of Projects to be funded with the NVTA/CTB Project Portion of the Concession Payments Account, the provisions of Virginia Code § 33.2-1528 as well as all other state and federal laws and regulations that limit the use of concession payments, and concession payments from interstate highways specifically shall apply.

2. Project Selection Process: NVTA warrants that any NVTA-selected Project that has been or will be proposed for CTB approval has been or shall be selected by NVTA through a process established by NVTA that includes the following elements:

- (a) A public notice requesting submission of proposed Projects issued by NVTA (Such notice shall be substantially in the form of the Project Submittal Form attached hereto as **Exhibit 2**);
- (b) The evaluation, prioritization, and selection of proposed Projects by NVTA, and the submission of selected Projects by NVTA to the CTB.

The CTB shall consider and may approve Additional NVTA-selected Projects, provided they have been selected in accord with and satisfy the requirements set forth in Section II.A.2, and provided the Components meet the criteria in Section II.B.1.

III. Term. Unless this MOA is otherwise terminated in accordance with Section VI, the term of this MOA shall commence on the date last signed by the Parties (“the Effective Date”) and shall expire upon the exhaustion of all funds within the NVTA/CTB Project Portion of the Concession Payments Account.

IV. Entire Agreement. This MOA constitutes the entire and exclusive agreement between the Parties relating to the specific matters addressed herein. All prior written, and prior or contemporaneous verbal agreements, understandings, and representations are superseded, revoked, and rendered ineffective for any purpose.

V. Amendment. This MOA and/or any of the rights and obligations herein may be altered, amended, terminated or revoked only by an instrument in writing signed by all Parties or their permitted successor(s) or assignee(s).

VI. Termination. This MOA may be terminated (a) by a Party for material non-compliance with this MOA which has not either been remedied, or a remedy commenced and diligently pursued thereafter, within 120 days after written notice from the other Party, or (b) by written agreement of the Parties.

VII. Resolution of Disputes. Prior to any termination of this Agreement pursuant to Section VI (a) or in the case of any dispute relating to whether one or more NVTA-selected Projects does not satisfy the criteria set forth in Section II B.1. or has not been selected in accord with the process set forth in Section II B.2., the Parties shall meet and confer to make a good faith attempt to resolve any issues or disputes as follows. Within 30 days of a written notice seeking termination or alleging dispute, the Commissioner of Highways and the NVTA Executive Director shall meet to discuss resolution of the issues or dispute. If a resolution cannot be reached within 30 days, the Secretary of Transportation and the Chairman of NVTA shall meet within 30 days to discuss resolution of the issues or dispute. If a resolution cannot be agreed upon within 30 days, (i) the termination shall be effective as set forth in the written notice and in accordance with this MOA or (ii) in the case of a dispute relating to an NVTA-selected Project, the NVTA-selected Project shall not be funded using funds from the NVTA/CTB Project Portion of the Concession Payments Account.

VIII. Notices. Notices shall be made in writing and shall not be effective for any purpose unless and until actually received by the addressee or unless served personally, by independent reputable overnight commercial courier, by facsimile transmission followed by a timely service of the original, or by deposit in the United States mail, postage and fees fully prepaid, registered or certified mail, with return receipt requested, addressed as follows:

If to NVTA:

Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Fax: 703-642-5077

If to CTB:

c/o Commissioner of Highways
1401 E. Broad Street
Richmond, VA 23219
Fax: 804-786-6683

Any Party may, by notice as specified above, in writing designate an additional or a different entity or mailing address to which all such notices should be sent.

IX. Relationship of the Parties. The relationship of NVTA to CTB shall be one of an independent contractor, not an agent, partner, lessee, joint venture, or employee.

X. No Third Party Beneficiaries. Nothing contained in this MOA is intended or shall be construed as creating or conferring any rights benefits or remedies upon or creating any obligations of the Parties toward any person or entity not a party to this MOA.

XI. Governing Law. This MOA shall be governed and construed in accordance with the laws of the Commonwealth of Virginia.

XII. Assignment. This MOA may be assigned only with the written approval of the other Parties. In the event of an agreed assignment, there will be an amendment to this MOA to reflect the change in Parties.

XIII. Survival. If any provisions in this MOA are rendered obsolete or ineffective, the Parties agree to negotiate in good faith appropriate amendments to, or replacement of such provisions, in order to restore and carry out the original purposes to the extent practicable. If any provision is rendered void or invalid, all remaining provisions shall survive.

XIV. Notice of Legal Proceedings. The Parties agree to promptly notify each other if they become aware of any claim or legal proceeding that could impact the program, projects, and activities undertaken pursuant to this MOA.

XV. Construction of Agreement. This MOA is intended by the Parties to be construed as a whole, and indivisible, and its meaning is to be ascertained from the entire instrument. All parts of the

MOA are to be given effect with equal dignity, including but not limited to the recitals at the beginning of this MOA, and all such parts, including the recitals, are to be given full force and effect in construing this MOA. No provision of any recital shall be construed as being controlled by, or having less force and effect, than any other part of this MOA because the provision is set forth in a recital.

XVI. No Personal Liability. 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.

XVII. No Waiver of Sovereign Immunity. Nothing in this MOA shall be deemed a waiver of sovereign immunity by any Party.

XVIII. Availability of Funding. The obligations of the CTB and VDOT herein are subject to appropriations and the legal availability of funds necessary to carry out said obligations.

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In witness whereof, the Parties hereby cause this MOA to be executed, each by its duly authorized officers, as of the date below.

COMMONWEALTH TRANSPORTATION BOARD

Stephen C. Brich, PE
Commissioner of Highways

Date: _____

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Monica Backmon
Executive Director

Date: _____

Appendix A
Transform 66 Outside the Beltway
Concession Fee Projects

Jurisdiction	Project	Request - Millions
Arlington County	East Falls Church Metrorail Station Bus Bay Expansion	\$4.8
Fairfax County	Jermantown Road Bridge over I-66: Widen to four lanes	\$11.0
	Route 50 and Waples Mill Road intersection improvements	\$2.0
	Monument Drive bridge pedestrian facility improvement	\$3.8
	Commuter parking structure at Government Center/Fairfax Corner	\$38.5
	Lee Highway pedestrian improvements: Completion of missing segments of pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive	\$1.3
	Poplar Tree Road bridge construction to four lanes	\$6.0
	I-66 median widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line accommodation	\$40.0
Prince William County	Route 234 at Balls Ford Road interchange including Balls Ford Road improvements*	\$145.0
	Balls Ford Road widening: Groveton Road to Route 234 Business (Sudley Road)	\$67.4
City of Fairfax	George Snyder Trail: From Chain Bridge Road (Route 123) to Fairfax Boulevard (Route 50) at Draper Drive	\$13.6
Town of Vienna	Nutley Street SW mixed-use trail: From Marshall Road SW to Tapawingo Road SW	\$0.3
PRTC	Western bus maintenance & storage facility	\$11.1
VRE	VRE Manassas Line capacity expansion and real-time multimodal traveler information project (rolling stock, Broad Run station/parking/expansion, South Manassas 3rd track, Manassas Station platform extension, Manassas Park parking/bridge, real-time traveler info)	\$128.5
Fairfax County	Route 29 Improvements: From Pickwick Road to Shirley Gate Road, various phases	\$26.7
	Total	\$500.0

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: January 26, 2018

SUBJECT: Approval of the Programming of FY 2024 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

1. **Purpose.** To seek Northern Virginia Transportation Authority endorsement of projects to be recommended to the Commonwealth Transportation Board (CTB) for FY 2024 CMAQ and RSTP funding.
2. **Suggested Motion:** *I move approval of the attached list of projects to be recommended to the Commonwealth Transportation Board for FY 2024 CMAQ and RSTP funding.*
3. **Background.** The NVTA established a deadline of Friday, December 15, 2017, as the submission deadline for FY 2024 CMAQ and RSTP applications. NVTA staff in coordination with the jurisdictions and agencies who applied during this cycle of funding, developed the attached recommended list of projects and the proposed funding allocations. For FY 2024, 39 CMAQ and RSTP applications were received, totaling \$188,025,000.

The funding available for distribution in FY 2024 is estimated to be (subject to change based on final Federal allocations):

CMAQ	\$29,598,216
RSTP	\$53,648,590
<u>Total:</u>	<u>\$83,246,806</u>

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

The Regional Jurisdiction and Agency Coordination Committee (RJACC) reviewed the projects submitted at its January 25, 2018 meeting, and recommends that the NVTA endorse the attached list of CMAQ and RSTP projects for submission to VDOT and the Commonwealth Transportation Board for approval.

\$248,462 is allocated off-the-top to Fairfax County as per May 11, 2017, NVTA resolution as compensation for accommodating the revised CTB allocation that reduced the available funding in FY 2018. The Authority approved return of this money through additional/surplus RSTP funding or during the FY 2024 RSTP allocation process.

NVTA staff will be available at the NVTA meeting on February 1, 2018, to answer questions.

Attachment(s): NVTA's Proposed FY 2024 CMAQ and RSTP Project Recommendations

**FY 2024 CMAQ/RSTP Proposed Allocations
Winter 2017 Strawman**

Attachment 1

FY2023 CMAQ Estimate \$ 29,598,216

CMAQ FUNDS	Overall Ranking	FY 2024	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ 1,355,863	\$ 1,355,863
COG/TPB - Commuter Connections Operations Center (UPC 52726)	1 of 6	\$303,391	\$303,391
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC T17894)	2 of 6	\$800,000	\$800,000
VDOT - Clean Air Partners (UPC 52725)	3 of 6	\$252,472	\$252,472
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS		\$ -	\$ 28,242,353
JURISDICTIONAL ALLOCATIONS*			
ALEXANDRIA, CITY		\$ 2,350,000	\$ 2,350,000
West End Transitway Operations (T19651)	1 of 8	\$1,000,000	\$1,000,000
Transportation Demand Management (UPC T18035)	2 of 8	\$500,000	\$500,000
Commuter Outreach (T99)	3 of 8	\$600,000	\$600,000
Bicycle Sharing (UPC 100420)	4 of 8	\$250,000	\$250,000
ARLINGTON COUNTY		\$ 7,000,000	\$ 6,000,000
Commuter Services Program (ACCS),(UPC T100)	2 of 2	\$7,000,000	\$6,000,000
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 10,650,000	\$ 3,550,000
Richmond Highway Bus Rapid Transit (UPC 106921) (See RSTP) PM2.5	1 of 7	\$10,000,000	\$2,900,000
Countywide Transit Stores (UPC T207)	6 of 7	\$650,000	\$650,000
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 450,000	\$ 450,000
Herndon Metrorail Intermodal Access Improvements (UPC 106986, 104328)	2 of 2	\$450,000	\$450,000
LEESBURG, TOWN		\$ -	\$ -
LOUDOUN COUNTY		\$ 9,800,000	\$ 6,003,872
Bike/Ped for Silver Line Metrorail (UPC T17499) (See RSTP)	1 of 2	\$9,760,000	\$5,963,872
Lowes Island Park & Ride Lot Lease (UPC 79679)	2 of 2	\$40,000	\$40,000
MANASSAS, CITY		\$ -	\$ -
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 920,000	\$ 920,000
John Marshall Highway (Rte. 55) Sidewalk	5 of 5	\$ 920,000	\$920,000
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 31,170,000	\$ 19,273,872
AGENCY ALLOCATIONS			
PRTC (Prince William, Manassas, Manassas Park)		\$ 1,850,000	\$ 1,850,000
PRTC Commuter Assistance Program (UPCT1833)	1 of 2	\$350,000	\$350,000
Commuter Bus Replacements (3 new 45 ft. Buses), (UPC T158) PM 2.5	2 of 2	\$1,500,000	\$1,500,000
VDOT		\$ 4,737,000	\$ 3,418,481
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)	4 of 6	\$1,500,000	\$1,500,000
Multi-modal Travel Information Displays Upgrade and Expansion (Fairfax)	5 of 6	\$790,000	\$400,000
I-95 ramp metering at Route 123 northbound on-ramp (Prince William)	6 of 6	\$2,447,000	\$1,518,481
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 12,000,000	\$ 3,700,000
Virginia Metrobus Replacement (UPC 12878); PM 2.5	1 of 1	\$12,000,000	\$3,700,000
VRE		\$ -	\$ -
Total Agency		\$ 18,587,000	\$ 8,968,481
TOTAL CMAQ		\$ 51,112,863	\$ 29,598,216

CMAQ PM 2.5 Set Aside Requirement (25%)	\$ 7,399,554
Total CMAQ PM 2.5 Allocation	\$ 8,100,000
CMAQ PM 2.5 Allocation as a Percentage of Total CMAQ	27%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chair, NVTA Finance Committee

DATE: January 26, 2018

SUBJECT: Budget Transfer for Communications Program

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of budget transfers to reflect the hiring of a full time Communications and Public Affairs Manager. The NVTA Finance Committee met on January 18, 2018 and voted unanimously to recommend approval of the Authority.
- 2. Suggested Motion:** *I move Authority approval of the attached NVTA Operating Budget Transfer related to the implementation of the Communications Program.*
- 3. Background:**
 - a. The Authority adopted the FY2018 Operating Budget on January 12, 2017. This budget included \$87,000.00 in Communications Services.
 - b. As part of the FY2018 budget discussions related to Communications the option was approved to make a direct hire for the position or utilize a contract service.
 - c. Preference for a direct hire was expressed by the Finance Committee in order to obtain the highest level of dedicated and consistent service.
 - d. For ease and clarity of budgeting, the FY2018 approved funding was placed in expense account 420000-266 Communications Services with the understanding that a subsequent transfer would be required if the direct hire option was used.
 - e. Since a direct hire was made, the funding must be transferred from a single expenditure account to the multiple expenditure accounts required to classify the expenses as employee related rather than contract related.
 - f. The recent renewal of the Financial Advisory Services agreement produced significant cost savings (\$36,000.00). A portion of those savings (\$21,388.77) is being transferred to address the costs of making the position full time.
 - g. The proposed budget transfer details are attached.

Attachment: FY2018 Operating Budget Transfer – Communications Program

**FY2018 Operating Budget Transfer
Communications Program**

	TRANSFER	
	FROM	TO
420000 Professional Service		
262 Financial Advisory Services	21,388.77	
266 Communications Consultant	87,000.00	
	\$ 108,388.77	\$ -
410000 Personnel Expenditures		
110 Salaries-Regular Pay		72,381.40
130 Health & Dental Benefits		5,925.60
131 Payroll Taxes		5,936.77
132 Retirement VRS		7,715.00
133 Life Insurance		-
134 Flex Spending/Dependent Care		-
135 Workers Comp		85.00
137 Disability Insurance		-
	\$ -	\$ 92,043.77
420000 Professional Service		
240 ADP PR processing service	-	55.00
		\$ 55.00
430000 Technology/Communication		
320 HW SW & Peripheral Purchase		-
330 IT Support Svc Incl Hosting		770.00
340 Phone Service		720.00
	-	1,490.00
440000 Administrative Expenses		
411 Dues & Subscriptions		300.00
412 Duplication & Printing		1,000.00
413 Furniture & Fixture		-
415 Mileage/Transportation		750.00
Setup office*		
417 Office Lease 1 Office		12,750.00
418 Office Supplies		-
420 Professional Develop & Training/Ind Conf		-
	\$ -	\$ 14,800.00
Total Transfer	108,388.77	108,388.77

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Members, Northern Virginia Transportation Authority
FROM: Monica Backmon, Executive Director
DATE: January 26, 2018
SUBJECT: Update on the 2018 Legislative Session

1. **Purpose.** To update the Northern Virginia Transportation Authority (NVTA) on the status of bills filed as part of the 2018 General Assembly Session.
2. **Background.** The 2018 General Assembly Session convened on January 10, 2018.

The deadline to file bills was Friday, January 19th at 5:00pm. In addition to the proposed biennial budget, several bills have been filed that relate to the Authority and transportation. Attachment 1 provides the tracking of the proposed bills in the following categories:

- i. Northern Virginia Transportation Authority
- ii. SMARTSCALE Prioritization
- iii. Gas Tax Floor
- iv. WMATA/State Transit Fiscal Cliff
- v. I-66
- vi. General Transportation
- vii. Other

Attachment 1: Virginia General Assembly – 2018 – Bill Tracking for the Northern Virginia Transportation Authority (NVTA)

January 25, 2018

Page 1 of 11

Virginia General Assembly – 2018 – Bill Tracking for the Northern Virginia Transportation Authority (NVTa)

NVTa Related Bills	SMARTSCALE/ Prioritization	Gas Tax Floor	WMATA/ Transit Cliff	I-66 Related	General Transportation	Other
HB579	HB72	HB699	HB1319	HB1256	HB765	HB455
HB1285	HB668	HB768	HB1356	HB1284	HB1137	HB907
SB141	HB1263	HB917	SB856	HB1291	HB1292	HB908
	HB1455	HB1083			HJ58	
	SB147	HB1352			HJ59	
	SB207	SB393			HJ66	
					HJ68	

NVTA RELATED BILLS

Bill and Patron	Summary	Status/Last Action	NVTA Position
<p>HB579 – Robert Bloxom</p> <p>pdf</p>	<p>Transient occupancy tax; state parks. Permits localities to impose transient occupancy taxes on transient room rentals and travel campgrounds in state parks.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB579</p>	<p>01/08/18 House: Referred to Committee on Finance</p> <p>01/16/18 House: Assigned Finance sub: Subcommittee #1</p> <p>01/17/18 House: Subcommittee recommends reporting (8-Y 1-N)</p>	<p>Monitor</p>
<p>HB1285 – David LaRock</p> <p>pdf</p>	<p>Transportation project selection in Planning District 8 (Northern Virginia); public meeting. Requires the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board to annually conduct a joint public meeting for the purposes of presenting to the public, and receiving public comments on, the transportation projects proposed by each entity in Planning District 8.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1285</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2</p>	<p>Monitor; not sure what intends to accomplish; pitching as a transparency initiative</p>
<p>SB141 – Chap Petersen</p> <p>pdf</p>	<p>Use of certain revenues by the Northern Virginia Transportation Authority. Allows revenues of the Northern Virginia Transportation Authority distributed to localities to be used, as determined solely by the applicable locality, to fund new sidewalk projects that reduce congestion.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB141</p>	<p>12/27/17 Senate: Referred to Committee on Transportation</p> <p>01/24/18 Senate: Continued to 2019 in Transportation (13-Y 0-N)</p>	<p>Opposed/Support Carry Over with pledge to work with Town of Vienna</p>

SMARTSCALE/Prioritization

Bill	Summary	Status/Last Action	NVTA Position
<p>HB72 – Bob Thomas pdf</p>	<p>Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB72</p>	<p>12/04/17 House: Referred to Committee on Transportation</p>	<p>Monitor; Authority did not propose this change to CTB</p>
<p>HB668 – Terry Kilgore pdf</p>	<p>Transportation funding in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax. The also allocates \$40 million annually from the Priority Transportation Fund, after making any required debt service payments, to each of the Salem highway construction district and the Bristol highway construction district. Of the \$40 million allocated to the Bristol highway construction district, \$30 million each year shall be designated for the construction and completion of U.S. Route 121, the Coalfields Expressway.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB668</p>	<p>01/09/18 House: Referred to Committee on Rules</p>	<p>While the Authority supports fixing the regional gas tax floor it opposes efforts to fund major projects outside of the SMART SCALE process</p>
<p>HB1263 – Terry Kilgore pdf</p>	<p>Commonwealth Transportation Board prioritization process; factors considered in Bristol and Salem Highway Construction Districts. Provides that for the purposes of prioritizing projects in the Bristol Highway Construction District or the Salem Highway Construction District, the Commonwealth Transportation Board (Board) shall consider (i) the relative importance of secondary highways in such districts and (ii) only the following other factors: economic development, accessibility, and safety. Current law requires the Board to consider congestion mitigation, economic development, accessibility, safety, and environmental quality when prioritizing projects in all districts.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1263</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2</p>	<p>Monitor</p>

<p>HB1455 – Bob Thomas pdf</p>	<p>Commonwealth Transportation Board; SMART SCALE; job accessibility factors. Directs the Commonwealth Transportation Board to change both the access to jobs and the access to jobs for disadvantaged populations' accessibility factors for commuting thresholds adopted for the implementation of SMART SCALE from 45 minutes for automobile trips or 60 minutes for transit trips to 60 miles for all trips.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1455</p>	<p>01/17/18 House: Referred to Committee on Transportation</p>	<p>Monitor; Authority did not propose this change to CTB</p>
<p>SB147 – John Edwards pdf</p>	<p>Commonwealth Transportation Board; factors for project selection. Requires travel time reliability to be one of the factors used by the Commonwealth Transportation Board in its statewide prioritization process for project selection.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB147</p>	<p>12/28/17 Senate: Referred to Committee on Transportation</p>	<p>Monitor; Authority did not propose this change to CTB</p>
<p>SB207 – Richard Stuart pdf</p>	<p>Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB207</p>	<p>01/02/18 Senate: Referred to Committee on Transportation</p>	<p>Authority did not propose these changes to CTB</p>

Gas Tax Floor

Bill	Summary	Status/Last Action	NVTA Position
<p>HB699 – Mark Levine pdf</p>	<p>Motor vehicle fuels sales tax in certain transportation districts. Provides that the tax that is imposed on the sales price of motor fuel in Northern Virginia shall be imposed on the regional price of gas, defined and computed as a six-month average price of fuel. The tax shall not be imposed on a regional price that is less than a gallon of gasoline on February 20, 2013, nor shall it be imposed a price that is more than \$4 per gallon. The bill also raises the rate of taxation of motor fuel in Northern Virginia from 2.1% to 3%.</p> <p>The bill also changes the regional gas tax in Hampton Roads from a percentage to a cents-per-gallon tax that decreases as the price of gas increases. The regional gas tax in Hampton Roads would have a floor of \$0.05 per gallon and a ceiling of \$0.14 per gallon and would be determined on the basis of the average wholesale price of unleaded regular gasoline.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB699</p>	<p>01/09/18 House: Referred to Committee on Rules</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>
<p>HB768 – Chris Jones pdf</p>	<p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB768</p>	<p>01/09/18 House: Referred to Committee on Rules</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>
<p>HB917 – Chris Stolle pdf</p>	<p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by requiring that the average wholesale price upon which the tax is based be no less than the statewide average wholesale price on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB917</p>	<p>01/09/18 House: Referred to Committee on Rules</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>

<p>HB1083 - Eileen Filler-Corn pdf</p>	<p>Motor vehicle fuels sales tax; price floor. Provides that the 2.1% tax that is imposed on the sales price of motor fuel in Northern Virginia and Hampton Roads shall be imposed on the regional price of gas, defined and computed as the six-month average price of fuel, for each region. The regional price used to calculate the tax shall not be less than the average statewide price of a gallon of unleaded regular gasoline on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1083</p>	<p>01/10/18 House: Referred to Committee on Rules</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>
<p>HB1352 – Bob Thomas</p>	<p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1352</p>	<p>01/11/18 House: Referred to Committee on Rules</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>
<p>SB393 – George Barker pdf</p>	<p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by requiring that the average wholesale price upon which the tax is based be no less than the statewide average wholesale price on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB393</p>	<p>01/09/18 Senate: Referred to Committee on Finance</p>	<p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p>

WMATA/Transit Capital Cliff

Bill	Summary	Status/Last Action	NVTA Position
<p>HB1319 – Rip Sullivan pdf</p>	<p>Mass transit in the Commonwealth. Makes numerous changes to the administration of and revenues for mass transit in the Commonwealth, specifically as it relates to the membership and funding of the Washington Metropolitan Area Transit Authority, the disbursement of funds in the Commonwealth Mass Transit Fund, and the authority of the Commonwealth Transportation Board to issue bonds for transit capital. The bill sets a floor on the average price of fuel used to calculate the regional motor sales tax as the price of gas on February 20, 2013, the same floor that is used to calculate the state fuels tax. The bill also raises the regional congestion relief fee and the regional transient occupancy tax in the Northern Virginia region to raise additional revenues for mass transit.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1319</p>	<p>01/10/18 House: Referred to Committee on Rules</p>	<p>Authority supports finding dedicated funding for Metro and restoring money for transit capital costs but has serious concerns about the introduced legislation’s impact</p>
<p>HB1356- David Reid pdf</p>	<p>State transient occupancy tax. Expands the 2% regional transient occupancy tax in Northern Virginia statewide. Thirty-five percent of the revenue generated from the tax shall be used to fund the Washington Metropolitan Area Transit Authority, and the remaining amount shall be used to fund transit and transportation projects throughout the Commonwealth.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1356</p>	<p>01/11/18 House: Referred to Committee on Rules</p>	<p>Monitor; believe this would result in a net loss of revenue for the Authority</p>
<p>SB856 – Dick Saslaw pdf</p>	<p>Mass transit in the Commonwealth. Makes numerous changes to the administration of and revenues for mass transit in the Commonwealth, specifically as it relates to the membership and funding of the Washington Metropolitan Area Transit Authority, the disbursement of funds in the Commonwealth Mass Transit Fund, and the authority of the Commonwealth Transportation Board to issue bonds for transit capital. The bill sets a floor on the average price of fuel used to calculate the regional motor sales tax as the price of gas on February 20, 2013, the same floor that is used to calculate the state fuels tax. The bill also raises the regional congestion relief fee and the regional transient occupancy tax in the Northern Virginia region to raise additional revenues for mass transit.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB856</p>	<p>01/17/18 Senate: Referred to Committee on Finance</p>	<p>Authority supports finding dedicated funding for Metro and restoring money for transit capital costs but has serious concerns about the introduced legislation’s impact</p>

I-66 Related Bills

Bill	Summary	Status/Last Action	NVRTA Position
<p>HB1256 – Tim Hugo pdf</p>	<p>HOT lanes on Interstate 66; operating hours. Sets the operating hours for HOT lanes on Interstate 66 inside the Beltway from 6:30 a.m. to 9:00 a.m. on the eastbound lanes and from 4:00 p.m. to 6:30 p.m. on the westbound lanes.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1256</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #1</p>	<p>Monitor</p>
<p>HB1284 – Tim Hugo pdf</p>	<p>Vehicles bearing clean special fuel license plates; HOT lanes. Allows vehicles bearing clean special fuel license plates issued before July 1, 2011, to use the HOT lanes on Interstate 66 inside the beltway if the vehicle is equipped with an E-ZPass Flex transponder. The bill contains an emergency clause.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1284</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #1</p>	<p>Monitor</p>
<p>HB1291 – Tim Hugo pdf</p>	<p>Interstate 66; tolling facilities. Directs the Secretary of Transportation to renegotiate the agreement governing transportation facilities on Interstate 66 outside the Capital Beltway in an effort to coordinate tolling inside and outside the Capital Beltway once the tolling facilities outside the Capital Beltway are established.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1291</p>	<p>01/10/18 House: Referred to Committee on Transportation</p>	<p>Monitor</p>

GENERAL TRANSPORTATION RELATED BILLS

Bill	Summary	Status/Last Action	NVTA Position
<p>HB765 – Chris Jones pdf</p>	<p>Transportation processes in the Commonwealth; responsibilities of transportation entities; funding. Expands the responsibilities of the Office of Intermodal Planning and Investment of the Secretary of Transportation (Office). The bill clarifies the residency requirements for the urban and rural at-large members of the Commonwealth Transportation Board (Board) and provides that no member of a governing body of a locality is eligible to be appointed to the Board during his term of office. The bill provides that the Board's Six-Year Improvement Program shall only commit funds from the State of Good Repair Program, the High Priority Projects Program, or the Construction District Grant Programs to a project or program if such commitment is sufficient to complete the project or program. The bill expands the requirements of the annual report provided by the Commissioner of Highways and requires the Office to submit an annual report as described in the bill. The bill decreases the maximum matching allocation that the Board may make to a locality from \$10 million to \$5 million and provides that such funds can be used for the maintenance of highway systems. The bill changes the amount of Commonwealth funds allocated to the Board for revenue-sharing from no less than \$15 million and no more than \$200 million to not in excess of \$100 million or seven percent of funds available for distribution by the Board from all funds made available for highway purposes, whichever is greater.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB765</p>	<p>01/09/18 House: Referred to Committee on Transportation</p> <p>01/17/18 House: Assigned Transportation sub: Subcommittee #2</p>	<p>Monitor</p>
<p>HB1137 – Mark Sickles pdf</p>	<p>Commuter Rail Operating and Capital Fund. Establishes the Commuter Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve commuter rail service.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1137</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2</p>	<p>Authority supports finding stable funding for VRE</p>
<p>HB1292 – Tim Hugo pdf</p>	<p>State and local transportation planning. Provides that prior to the adoption of or amendment to any comprehensive plan in Planning District 8 (Northern Virginia) or review of a proposed rezoning in Planning District 8, the Department of Transportation shall consider the transportation impact of the proposed plan or rezoning and name any transportation facility for which a reduction in the level of service is anticipated as a result of the proposed plan or rezoning. Current law provides for such review for any transportation facility having a functional classification of minor arterial or higher for which an increase in traffic volume is expected to exceed the capacity of the facility as a result of the change. The bill requires that if the proposed comprehensive plan or rezoning is within Planning District 8, the locality shall propose one or more transportation projects in its local transportation plan, or within the regional transportation plan, to ensure no reduction of service to any</p>	<p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2</p>	<p>Monitor</p>

	<p>transportation facility affected by the plan or rezoning.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1292</p>		
<p>HJ58 – Jennifer Carroll Foy pdf</p>	<p>Study; Department of Rail and Public Transportation; improved transportation services; report. Requests that the Department of Rail and Public Transportation (the Department) identify and recommend potential public transportation services from the Franconia-Springfield Metro Station to Marine Corps Base Quantico in Prince William and Stafford Counties and study the feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Department shall report on its findings and recommendations on the first day of the 2019 and 2020 Regular Sessions of the General Assembly.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ58</p>	<p>01/06/18 House: Referred to Committee on Rules</p> <p>01/19/18 House: Assigned Rules sub: Subcommittee #1</p>	<p>Monitor</p>
<p>HJ59 – Chris Head pdf</p>	<p>Celebrate Transportation Day. Designates the Thursday before Memorial Day, in 2019 and in each succeeding year, as Celebrate Transportation Day.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ59</p>	<p>01/08/18 House: Referred to Committee on Rules</p> <p>01/19/18 House: Assigned Rules sub: Subcommittee #2</p>	
<p>HJ66 – Danica Roem pdf</p>	<p>Study; Department of Transportation; commuter rail system in the Commonwealth; report. Requests the Department of Transportation to study and develop best practices for constructing, operating, and maintaining a commuter rail system in the Commonwealth.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ66</p>	<p>01/08/18 House: Referred to Committee on Rules</p> <p>01/19/18 House: Assigned Rules sub: Subcommittee #1</p>	<p>Monitor</p>
<p>HJ68 – Danica Roem pdf</p>	<p>Study; Department of Transportation to study State Route 28; report. Requests that the Department of Transportation study the feasibility of implementing improvements to State Route 28 in Prince William County between the City of Manassas Park and Fairfax County.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ68</p>	<p>01/08/18 House: Referred to Committee on Rules</p> <p>01/19/18 House: Assigned Rules sub: Subcommittee #1</p>	<p>Monitor</p>

OTHER

Bill	Summary	Status/Last Action	NVTA Position
<p>HB455 – Eileen Filler-Corn pdf</p>	<p>Allocation of funds for certain contract fees for railroad right-of-way access. Provides that funds for contract fees paid by the Virginia Railway Express for access to the rights-of-way of CSX Transportation, Norfolk Southern Corporation, and the National Railroad Passenger Corporation shall be allocated yearly by the Department of Rail and Public Transportation and shall cover 84 percent of the total costs.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB455</p>	<p>01/07/18 House: Referred to Committee on Transportation</p>	<p>Authority has taken no position but supports stable funding for VRE</p>
<p>HB907 – Roxann Robinson pdf</p>	<p>Virginia Freedom of Information Act; meetings held by electronic communication means. Consolidates existing provisions concerning public meetings conducted by electronic communication means. The bill contains technical amendments. This bill is a recommendation of the Freedom of Information Advisory Council.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB907</p>	<p>01/09/18 House: Referred to Committee on General Laws</p> <p>01/19/18 House: Assigned GL sub: Subcommittee #4</p> <p>01/23/18 House: Subcommittee recommends reporting (8-Y 0-N)</p>	<p>Monitor</p>
<p>HB908 – Roxann Robinson pdf</p>	<p>Virginia Freedom of Information Act; meetings held by electronic communication means. Removes the Freedom of Information Act requirement that the remote locations from which members of a public body participate in meetings through electronic communication means be open to the public. Instead, members of the public must be provided an electronic communication means substantially equivalent to that provided to members of the public body through which the public may witness the meeting. The bill provides that public access to remote locations from which members of the public body participate through electronic communication means shall be encouraged, but not required; however, if three or more members are gathered at the same remote location, such remote location must be open to the public. The bill also amends the annual reporting requirements for public bodies that meet by electronic communication means. This bill is a recommendation of the Freedom of Information Advisory Council.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB908</p>	<p>01/09/18 House: Referred to Committee on General Laws</p> <p>01/19/18 House: Assigned GL sub: Subcommittee #4</p> <p>01/23/18 House: Subcommittee recommends reporting (8-Y 0-N)</p>	<p>Monitor</p>

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: January 25, 2018

SUBJECT: Financial Analysis of the Governor's Proposed Biennium Budget/HB1319

- 1. Purpose.** Present the Northern Virginia Transportation Authority (NVTA) an initial analysis of the Governor's Proposed Biennium Budget (and HB1319) impact on NVTA's Local Distribution Fund (30% distributions) and funding for the upcoming Six Year Program (SYP). This analysis was reviewed and discussed by the NVTA Finance Committee at their January 18th meeting. (Please note all figures in this analysis are preliminary and subject to change.)
- 2. Background.**
 - a. On December 18, 2017, Governor Terry McAuliffe, released House Document No. 1. This document is the Governor's proposed biennium budget for fiscal years 2019 and 2020. Page 396, item E. 1 through 4, of the document proposes additional funding for Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Railway Express (VRE). A copy of this section of the proposed budget is attached as Appendix A.
 - b. As it relates directly to the NVTA, the proposed budget calls for the following:
 - i. Increases in the Northern Virginia Transient Occupancy Tax and Grantors Tax.
 - ii. A diversion of 40% of NVTA's annual revenue through:
 1. A transfer of 35% of total NVTA revenue, to the Northern Virginia Transportation Commission (NVTC) for WMATA capital needs.
 2. A designation of 5% of total NVTA revenue for the capital and operating needs of VRE.
 - iii. Implementation of a gas tax floor. The gas tax floor has no direct impact on NVTA and therefore is not addressed in this analysis.
- 3. Current Analysis.**
 - a. The Commonwealth makes an independent estimate of the NVTA revenue. The NVTA use a collaborative revenue estimate process which involves the participation of all nine member jurisdictions.
 - b. This analysis uses the NVTA Six Year Revenue Projections for FY2018-23, adopted by the Authority on October 12, 2017.
 - c. The adopted NVTA FY2018-23 revenue projections form the basis for funding the Authority's first Six Year Program (SYP)

- d. Within the context of the six year revenue projections and SYP, this analysis looks at four areas:
- Impact of proposed increased TOT and Grantors tax rates.
 - Impact of the proposed 40% revenue diversion.
 - Summary of impacts on the Local Distribution Fund (30%).
 - Summary of impacts on the Regional Revenue Fund and PayGo supporting the Authority's Six Year Program (SYP)
- e. **Impact of the Proposed Increased TOT and Grantors Tax Rates:**
- i. Transient Occupancy Tax (TOT) revenue increases \$81.4 million over five of the six years in the projection period.
 - ii. Grantors Tax revenue increases \$155.5 million over five of the six years in the projection period.
 - iii. This results in total revenue increase of \$236.9 million.
 - iv. TOT and Grantors are the most volatile of the Authority's three taxes.
 1. Over the last 21 years in the four member counties, TOT has seen year to year increases of 41.6% and decreases of 15.8%. Also in the same counties, the Grantors Tax has seen year to year increases of 33.6% and decreases of 21.2%.
 2. This volatility makes these two taxes less reliable and predictable, raising the reliance on Sales Tax as an overall stabilizing force for NVTA's combined revenue streams when considering an 'off the top' diversion of 40% of total revenue.
 3. Because NVTA revenue is based on transactions within each members' jurisdiction, the impact of the rate increases will be uneven. For example, Manassas Park does not receive TOT tax revenue and therefore will experience a higher impact of the 40% diversion vs. other member jurisdictions, discussed next.
- f. **Impact of the Proposed 40% Revenue Diversion:**
- i. Total revenue currently projected over the six year period is \$2.1 billion (gross).
 - ii. The proposed increased TOT and Grantors tax rates, which total an additional \$236.9 million, raises the projection to \$2.3 billion (gross).
 - iii. The 40% diversion reduces total revenue available to the NVTA to \$1.5 billion (gross).
 - iv. Summary: While the two increased tax rates generate more revenue, the end result of the 40% diversion is that the Authority [and its members] will see a total revenue reduction of approximately \$562 million over the six year period, negatively impacting 30% distributions and limiting the upcoming SYP.

g. Summary of Impacts on the Local Distribution Fund (30%):

- i. The Local Distribution Fund sends 30% of revenues raised in a jurisdiction, back to that jurisdiction.
- ii. Actual 30% proceeds are completely dependent on the transactions within a jurisdiction.
- iii. Each jurisdiction has specific local economic factors which create differing strengths among the three NVTAs taxes applied through HB2313 and collected within each member jurisdiction.
- iv. With 40% of revenue diverted 'off the top' the impact on the 30% funds is disproportionate among jurisdictions.
- v. In the adopted revenue projections (FY2018/23), the Local Distribution Fund receives \$626.8 million for 30% distributions.
- vi. When including the proposed increased tax rates and the 40% diversion, the available funds decrease to \$458.2 million or a \$168.7 million reduction over the six year period.
- vii. This reduction is just for five of the six years in the SYP, since the proposed budget does not apply to FY2018. An additional \$31.3 million¹ would have been reduced from the 30% distribution if the proposed budget covered all years of the SYP, taking to total impact to \$200 million.
- viii. The Authority projects revenue at the locality level. The following is the impact of the proposed budget on each NVTAs jurisdiction's Local Distribution (30%) revenue, in millions, over the six year period (changes applied to FY2019/23):

Jurisdiction	Current Projection	Revised Projection*	\$ Change	% Change
Alexandria	\$42.5	\$32.0	-\$10.5	-25%
Arlington	\$75.2	\$57.6	-\$17.6	-23%
Fairfax City	\$15.1	\$10.5	-\$4.6	-31%
Fairfax County	\$270.0	\$197.7	-\$72.3	-27%
Falls Church	\$6.0	\$4.2	-\$1.8	-30%
Loudoun	\$119.3	\$86.4	-\$32.9	-28%
Manassas	\$10.3	\$7.0	-\$3.3	-31%
Manassas Park	\$3.0	\$2.1	-\$0.9	-30%
Prince William	\$85.5	\$60.7	-\$24.8	-29%
Totals	\$626.8	\$458.1	-\$168.7	

Notes: *Increased tax rates, less 40% diversion
 The impact on the five towns within the Authority; Dumfries, Herndon, Leesburg, Purcellville and Vienna has not been calculated. However, as town distributions are a subset of the county 30% distribution, the impact will be negative.

¹ This figure is updated from the impact presented to the Finance Committee.

h. Summary of Impacts on the Regional Revenue Fund and PayGo Supporting the Six Year Program (SYP)

- i. The PayGo level for the SYP has not been finalized at this time as the NVTA Finance Committee is still reviewing several factors and has not made a recommendation to the Authority.
- ii. The informal PayGo conceptual level for SYP discussion purposes has been approximately \$1.5 billion.
- iii. Using the same modeling, and accounting for the proposed two increased tax rates as well as the 40% diversion, including the impact on interest earnings, taper amounts and carryforward, result in PayGo availability for the SYP under the Governor’s proposed budget of approximately \$1.116 billion.
- iv. The model results of the impact of the Governor’s proposed budget/HB1319 are presented in Appendix B.
- v. The proposed budget/HB1319 start in FY2019. However, NVTA’s SYP starts with FY2018. FY2018 offsets the overall impact of the proposed budget on the SYP through:
 - 1. No diversion of 70% revenue in FY2018
 - 2. A carryforward of \$100 million from the withdrawn I66/Route 28 project in FY2018.
- vi. Current (unofficial) PayGo for the SYP: \$1.511 billion
PayGo net of proposed budget changes: \$1.116 billion
Reduction in PayGo for the SYP: \$ -395 million
- vii. Impact Assessment on a full SYP
Current (unofficial) PayGo for the SYP: \$1.511 billion
PayGo net of proposed budget changes: \$1.116 billion
Five of Six years Impact: \$ -395 million
Equivalent FY2018 Diversion Impact: \$ -73 million
Eliminate I66/Route 28 Carryforward: \$ -100 million
Full SYP Impact: \$ -568 million

Attachments:

Appendix A: House Document No. 1. Proposed biennium budget for the fiscal years 2019 and 2020, page 396, item E. 1 through 4

Appendix B: Governor’s Proposed Budget/HB1319 – PayGo Determination

House Document No. 1. Proposed biennium budget for the fiscal years 2019 and 2020, page 396, item E. 1 through 4,

E. To provide an appropriate level of funding for the Washington Metropolitan Area Transit Authority and the Virginia Railway Express, the following actions shall be taken:

1. Notwithstanding § 33.2-2510, Code of Virginia, thirty-five percent of the revenues received by the Northern Virginia Transportation Authority shall be transferred to the Northern Virginia Transportation Commission and made available for capital needs of the Washington Metropolitan Area Transit Authority; and
2. Notwithstanding § 33.2-2510, Code of Virginia, five percent of the revenues received by the Northern Virginia Transportation Authority shall be used by the Authority solely to fund capital and operating needs of the Virginia Railway Express.
3. To enhance the revenues of the Northern Virginia Transportation Authority:
 - a. The regional congestion relief fee authorized under § 58.1-802.2, Code of Virginia, is increased from \$0.15 to \$0.25 for each \$100 of value of property sold; and,
 - b. The regional transient occupancy tax authorized under § 58.1-1742, Code of Virginia, is increased from two percent to three percent;
4. The regional tax rate of 2.1 percent applied on the sale of fuels by wholesalers to retail dealers authorized under § 58.1-2295, Code of Virginia, shall have a price floor identical to the price floor that exists in the statewide sales tax on fuel, as determined by the Commissioner pursuant to § 58.1-2217, Code of Virginia. The increase in revenues provided to the Northern Virginia Transportation Commission from this provision shall be dedicated for capital improvement needs of the Washington Metro Area Transit Authority.

Scenario: NVTA I-66 OTB Project Withdrawn
 Governor's Proposed Budget
 Declining Future Year Carryover
 Last Three Year Taper at 5%, 10%, 15%

PROJECTED REVENUE								
	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Six Year Totals	
Sales	\$ 253,421,494	\$ 258,926,224	\$ 265,846,393	\$ 272,982,830	\$ 280,453,992	\$ 288,142,662	\$	\$ 1,619,773,594
TOT	\$ 30,218,980	\$ 31,034,154	\$ 31,748,477	\$ 32,570,413	\$ 33,330,749	\$ 34,159,837	\$	\$ 193,062,611
Grantors	\$ 44,616,624	\$ 45,167,888	\$ 45,819,213	\$ 46,377,477	\$ 47,043,160	\$ 47,614,206	\$	\$ 276,638,568
Total	\$ 328,257,098	\$ 335,128,266	\$ 343,414,083	\$ 351,930,721	\$ 360,827,901	\$ 369,916,705	\$	\$ 2,089,474,773
70%	\$ 229,779,968	\$ 234,589,786	\$ 240,389,858	\$ 246,351,504	\$ 252,579,531	\$ 258,941,694	\$	\$ 1,462,632,341
30%	\$ 98,477,129	\$ 100,538,480	\$ 103,024,225	\$ 105,579,216	\$ 108,248,370	\$ 110,975,012	\$	\$ 626,842,432

GOVERNOR'S PROPOSED BUDGET/HB1319								
	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	Six Year Totals	
Sales	\$ 253,421,493	\$ 258,926,225	\$ 265,846,393	\$ 272,982,830	\$ 280,453,992	\$ 288,142,662	\$	\$ 1,619,773,595
TOT	\$ 30,218,980	\$ 46,551,231	\$ 47,622,716	\$ 48,855,620	\$ 49,996,125	\$ 51,239,754	\$	\$ 274,484,425
Grantors	\$ 44,616,624	\$ 75,430,373	\$ 76,518,084	\$ 77,450,387	\$ 78,562,077	\$ 79,515,724	\$	\$ 432,093,269
Total	\$ 328,257,097	\$ 380,907,829	\$ 389,987,193	\$ 399,288,836	\$ 409,012,194	\$ 418,898,140	\$	\$ 2,326,351,289
Net of Diversion 40%	\$ 328,257,097	\$ 228,544,697	\$ 233,992,316	\$ 239,573,302	\$ 245,407,317	\$ 251,338,884	\$	\$ 1,527,113,612
Regional Revenue Fund 70%	\$ 229,779,968	\$ 159,981,288	\$ 163,794,621	\$ 167,701,311	\$ 171,785,122	\$ 175,937,219	\$	\$ 1,068,979,528
Local Distribution Fund 30%	\$ 98,477,129	\$ 68,563,409	\$ 70,197,695	\$ 71,871,990	\$ 73,622,195	\$ 75,401,665	\$	\$ 458,134,084

PAYGO DETERMINATION								
70%Gross Revenue	\$ 229,779,968	\$ 234,589,786	\$ 240,389,858	\$ 246,351,504	\$ 252,579,531	\$ 258,941,694	\$	\$ 1,462,632,341
Gov. Proposed Reduction	\$ (0)	\$ (74,608,498)	\$ (76,595,237)	\$ (78,650,193)	\$ (80,794,409)	\$ (83,004,475)	\$	\$ (393,652,813)
+Fund Interest Income	\$ 5,530,000	\$ 5,530,000	\$ 5,530,000	\$ 5,530,000	\$ 5,000,000	\$ 4,500,000	\$	\$ 31,620,000
-Gov. Interest Reduction	\$ (0)	\$ (3,318,000)	\$ (3,318,000)	\$ (3,318,000)	\$ (3,000,000)	\$ (2,700,000)	\$	\$ (15,654,000)
+Est. Rev. Carryforward	\$ 11,314,885	\$ 6,500,000	\$ 5,000,000	\$ 4,000,000	\$ 3,000,000	\$ 2,000,000	\$	\$ 31,814,885
-Gov. Carryforward Adj.	\$ (0)	\$ (3,900,000)	\$ (3,000,000)	\$ (2,400,000)	\$ (1,800,000)	\$ (1,200,000)	\$	\$ (12,300,000)
+CoVA Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$ -
-Existing Debt Service	\$ (5,549,950)	\$ (5,549,950)	\$ (5,549,950)	\$ (5,548,450)	\$ (5,547,500)	\$ (5,550,000)	\$	\$ (33,295,800)
+I-66 OTB \$100m Carryover	\$ 100,000,000						\$	\$ 100,000,000
-SYP/CRRRC Tech Support		\$ (160,000)		\$ (160,000)		\$ (160,000)	\$	\$ (480,000)
-LTB Interim Tech Support			\$ (150,000)				\$	\$ (150,000)
-TransAction Update			\$ (3,500,000)				\$	\$ (3,500,000)
Subtotal	\$ 341,074,903	\$ 159,083,338	\$ 158,806,671	\$ 165,804,861	\$ 169,437,622	\$ 172,827,219	\$	\$ 1,167,034,613
Taper Factor	1.000	1.000	1.000	0.950	0.900	0.850		
Taper Amount				\$ 8,290,243	\$ 16,943,762	\$ 25,924,083	\$	\$ 51,158,088
PayGo Amount Available	\$ 341,074,903	\$ 159,083,338	\$ 158,806,671	\$ 157,514,618	\$ 152,493,859	\$ 146,903,136	\$	\$ 1,115,876,525

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chairman – NVTA Finance Committee

DATE: January 26, 2018

SUBJECT: Finance Committee Report of the January 18, 2018 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee activities.
2. **Background:** The Finance Committee last met on January 18, 2018. The next meeting is scheduled for February 15, 2018 at 1:00PM. The following summarizes the January 18th meeting:
3. **Action Items:**
 - a. **Meeting Schedule for the Next 12 Months** – The Committee agreed to continue the practice of meeting on the third Thursday of the month at 1PM. Meetings will only be called in July, August or December if required by the needs of the Authority.
 - b. **Budget Transfer for Communications Program** – The FY2018 operating budget included funding for communications functions with the flexibility to obtain the services on a contract or direct hire basis. During the budget development process a preference for a direct hire was expressed. The position was filled through a direct hire and the budget transfer moves the approved funding into the personnel budget classifications. Additionally, the transfer takes savings from the renegotiation of service contracts to fund the position on a full time basis. The Committee agreed unanimously to recommend Authority approval of the budget transfer.
4. **Discussion Items:** Due to pressing schedule commitments on the part of many Committee members, the Committee Chair reordered the agenda to first review and discuss Item VII Financial Analysis of the Governor’s Proposed Biennium Budget/HB1319.
 - a. **Financial Analysis of the Governor’s Proposed Biennium Budget/HB1319.** The Committee reviewed and discussed an analysis prepared by NVTA staff addressing the impact of the Governor’s proposed budget. The analysis was undertaken in the context of the Authority’s upcoming Six Year program (SYP) addressing impacts on:
 - i. **Local Distribution Fund (30%):** A reduction of \$168.7 million to the projected FY2019/23 distributions, net of the tax increases proposed in the budget.
 - ii. **Regional Revenue Fund (70%):** The immediate impact on the SYP would be a reduction in available funding of \$395 million, reducing projected funding from \$1.511 billion to \$1.116 billion. Note, this is the impact assessed only on 5 of the SYP six years, since the proposed budget is for FY2019.

- iii. Full Six Year Impact:** The analysis noted the proposed budget is effective in FY2019. However, the NVTA SYP includes FY2018. Equalizing for this one year difference the negative impact on the two areas noted above increase:
1. **Local Distribution Fund (30%):** Reduction would be increased by \$31.3 million¹, making the total reduction over six full years approximately \$200 million.
 2. **Regional Revenue Fund (70%):** FY2018 has significant carryforward from the withdrawn I66 Route 28 Project. Adjusting for the carryforward and applying the budget provisions to FY2018 results in additional reductions of \$173 million, making the total reduction over six full years approximately -\$568 million. Thus reducing PayGo for the SYP from 1.5 billion to .940 billion.
- iv. Closed Session:** The Committee met in closed session as authorized by Virginia Code section 2.2-3711.A.8, for the purpose of consultation with, and the provision of legal advice by the Authority's legal counsel concerning House Bill 1319 now pending in the General Assembly and its potential effects on current and planned NVTA projects, policies and practices, including previously approved and future NVTA bond financings.
- b. Remaining Discussion Items:** The remaining discussion items were deferred until the next committee meeting.

¹ This figure is updated from the impact presented to the Finance Committee.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: January 26, 2018

SUBJECT: Update on the Development of the FY2018-23 Six Year Program

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on the status of the development of the Authority's FY2018-23 Six Year Program (SYP).
2. **Background.** Following the adoption of TransAction on October 12, 2017, the Authority announced a Call for Regional Transportation Projects for the SYP.

December 15, 2017 was the deadline for SYP project applications, and January 19, 2018 was the deadline for Governing Bodies to submit resolutions of support for candidate SYP projects.

As a reminder, candidate projects must be included in the current version of TransAction in order to be eligible for funding using NVTA's regional (70%) revenues.

3. **Project Applications.**
 - a. Applications for 63 candidate regional projects were submitted to NVTA.
 - b. Requested funding is approximately \$2.6 billion, with an estimated total project cost of \$4.9 billion.
 - c. The Authority's project selection process focuses on multi-modal solutions for the region's transportation challenges. Typically, approved projects include multiple modes. The number of candidate regional projects (and associated funding requests) based on the primary modal component of each project is as follows:

i. Transit:	16 projects/\$742 million
ii. Highway:	44 projects/\$1.823 billion
iii. Non-motorized:	3 projects/\$7 million
 - d. Average request per project is approximately \$41 million. Requested funding covers multiple phases:

i. Design/PE/Environmental:	10%
ii. Right of Way:	22%
iii. Construction:	66%
iv. Asset Acquisition:	1%
v. Other:	1%

- e. Project locations are geographically distributed across the region.
 - i. **Inside the Beltway:** 18 projects
 - ii. **Outside the Beltway:** 44 projects
 - iii. **Both:** 1 project

- 4. **Regional Highlights.** Given NVTA's focus on multi-modal solutions for the region's transportation challenges, numerous candidate projects are highly complementary to one another and to projects approved in NVTA's previous funding programs. This demonstrates a remarkably high degree of regional coherence:
 - a. **Metrorail (4 projects):** will improve access to, and reliability of, Metrorail including a study to address critical core capacity issues across the Potomac River.
 - b. **Transitway (3 projects):** will enhance and expand high quality transit in and between Arlington and Alexandria.
 - c. **Transit (3 projects):** will enable major service enhancements and expansions in Arlington and Alexandria, including a continuation of VRE's project at Crystal City station.
 - d. **Route 1 (4 projects):** including the Richmond Highway BRT (largest single project funding request at \$250 million) in Fairfax County, with a continuation of the NVTA-funded project in Dumfries.
 - e. **Routes 7/15 (4 projects):** adjacent projects in the immediate Leesburg area, including one in Loudoun.
 - f. **Route 28 (6 projects):** in Prince William, Manassas, Manassas Park, and Fairfax (2), and Loudoun.
 - g. **Route 234 (4 projects):** at adjacent intersections along Prince William Parkway.
- 5. **Other highlights.** Candidate projects demonstrate how the region continues to embrace technology solutions to transportation challenges, with three such projects in Arlington and Alexandria. Three applicants have proposed non-motorized projects. In addition, it is noted that highway projects generally include enhancements to, or additions of, non-motorized components.
- 6. **Project Evaluations.** NVTA staff, in conjunction with the consultant team, continue to:
 - a. review the project applications
 - b. conduct eligibility verifications
 - c. request clarifications
 - d. prepare modeling and other analytical work including congestion reduction relative to cost calculations
 - e. format summary information for future public engagement and posting.
- 7. **PayGo Funding Determination.**
 - a. The Finance Committee has been working toward determining the level of PayGo resources available for the SYP.

- b. The potential PayGo level has been tentatively discussed as approximately \$1.5 billion over the six fiscal years in the SYP (FY2018 to FY2023).
- c. There is proposed legislation (HB 1319/SB 956) that will make significant reductions to the availability of PayGo resources.

8. Next steps.

- a. NVTa staff, in conjunction with the consultant team, will continue to evaluate project applications during January and February 2018.
- b. During the late winter/early spring 2018, feedback and recommendations will be requested from NVTa's:
 - i. Technical Advisory Committee
 - ii. Planning Coordination Advisory Committee
 - iii. Planning and Programming Committee.
- c. During this same time period, NVTa's Finance Committee will be reviewing analysis and developing SYP related funding strategy recommendations for the Authority.

9. Public Engagement. The public engagement for the FY 2018-2023 Six Year Program is noted below:

- a. March 2018 Authority meeting—the Authority will be requested to approve the date for an SYP Public Hearing,
- b. April 2018 Authority meeting—the draft SYP will be released for public comment
- c. May 2018 Authority meeting—a Public Hearing and Open House will be held on the draft SYP.

More details on proposed public engagement activities will be provided in March.

10. FY2018-23 Six Year Program Adoption. The adoption of the SYP is anticipated at the June 2018 meeting.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe, and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: January 26, 2018

SUBJECT: Investment Portfolio Report

1) Purpose: To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through December 31, 2017.

2) Background:

- a. This report is on the first half of FY 2018 investment activity and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTA Investment Policy.
- b. Additional monthly reports are attached to comply with all reporting requirements prescribed in the NVTA Investment Policy.

3) Current Period Reports:

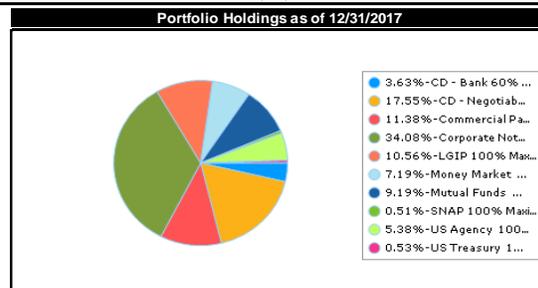
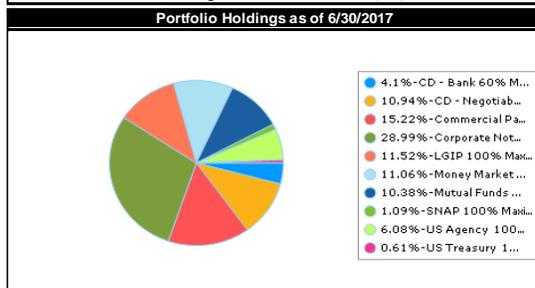
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below:



**Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
All Portfolios**

Begin Date: 6/30/2017, End Date: 12/31/2017

Asset Category	Asset Category Allocation			
	Book Value 6/30/2017	% of Portfolio 6/30/2017	Book Value 12/31/2017	% of Portfolio 12/31/2017
CD - Bank 60% Maximum	30,000,000.00	4.10	30,000,000.00	3.63
CD - Negotiable 25% Maximum	80,025,646.50	10.94	145,049,904.36	17.55
Commercial Paper 30% / 5% Maximum	111,366,515.94	15.22	94,033,168.06	11.38
Corporate Notes 50% Maximum	212,033,951.94	28.99	281,718,278.58	34.08
LGIP 100% Maximum	84,288,369.11	11.52	87,256,343.77	10.56
Money Market 60% Maximum	80,916,527.41	11.06	59,469,918.34	7.19
Mutual Funds 20% Maximum	75,940,388.98	10.38	75,930,282.44	9.19
SNAP 100% Maximum	7,937,756.66	1.09	4,232,088.77	0.51
US Agency 100% Maximum	44,488,574.35	6.08	44,486,839.45	5.38
US Treasury 100% Maximum	4,496,447.09	0.61	4,391,785.13	0.53
Total / Average	731,494,177.98	100.00	826,568,608.90	100.00

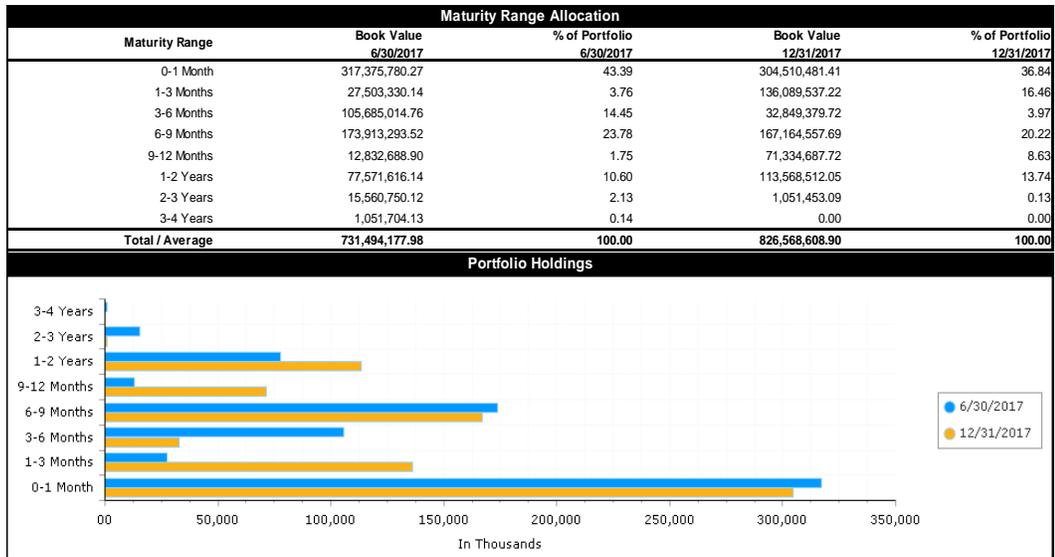


- b. The liquidity of the portfolio is reflected in the portfolio's duration/maturity schedule shown below:



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

Begin Date: 6/30/2017, End Date: 12/31/2017



- c. The yield on the portfolio at the end of December 2017 was 1.46%. The NVTA's investment Policy specifies the benchmarks shown below for yield performance comparison:

NVTA Investment Benchmarks	FY 2017 Year End	Dec. 2017 Month end
Fed Funds Rate	1.16%	1.33%
Treasury 90 Day T Bill	1.09%	1.37%
Local Government Investment Pool	1.00%	1.42%
Virginia Non-Arbitrage Program	1.16%	1.38%
NVTA Performance	1.20%	1.46%

4) Fiscal Implications:

- a. The investment market has maintained an uncommonly flat overall yield curve which has resulted in a disincentive for investing in securities of durations beyond two years. This trend is expected to continue.

5) Looking Forward: Actual interest earnings through December are \$2.1 million ahead of budget. There are two major factors which are causing NVTA's FY 2018 portfolio earnings to exceed the budget:

- a. Federal action to stimulate the market and the economy has continued and is increasing nearly all types of interest rates, which has been improving NVTA's investment returns.
- b. Regional Revenue Fund FY 2018 revenues are remaining in the portfolio, causing it to grow significantly during the year. The size of the portfolio has increased by \$95 million since the beginning of FY 2018.

- 6) Policy Required Reports:** The following reports are attached to address specific Investment Policy requirements regarding the purchase and holding of securities. The attached required reports, in order of presentation are:
- a. Compliance Report – Investment Policy, Summary.** This report shows the percentage of the portfolio by each type of investment.
 - b. Investment Portfolio – By Maturity Range.** This report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - c. Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.
 - d. Compliance - GASB 40 Report.** This report shows reporting requirements not otherwise presented. This report is also fundamental for the Authority’s Annual Financial Statements and Annual Audit.

Attachments:

Portfolio Reports for FY 2017 through December 31, 2017:

- Attachment 1: Compliance Report – Investment Policy, Summary
- Attachment 2: Investment Portfolio – By Maturity Range
- Attachment 3: Portfolio Holdings by Custodian
- Attachment 4: Compliance - GASB 40 Report

Coordination:

NVTA Finance Committee

Northern Virginia Transportation Authority
 Portfolio Holdings
 Compliance Report - Investment Policy, Summary
 Report Format: By Totals
 Group By: Asset Category
 Average By: Face Amount / Shares
 Portfolio / Report Group: All Portfolios
 As of 12/31/2017

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	Days To Maturity	Accrued Interest	% of Portfolio
CD - Bank 60% Maximum		1.361	30,000,000.00	30,000,000.00	30,000,000.00	30	70,174.93	3.63
CD - Negotiable 25% Maximum		1.581	145,000,000.00	145,098,600.83	144,882,950.00	197	1,071,468.06	17.54
Commercial Paper 30% / 5% Maximum		1.745	95,000,000.00	93,860,718.06	93,860,718.06	211	0.00	11.49
Corporate Notes 50% Maximum		1.423	280,968,000.00	282,409,665.16	281,119,089.89	208	1,453,858.93	33.99
LGIP 100% Maximum		1.345	87,256,343.77	87,256,343.77	87,256,343.77	1	0.00	10.55
Money Market 60% Maximum		1.301	59,469,918.34	59,469,918.34	59,469,918.34	1	0.00	7.19
Mutual Funds 20% Maximum		1.370	75,930,282.44	75,930,282.44	75,930,282.44	1	0.00	9.18
SNAP 100% Maximum		1.380	4,232,088.77	4,232,088.77	4,232,088.77	1	0.00	0.51
US Agency 100% Maximum		1.411	44,500,000.00	44,494,400.00	44,213,670.00	477	175,125.00	5.38
US Treasury 100% Maximum		1.184	4,380,000.00	4,402,995.72	4,350,594.82	602	5,242.46	0.53
Total / Average		1.462	826,736,633.32	827,155,013.09	825,315,656.09	160	2,775,869.38	100

Attachment 2

Northern Virginia Transportation Authority
Portfolio Holdings
Investment Portfolio - by Maturity Range
Report Format: By Transaction
Group By: Maturity Range
Average By: Face Amount / Shares
Portfolio / Report Group: All Portfolios
As of 12/31/2017

Description	CUSIP/Ticker	Security Sector	Maturity Date	Days To Maturity	Settlement Date	Cost Value	Coupon Rate	Duration To Maturity	YTM @ Cost	Coupon Frequency	% of Portfolio
0-1 Month											
Access National Bank MM	MM7182	Money Market	N/A	1	06/30/2016	41,120,979.33	1.290	0.00	1.290	N/A	4.97
BB&T MM	MM1006	Money Market	N/A	1	02/02/2017	613,784.66	0.920	0.00	0.920	N/A	0.07
Commonwealth of Virginia LGIP	LGIP0825	Local Government Investment Pool	N/A	1	06/30/2016	1,601,766.29	1.336	0.00	1.336	N/A	0.19
Commonwealth of Virginia LGIP	LGIP0549	Local Government Investment Pool	N/A	1	06/30/2016	30,731,616.97	1.336	0.00	1.336	N/A	3.72
John Marshall Bank 1.34 1/4/2018	CDARS8141	Certificate Of Deposit	01/04/2018	4	12/07/2017	17,500,000.00	1.340	0.01	1.340	At Maturity	2.12
John Marshall Bank ICS MM	MM60000	Money Market	N/A	1	06/22/2017	17,735,154.35	1.340	0.00	1.340	N/A	2.15
SNAP - Income LGIP	SNAP1005	Local Government Investment Pool	N/A	1	06/30/2016	473,751.12	1.380	0.00	1.380	N/A	0.06
SNAP - Principal LGIP	SNAP1004	Local Government Investment Pool	N/A	1	06/30/2016	2,499,394.94	1.380	0.00	1.380	N/A	0.30
SNAP - Principal LGIP	SNAP1006	Local Government Investment Pool	N/A	1	06/30/2016	1,258,942.71	1.380	0.00	1.380	N/A	0.15
Standard Charter Bank NY 1.54 1/9/2018	85325TSB2	Certificate Of Deposit	01/09/2018	9	04/05/2017	10,006,897.50	1.540	0.03	1.448	At Maturity	1.21
Toyota Motor Corp 1.375 1/10/2018	89233P7E0	Corporate	01/10/2018	10	02/03/2017	20,032,000.00	1.375	0.03	1.202	Semi-Annual	2.42
VIP 1-3 Year LGIP	LGIP0001	Local Government Investment Pool	N/A	1	06/30/2016	75,930,282.44	1.370	0.00	1.370	N/A	9.18
VIP Stable NAV LGIP	LGIP5001	Local Government Investment Pool	N/A	1	10/15/2016	54,922,960.51	1.350	0.00	1.350	N/A	6.64
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	04/20/2017	556,221.00	1.650	0.06	1.355	Semi-Annual	0.07
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	02/06/2017	10,024,900.00	1.650	0.06	1.388	Semi-Annual	1.21
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	04/18/2017	1,403,080.00	1.650	0.06	1.358	Semi-Annual	0.17
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	02/03/2017	10,033,593.90	1.650	0.06	1.300	Semi-Annual	1.21
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	05/08/2017	5,013,272.05	1.650	0.06	1.270	Semi-Annual	0.60
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	05/01/2017	2,004,300.58	1.650	0.06	1.350	Semi-Annual	0.24
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Corporate	01/22/2018	22	04/25/2017	1,162,540.40	1.650	0.06	1.351	Semi-Annual	0.14
Total / Average				4		304,625,438.75	1.381	0.01	1.336		36.83
1-3 Months											
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Corporate	03/07/2018	66	04/11/2017	2,243,007.04	1.450	0.18	1.300	Semi-Annual	0.27
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Corporate	03/07/2018	66	04/04/2017	29,228,390.25	1.450	0.18	1.250	Semi-Annual	3.53
Berkshire Hathaway 1.55 2/9/2018	084670BH0	Corporate	02/09/2018	40	04/17/2017	5,846,707.88	1.550	0.11	1.151	Semi-Annual	0.70
Coca Cola 1.65 3/14/2018	191216AY6	Corporate	03/14/2018	73	03/31/2017	1,902,674.75	1.650	0.20	1.221	Semi-Annual	0.23
Coca Cola 1.65 3/14/2018	191216AY6	Corporate	03/14/2018	73	03/31/2017	1,410,690.25	1.650	0.20	1.221	Semi-Annual	0.17
Coca Cola 1.65 3/14/2018	191216AY6	Corporate	03/14/2018	73	04/07/2017	10,139,194.02	1.650	0.20	1.221	Semi-Annual	1.22
Coca Cola 1.65 3/14/2018	191216AY6	Corporate	03/14/2018	73	03/30/2017	9,459,343.47	1.650	0.20	1.220	Semi-Annual	1.14
Exxon Mobile 1.305 3/6/2018	30231GAL6	Corporate	03/06/2018	65	02/03/2017	20,030,000.00	1.305	0.18	1.166	Semi-Annual	2.42
IBM 1.125 2/6/2018	459200HZ7	Corporate	02/06/2018	37	02/03/2017	8,432,371.60	1.125	0.10	1.085	Semi-Annual	1.02
IBM 1.125 2/6/2018	459200HZ7	Corporate	02/06/2018	37	02/03/2017	7,002,800.00	1.125	0.10	1.085	Semi-Annual	0.85
IBM 1.125 2/6/2018	459200HZ7	Corporate	02/06/2018	37	02/03/2017	4,776,910.00	1.125	0.10	1.085	Semi-Annual	0.58
IBM 1.125 2/6/2018	459200HZ7	Corporate	02/06/2018	37	02/03/2017	3,301,320.00	1.125	0.10	1.085	Semi-Annual	0.40
INOVA Health Systems 0 2/15/2018	45778PBF5	Corporate	02/15/2018	46	11/20/2017	9,966,891.67	0.000	0.13	1.405	At Maturity	1.21
Standard Charter Bank of NY 1.66 2/12/2018	85325TQZ1	Certificate Of Deposit	02/12/2018	43	02/16/2017	10,009,873.33	1.660	0.12	1.559	At Maturity	1.21
United Bank 1.39 3/8/2018	CDARS3428	Certificate Of Deposit	03/08/2018	67	09/07/2017	12,500,000.00	1.390	0.18	1.390	At Maturity	1.51
Total / Average				58		136,250,174.26	1.314	0.16	1.248		16.46

3-6 Months												
Credit Suisse New York 1.64 5/4/2018	22549LAW5	Certificate Of Deposit	05/04/2018	124	07/11/2017	20,020,600.00	1.640	0.34	1.507	At Maturity	2.42	
Toyota Motor Corp 1.2 4/6/2018	89236TCX1	Corporate	04/06/2018	96	02/21/2017	12,827,017.00	1.200	0.26	1.325	Semi-Annual	1.55	
Total / Average				113		32,847,617.00	1.468	0.31	1.436		3.97	
6-9 Months												
Bank of Tokyo - New York 1.63 8/28/2018	06539RCX3	Certificate Of Deposit	08/28/2018	240	08/28/2017	20,009,000.00	1.630	0.67	1.584	At Maturity	2.42	
Bayerische Landesbank 1.7 7/18/2018	0727MAFB2	Certificate Of Deposit	07/18/2018	199	07/18/2017	20,019,000.00	1.700	0.55	1.603	At Maturity	2.42	
Bayerische Landesbank 1.7 7/27/2018	0727MAFK2	Certificate Of Deposit	07/27/2018	208	07/27/2017	20,009,800.00	1.700	0.58	1.650	At Maturity	2.42	
Credit Suisse 0 8/3/2018	2254EBH38	Corporate	08/03/2018	215	11/08/2017	24,679,888.89	0.000	0.59	1.758	At Maturity	3.02	
Credit Suisse -NY 0 9/7/2018	2254EBJ77	Corporate	09/07/2018	250	12/14/2017	14,794,187.50	0.000	0.68	1.903	At Maturity	1.81	
JP Morgan Securities 0 8/28/2018	46640QH8	Corporate	08/28/2018	240	12/01/2017	29,604,000.00	0.000	0.66	1.799	At Maturity	3.63	
JP Morgan Securities 0 8/3/2018	46640QH38	Corporate	08/03/2018	215	11/08/2017	14,815,750.00	0.000	0.59	1.685	At Maturity	1.81	
Mizuho Bank, New York 1.55 9/18/2018	60700AGH1	Certificate Of Deposit	09/18/2018	261	09/18/2017	20,009,980.00	1.550	0.73	1.499	At Maturity	2.42	
Nestle Holdings Inc 1.375 7/24/2018	U64106BW3	Corporate	07/24/2018	205	02/16/2017	3,084,710.01	1.375	0.56	1.380	Annual	0.37	
Total / Average				228		167,026,316.40	0.808	0.63	1.682		20.33	
9-12 Months												
Commonwealth Bank of Australia - NY 1.75 11/2/2018	20271RAL4	Corporate	11/02/2018	306	12/01/2017	14,989,650.00	1.750	0.83	1.825	Semi-Annual	1.81	
FHLB 1.75 12/14/2018	313376BR5	US Agency	12/14/2018	348	02/21/2017	5,042,850.00	1.750	0.95	1.270	Semi-Annual	0.60	
Natixis - NY office 1.75 10/23/2018	63873NMG3	Certificate Of Deposit	10/23/2018	296	10/23/2017	15,007,470.00	1.750	0.82	1.699	At Maturity	1.81	
Standard Charter NY 1.74 10/23/2018	85325TVS1	Certificate Of Deposit	10/23/2018	296	10/23/2017	10,005,980.00	1.740	0.82	1.679	At Maturity	1.21	
T-Note 1.25 11/30/2018	912828A34	US Treasury	11/30/2018	334	10/14/2016	2,234,482.03	1.250	0.91	0.940	Semi-Annual	0.27	
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Corporate	11/28/2018	332	02/06/2017	15,243,320.00	1.800	0.90	1.639	Semi-Annual	1.84	
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Corporate	11/28/2018	332	02/03/2017	8,875,222.50	1.800	0.90	1.640	Semi-Annual	1.07	
Total / Average				315		71,398,974.53	1.750	0.86	1.649		8.62	
1-2 Years												
Australia New Zealand Bank - NY Office 1.6 7/15/20	05253JAN1	Corporate	07/15/2019	561	11/09/2017	19,884,451.60	1.600	1.52	1.950	Semi-Annual	2.42	
Australia New Zealand Bank - NY Office 2.05 9/23/2	05253JAP6	Corporate	09/23/2019	631	11/01/2017	6,018,840.00	2.050	1.70	1.880	Semi-Annual	0.73	
Australia New Zealand Bank - NY Office 2.05 9/23/2	05253JAP6	Corporate	09/23/2019	631	11/09/2017	5,910,738.00	2.050	1.70	1.950	Semi-Annual	0.71	
Chevron Corp 1.686 2/28/2019	166764BS8	Corporate	02/28/2019	424	09/27/2017	20,037,800.00	1.686	1.15	1.551	Semi-Annual	2.42	
Commonwealth Bank of Australia 2.05 3/15/2019	20271RAN0	Corporate	03/15/2019	439	12/15/2017	3,304,710.66	2.050	1.19	2.081	Semi-Annual	0.40	
FFCB 1.4 3/27/2019	3133EHDR1	US Agency	03/27/2019	451	03/27/2017	10,009,800.00	1.400	1.23	1.350	Semi-Annual	1.21	
FHLMC 1.35 1/25/2019-17	3134GAK78	US Agency	01/25/2019	390	03/23/2017	10,000,000.00	1.350	1.06	1.350	Semi-Annual	1.21	
FHLMC 1.375 3/15/2019	3134GA5A8	US Agency	03/15/2019	439	03/15/2017	5,000,000.00	1.375	1.20	1.375	Semi-Annual	0.60	
FHLMC Step 9/30/2019-17	3134GAKN3	US Agency	09/30/2019	638	04/25/2017	4,488,750.00	1.000	1.73	1.772	Semi-Annual	0.54	
FNMA 1.25 8/23/2019-17	3135G0P23	US Agency	08/23/2019	600	05/08/2017	9,953,000.00	1.250	1.63	1.459	Semi-Annual	1.21	
Stanford University 4.75 5/1/2019	854403AC6	Corporate	05/01/2019	486	02/21/2017	5,900,388.20	4.750	1.30	1.500	Semi-Annual	0.67	
Stanford University 4.75 5/1/2019	854403AC6	Corporate	05/01/2019	486	06/29/2017	6,980,100.00	4.750	1.30	1.431	Semi-Annual	0.80	
Stanford University 4.75 5/1/2019	854403AC6	Corporate	05/01/2019	486	02/21/2017	5,349,400.00	4.750	1.30	1.500	Semi-Annual	0.60	
T-Note 1.5 11/30/2019	912828G61	US Treasury	11/30/2019	699	11/18/2016	1,116,503.93	1.500	1.89	1.302	Semi-Annual	0.13	
Total / Average				507		113,954,482.39	2.047	1.37	1.619		13.66	
2-3 Years												
T-Note 1.625 11/30/2020	912828M98	US Treasury	11/30/2020	1,065	11/18/2016	1,052,009.76	1.625	2.85	1.576	Semi-Annual	0.13	
Total / Average				1,065		1,052,009.76	1.625	2.85	1.576		0.13	
Total / Average				160		827,155,013.09	1.380	0.44	1.462		100	



Northern Virginia Transportation Authority
Portfolio Holdings by Custodian
All Portfolios

Date: 12/31/2017

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Access National Bank								
Access National Bank MM MM7182	41,120,979.33	6/30/2016 1.29	41,120,979.33 41,120,979.33	100.00 1.29	41,120,979.33	4.97% 0.00	NR NR	1 0
			41,120,979.33		41,120,979.33	4.97%		1
Sub Total Access National Bank	41,120,979.33	1.29	41,120,979.33	1.29		0.00		0
BB&T - 1874001006								
Australia New Zealand Bank - NY Office 1.6 7/15/20		11/9/2017	19,884,451.60	99.06	19,811,200.00	2.41%	Moody's-Aa3	561
05253JAN1	20,000,000.00	1.95	19,894,253.42	2.23	147,555.56	-83,053.42	S&P-AA-	1.52
Australia New Zealand Bank - NY Office 2.05 9/23/2		11/1/2017	6,018,840.00	99.65	5,978,760.00	0.73%	Moody's-Aa3	631
05253JAP6	6,000,000.00	1.88	6,017,204.11	2.26	33,483.33	-38,444.11	S&P-AA-	1.7
Australia New Zealand Bank - NY Office 2.05 9/23/2		11/9/2017	5,910,738.00	99.65	5,879,114.00	0.71%	Moody's-Aa3	631
05253JAP6	5,900,000.00	1.95	5,909,920.47	2.26	32,925.28	-30,806.47	S&P-AA-	1.7
Bank of Tokyo - New York 1.63 8/28/2018		8/28/2017	20,009,000.00	99.82	19,964,400.00	2.42%	Moody's-A1	240
06539RCX3	20,000,000.00	1.58	20,005,917.81	1.90	113,194.44	-41,517.81	S&P-A+	0.67
Bayerische Landesbank 1.7 7/18/2018		7/18/2017	20,019,000.00	99.94	19,988,600.00	2.42%	Moody's-P1	199
0727MAFB2	20,000,000.00	1.60	20,010,358.90	1.79	156,777.78	-21,758.90	Fitch-F1	0.55
Bayerische Landesbank 1.7 7/27/2018		7/27/2017	20,009,800.00	99.94	19,987,000.00	2.42%	Moody's-P1	208
0727MAFK2	20,000,000.00	1.65	20,005,584.66	1.80	148,277.78	-18,584.66	Fitch-F1	0.58
BB&T MM		2/2/2017	613,784.66	100.00	613,784.66	0.07%	NR	1
MM1006	613,784.66	0.92	613,784.66	0.92		0.00	NR	0
Berkshire Hathaway 1.45 3/7/2018		4/4/2017	29,228,390.25	99.93	29,155,744.50	3.53%	Moody's-Aa2	66
084664CE9	29,175,000.00	1.25	29,185,456.25	1.80	133,961.88	-29,711.75	S&P-AA	0.18
Berkshire Hathaway 1.45 3/7/2018		4/11/2017	2,243,007.04	99.93	2,238,521.60	0.27%	Moody's-Aa2	66
084664CE9	2,240,000.00	1.30	2,240,601.41	1.80	10,285.33	-2,079.81	S&P-AA	0.18
Berkshire Hathaway 1.55 2/9/2018		4/17/2017	5,846,707.88	99.95	5,825,027.72	0.71%	Moody's-Aa2	40
084670BH0	5,828,000.00	1.15	5,830,511.12	2.02	35,631.74	-5,483.40	S&P-AA	0.11
Chevron Corp 1.686 2/28/2019		9/27/2017	20,037,800.00	99.74	19,948,000.00	2.42%	Moody's-Aa2	424
166764BS8	20,000,000.00	1.55	20,030,880.92	1.91	115,210.00	-82,880.92	S&P-AA-	1.15
Coca Cola 1.65 3/14/2018		3/31/2017	1,902,674.75	99.98	1,894,602.05	0.23%	Moody's-Aa3	73
191216AY6	1,895,000.00	1.22	1,896,609.93	1.75	9,293.40	-2,007.88	S&P-AA-	0.2
Coca Cola 1.65 3/14/2018		3/31/2017	1,410,690.25	99.98	1,404,704.95	0.17%	Moody's-Aa3	73

191216AY6	1,405,000.00		1.22	1,406,193.64	1.75	6,890.35	-1,488.69	S&P-AA-	0.2
Coca Cola 1.65 3/14/2018		3/30/2017		9,459,343.47	99.98	9,419,021.59	1.14%	Moody's-Aa3	73
191216AY6	9,421,000.00		1.22	9,429,020.27	1.75	46,202.15	-9,998.68	S&P-AA-	0.2
Coca Cola 1.65 3/14/2018		4/7/2017		10,139,194.02	99.98	10,096,879.21	1.22%	Moody's-Aa3	73
191216AY6	10,099,000.00		1.22	10,107,604.59	1.75	49,527.18	-10,725.38	S&P-AA-	0.2
Commonwealth Bank of Australia - NY 1.75 11/2/2018		12/1/2017		14,989,650.00	99.78	14,967,450.00	1.81%	Moody's-Aa3	306
20271RAL4	15,000,000.00		1.83	14,990,574.11	2.01	43,020.83	-23,124.11	S&P-AA-	0.83
Commonwealth Bank of Australia 2.05 3/15/2019		12/15/2017		3,304,710.66	99.89	3,302,396.46	0.4%	Moody's-Aa3	439
20271RAN0	3,306,000.00		2.08	3,304,756.00	2.14	19,955.38	-2,359.54	S&P-AA-	1.19
Credit Suisse 0 8/3/2018		11/8/2017		24,679,888.89	98.72	24,679,888.89	2.99%	Moody's-P1	215
2254EBH38	25,000,000.00		1.76	24,743,194.44	2.19	0.00	-63,305.55	S&P-A1	0.59
Credit Suisse New York 1.64 5/4/2018		7/11/2017		20,020,600.00	100.10	20,020,600.00	2.42%	Moody's-P1	124
22549LAW5	20,000,000.00		1.51	20,008,600.67	1.31	219,577.78	11,999.33	S&P-A1	0.34
Credit Suisse -NY 0 9/7/2018		12/14/2017		14,794,187.50	98.63	14,794,187.50	1.79%	Moody's-P1	250
2254EBJ77	15,000,000.00		1.90	14,807,291.67	2.04	0.00	-13,104.17	S&P-A1	0.68
Exxon Mobile 1.305 3/6/2018		2/3/2017		20,030,000.00	99.91	19,981,600.00	2.42%	Moody's-Aaa	65
30231GAL6	20,000,000.00		1.17	20,004,924.24	1.81	83,375.00	-23,324.24	S&P-AA+	0.18
FFCB 1.4 3/27/2019		3/27/2017		10,009,800.00	99.47	9,947,400.00	1.21%	Moody's-Aaa	451
3133EHDR1	10,000,000.00		1.35	10,006,054.52	1.83	36,555.56	-58,654.52	S&P-AA+	1.23
FHLB 1.75 12/14/2018		2/21/2017		5,042,850.00	99.89	4,994,550.00	0.61%	Moody's-Aaa	348
313376BR5	5,000,000.00		1.27	5,022,559.46	1.87	4,131.94	-28,009.46	S&P-AA+	0.95
FHLMC 1.35 1/25/2019-17		3/23/2017		10,000,000.00	99.39	9,939,300.00	1.21%	Moody's-Aaa	25
3134GAK78	10,000,000.00		1.35	10,000,000.00	1.93	58,500.00	-60,700.00	S&P-AA+	1.06
FHLMC 1.375 3/15/2019		3/15/2017		5,000,000.00	99.32	4,966,200.00	0.6%	S&P-AA+	439
3134GA5A8	5,000,000.00		1.38	5,000,000.00	1.94	20,243.06	-33,800.00	Fitch-AAA	1.2
FHLMC Step 9/30/2019-17		4/25/2017		4,488,750.00	99.54	4,479,120.00	0.54%	Moody's-Aaa	89
3134GAKN3	4,500,000.00		1.77	4,491,917.23	2.26	11,250.00	-12,797.23	S&P-AA+	1.73
FNMA 1.25 8/23/2019-17		5/8/2017		9,953,000.00	98.87	9,887,100.00	1.21%	Moody's-Aaa	54
3135G0P23	10,000,000.00		1.46	9,966,308.24	1.95	44,444.44	-79,208.24	S&P-AA+	1.63
IBM 1.125 2/6/2018		2/3/2017		7,002,800.00	99.94	6,995,730.00	0.85%	Moody's-Aa3	37
459200HZ7	7,000,000.00		1.09	7,000,281.52	1.75	31,718.75	-4,551.52	S&P-AA-	0.1
IBM 1.125 2/6/2018		2/3/2017		3,301,320.00	99.94	3,297,987.00	0.4%	Moody's-Aa3	37
459200HZ7	3,300,000.00		1.09	3,300,132.72	1.75	14,953.12	-2,145.72	S&P-AA-	0.1
IBM 1.125 2/6/2018		2/3/2017		8,432,371.60	99.94	8,423,858.31	1.02%	Moody's-Aa3	37
459200HZ7	8,429,000.00		1.09	8,429,338.99	1.75	38,193.91	-5,480.68	S&P-AA-	0.1
IBM 1.125 2/6/2018		2/3/2017		4,776,910.00	99.94	4,772,087.25	0.58%	Moody's-Aa3	37
459200HZ7	4,775,000.00		1.09	4,775,192.04	1.75	21,636.72	-3,104.79	S&P-AA-	0.1

INOVA Health Systems 0 2/15/2018		11/20/2017	9,966,891.67	99.67	9,966,891.67	1.21%	Moody's-P1	46
45778PBF5	10,000,000.00	1.41	9,982,494.45	2.66	0.00	-15,602.78	S&P-A1+	0.13
JP Morgan Securities 0 8/28/2018		12/1/2017	29,604,000.00	98.68	29,604,000.00	3.59%	Moody's-P1	240
46640QHU8	30,000,000.00	1.80	29,648,000.00	2.02	0.00	-44,000.00	S&P-A1	0.66
JP Morgan Securities 0 8/3/2018		11/8/2017	14,815,750.00	98.77	14,815,750.00	1.8%	None	215
46640QH38	15,000,000.00	1.69	14,852,187.50	2.10	0.00	-36,437.50	None	0.59
Mizuho Bank, New York 1.55 9/18/2018		9/18/2017	20,009,980.00	99.79	19,957,200.00	2.42%	Moody's-P1	261
60700AGH1	20,000,000.00	1.50	20,007,136.38	1.85	89,555.56	-49,936.38	S&P-A1	0.73
Natixis - NY office 1.75 10/23/2018		10/23/2017	15,007,470.00	99.90	14,984,850.00	1.82%	Moody's-P1	296
63873NMG3	15,000,000.00	1.70	15,006,057.86	1.87	50,312.50	-21,207.86	S&P-A1	0.82
Nestle Holdings Inc 1.375 7/24/2018		2/16/2017	3,084,710.01	99.90	3,081,760.75	0.37%	Moody's-Aa2	205
U64106BW3	3,085,000.00	1.38	3,084,886.33	1.55	18,499.29	-3,125.58	S&P-AA	0.56
Standard Charter Bank NY 1.54 1/9/2018		4/5/2017	10,006,897.50	100.00	10,000,100.00	1.21%	Moody's-P1	9
85325TSB2	10,000,000.00	1.45	10,000,222.50	1.48	113,788.89	-122.50	S&P-A1	0.03
Standard Charter Bank of NY 1.66 2/12/2018		2/16/2017	10,009,873.33	100.01	10,001,100.00	1.21%	Moody's-P1	43
85325TQZ1	10,000,000.00	1.56	10,001,176.05	1.53	146,633.33	-76.05	S&P-A1	0.12
Standard Charter NY 1.74 10/23/2018		10/23/2017	10,005,980.00	99.79	9,979,100.00	1.21%	Moody's-P1	296
85325TVS1	10,000,000.00	1.68	10,004,849.53	2.00	33,350.00	-25,749.53	S&P-A1	0.82
Stanford University 4.75 5/1/2019		6/29/2017	6,980,100.00	103.49	6,814,684.80	0.83%	Moody's-Aaa	486
854403AC6	6,585,000.00	1.43	6,871,167.81	2.08	52,131.25	-56,483.01	S&P-AAA	1.3
Stanford University 4.75 5/1/2019		2/21/2017	5,900,388.20	103.49	5,707,363.20	0.7%	Moody's-Aaa	486
854403AC6	5,515,000.00	1.50	5,749,416.35	2.08	43,660.42	-42,053.15	S&P-AAA	1.3
Stanford University 4.75 5/1/2019		2/21/2017	5,349,400.00	103.49	5,174,400.00	0.63%	Moody's-Aaa	486
854403AC6	5,000,000.00	1.50	5,212,526.16	2.08	39,583.33	-38,126.16	S&P-AAA	1.3
Toyota Motor Corp 1.2 4/6/2018		2/21/2017	12,827,017.00	99.85	12,825,732.50	1.55%	Moody's-Aa3	96
89236TCX1	12,845,000.00	1.33	12,840,779.05	1.77	36,394.17	-15,046.55	S&P-AA-	0.26
Toyota Motor Corp 1.375 1/10/2018		2/3/2017	20,032,000.00	99.99	19,998,600.00	2.42%	Moody's-Aa3	10
89233P7E0	20,000,000.00	1.20	20,000,938.42	1.64	130,625.00	-2,338.42	S&P-AA-	0.03
Wells Fargo Bank 1.65 1/22/2018		4/25/2017	1,162,540.40	99.98	1,159,768.00	0.14%	Moody's-Aa2	22
94988J5A1	1,160,000.00	1.35	1,160,205.47	1.98	8,453.50	-437.47	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		5/1/2017	2,004,300.58	99.98	1,999,600.00	0.24%	Moody's-Aa2	22
94988J5A1	2,000,000.00	1.35	2,000,355.69	1.98	14,575.00	-755.69	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		2/6/2017	10,024,900.00	99.98	9,998,000.00	1.21%	Moody's-Aa2	22
94988J5A1	10,000,000.00	1.39	10,001,565.14	1.98	72,875.00	-3,565.14	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		5/8/2017	5,013,272.05	99.98	4,999,000.00	0.61%	Moody's-Aa2	22
94988J5A1	5,000,000.00	1.27	5,001,127.36	1.98	36,437.50	-2,127.36	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		4/20/2017	556,221.00	99.98	554,889.00	0.07%	Moody's-Aa2	22

94988J5A1	555,000.00		1.36	555,096.97	1.98	4,044.56	-207.97	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		4/18/2017		1,403,080.00	99.98	1,399,720.00	0.17%	Moody's-Aa2	22
94988J5A1	1,400,000.00		1.36	1,400,242.87	1.98	10,202.50	-522.87	S&P-AA-	0.06
Wells Fargo Bank 1.65 1/22/2018		2/3/2017		10,033,593.90	99.98	9,998,000.00	1.21%	Moody's-Aa2	22
94988J5A1	10,000,000.00		1.30	10,002,093.67	1.98	72,875.00	-4,093.67	S&P-AA-	0.06
Wells Fargo Bank 1.8 11/28/2018		2/3/2017		8,875,222.50	99.85	8,837,079.00	1.07%	Moody's-Aa2	332
94988J5F0	8,850,000.00		1.64	8,862,630.27	1.96	14,602.50	-25,551.27	Fitch-AA	0.9
Wells Fargo Bank 1.8 11/28/2018		2/6/2017		15,243,320.00	99.85	15,177,808.00	1.84%	Moody's-Aa2	332
94988J5F0	15,200,000.00		1.64	15,221,791.27	1.96	25,080.00	-43,983.27	Fitch-AA	0.9
				566,477,168.71		564,690,212.61	68.46%		206
Sub Total BB&T - 1874001006	566,081,784.66		1.52	565,901,975.11	1.90	2,700,451.99	-1,211,762.50		0.62
CDARS Program - John Marshall Bank									
John Marshall Bank 1.34 1/4/2018		12/7/2017		17,500,000.00	100.00	17,500,000.00	2.12%	None	4
CDARS8141	17,500,000.00		1.34	17,500,000.00	1.34	15,419.18	0.00	None	0.01
				17,500,000.00		17,500,000.00	2.12%		4
Sub Total CDARS Program - John Marshall Bank	17,500,000.00		1.34	17,500,000.00	1.34	15,419.18	0.00		0.01
CDARS Program - United Bank									
United Bank 1.39 3/8/2018		9/7/2017		12,500,000.00	100.00	12,500,000.00	1.51%	None	67
CDARS3428	12,500,000.00		1.39	12,500,000.00	1.39	54,755.75	0.00	None	0.18
				12,500,000.00		12,500,000.00	1.51%		67
Sub Total CDARS Program - United Bank	12,500,000.00		1.39	12,500,000.00	1.39	54,755.75	0.00		0.18
Commonwealth of Virginia									
Commonwealth of Virginia LGIP		6/30/2016		1,601,766.29	100.00	1,601,766.29	0.19%	S&P-AAA	1
LGIP0825	1,601,766.29		1.34	1,601,766.29	1.34		0.00	NR	0
Commonwealth of Virginia LGIP		6/30/2016		30,731,616.97	100.00	30,731,616.97	3.72%	S&P-AAA	1
LGIP0549	30,731,616.97		1.34	30,731,616.97	1.34		0.00	NR	0
				32,333,383.26		32,333,383.26	3.91%		1
Sub Total Commonwealth of Virginia	32,333,383.26		1.34	32,333,383.26	1.34		0.00		0
None									
John Marshall Bank ICS MM		6/22/2017		17,735,154.35	100.00	17,735,154.35	2.15%	NR	1
MM60000	17,735,154.35		1.34	17,735,154.35	1.34		0.00	NR	0
				17,735,154.35		17,735,154.35	2.15%		1
Sub Total None	17,735,154.35		1.34	17,735,154.35	1.34		0.00		0
SNAP 1004									
SNAP - Principal LGIP		6/30/2016		2,499,394.94	100.00	2,499,394.94	0.3%	NR	1
SNAP1004	2,499,394.94		1.38	2,499,394.94	1.38		0.00	NR	0
				2,499,394.94		2,499,394.94	0.3%		1
Sub Total SNAP 1004	2,499,394.94		1.38	2,499,394.94	1.38		0.00		0
SNAP 1005									

SNAP - Income LGIP		6/30/2016	473,751.12	100.00	473,751.12	0.06%	NR	1
SNAP1005	473,751.12	1.38	473,751.12	1.38		0.00	NR	0
			473,751.12		473,751.12	0.06%		1
Sub Total SNAP 1005	473,751.12	1.38	473,751.12	1.38		0.00		0
SNAP 1006								
SNAP - Principal LGIP		6/30/2016	1,258,942.71	100.00	1,258,942.71	0.15%	NR	1
SNAP1006	1,258,942.71	1.38	1,258,942.71	1.38		0.00	NR	0
T-Note 1.25 11/30/2018		10/14/2016	2,234,482.03	99.51	2,209,157.74	0.27%	Moody's-Aaa	334
912828A34	2,220,000.00	0.94	2,226,225.22	1.79	2,363.32	-17,067.48	S&P-AAA	0.91
T-Note 1.5 11/30/2019		11/18/2016	1,116,503.93	99.28	1,101,978.03	0.13%	Moody's-Aaa	699
912828G61	1,110,000.00	1.30	1,114,106.82	1.89	1,417.99	-12,128.79	S&P-AAA	1.89
T-Note 1.625 11/30/2020		11/18/2016	1,052,009.76	99.00	1,039,459.05	0.13%	Moody's-Aaa	1065
912828M98	1,050,000.00	1.58	1,051,453.09	1.98	1,461.15	-11,994.04	S&P-AAA	2.85
			5,661,938.43		5,609,537.53	0.68%		468
Sub Total SNAP 1006	5,638,942.71	1.23	5,650,727.84	1.75	5,242.46	-41,190.31		1.26
Virginia Investment Pool								
VIP 1-3 Year LGIP		6/30/2016	75,930,282.44	100.00	75,930,282.44	9.19%	S&P-AA+	1
LGIP0001	75,930,282.44	1.37	75,930,282.44	1.37		0.00	NR	0
VIP Stable NAV LGIP		10/15/2016	54,922,960.51	100.00	54,922,960.51	6.64%	S&P-AAA	1
LGIP5001	54,922,960.51	1.35	54,922,960.51	1.35		0.00	NR	0
			130,853,242.95		130,853,242.95	15.83%		1
Sub Total Virginia Investment Pool	130,853,242.95	1.36	130,853,242.95	1.36		0.00		0
			827,155,013.09		825,315,656.09	100.00%		146
TOTAL PORTFOLIO	826,736,633.32	1.46	826,568,608.90	1.73	2,775,869.38	-1,252,952.81		0.44

Northern Virginia Transportation Authority
Portfolio Holdings
Compliance - GASB 40 Report
Report Format: By Transaction
Group By: Security Type
Average By: Face Amount / Shares
Portfolio / Report Group: All Portfolios
As of 12/31/2017

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	Duration To Maturity
Certificate Of Deposit													
John Marshall Bank 1.34 1/4/2018	CDARS8141	John Marshall Bank	17,500,000.00	17,500,000.00	17,500,000.00	None	None	2.12	4	4	01/04/2018		0.01
United Bank 1.39 3/8/2018	CDARS3428	United Bank	12,500,000.00	12,500,000.00	12,500,000.00	None	None	1.51	67	67	03/08/2018		0.18
Sub Total / Average			30,000,000.00	30,000,000.00	30,000,000.00			3.63	30	30			0.08
Commercial Paper													
Commonwealth Bank of Australia - NY 1.75 11/2/2018	20271RAL4	Commonwealth Bank of Australia - NY	15,000,000.00	14,990,574.11	14,967,450.00	Moody's-Aa3	S&P-AA-	1.81	306	306	11/02/2018		0.83
Credit Suisse 0 8/3/2018	2254EBH38	Credit Suisse	25,000,000.00	24,743,194.44	24,679,888.89	Moody's-P1	S&P-A1	3.02	215	215	08/03/2018		0.59
Credit Suisse -NY 0 9/7/2018	2254EBJ77	Credit Suisse -NY	15,000,000.00	14,807,291.67	14,794,187.50	Moody's-P1	S&P-A1	1.81	250	250	09/07/2018		0.68
INOVA Health Systems 0 2/15/2018	45778PBF5	INOVA Health Systems	10,000,000.00	9,982,494.45	9,966,891.67	Moody's-P1	S&P-A1+	1.21	46	46	02/15/2018		0.13
JP Morgan Securities 0 8/28/2018	46640QHU8	JP Morgan Securities	30,000,000.00	29,648,000.00	29,604,000.00	Moody's-P1	S&P-A1	3.63	240	240	08/28/2018		0.66
JP Morgan Securities 0 8/3/2018	46640QH38	JP Morgan Securities	15,000,000.00	14,852,187.50	14,815,750.00	None	None	1.81	215	215	08/03/2018		0.59
Sub Total / Average			110,000,000.00	109,023,742.17	108,828,168.06			13.31	224	224			0.61
Corporate Bond													
Australia New Zealand Bank - NY Office 1.6 7/15/20	05253JAN1	Australia New Zealand Bank - NY Office	20,000,000.00	19,894,253.42	19,811,200.00	Moody's-Aa3	S&P-AA-	2.42	561	561	07/15/2019		1.52
Australia New Zealand Bank - NY Office 2.05 9/23/2	05253JAP6	Australia New Zealand Bank - NY Office	6,000,000.00	6,017,204.11	5,978,760.00	Moody's-Aa3	S&P-AA-	0.73	631	631	09/23/2019		1.70
Australia New Zealand Bank - NY Office 2.05 9/23/2	05253JAP6	Australia New Zealand Bank - NY Office	5,900,000.00	5,909,920.47	5,879,114.00	Moody's-Aa3	S&P-AA-	0.71	631	631	09/23/2019		1.70
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Berkshire Hathaway	2,240,000.00	2,240,601.41	2,238,521.60	Moody's-Aa2	S&P-AA	0.27	66	66	03/07/2018		0.18
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Berkshire Hathaway	29,175,000.00	29,185,456.25	29,155,744.50	Moody's-Aa2	S&P-AA	3.53	66	66	03/07/2018		0.18
Berkshire Hathaway 1.55 2/9/2018	084670BH0	Berkshire Hathaway	5,828,000.00	5,830,511.12	5,825,027.72	Moody's-Aa2	S&P-AA	0.70	40	40	02/09/2018		0.11
Chevron Corp 1.686 2/28/2019	166764BS8	Chevron Corp	20,000,000.00	20,030,880.92	19,948,000.00	Moody's-Aa2	S&P-AA-	2.42	424	424	02/28/2019		1.15
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	1,895,000.00	1,896,609.93	1,894,602.05	Moody's-Aa3	S&P-AA-	0.23	73	73	03/14/2018		0.20
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	1,405,000.00	1,406,193.64	1,404,704.95	Moody's-Aa3	S&P-AA-	0.17	73	73	03/14/2018		0.20
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	10,099,000.00	10,107,604.59	10,096,879.21	Moody's-Aa3	S&P-AA-	1.22	73	73	03/14/2018		0.20
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	9,421,000.00	9,429,020.27	9,419,021.59	Moody's-Aa3	S&P-AA-	1.14	73	73	03/14/2018		0.20
Commonwealth Bank of Australia 2.05 3/15/2019	20271RAN0	Commonwealth Bank of Australia	3,306,000.00	3,304,756.00	3,302,396.46	Moody's-Aa3	S&P-AA-	0.40	439	439	03/15/2019		1.19
Exxon Mobile 1.305 3/6/2018	30231GAL6	Exxon Mobile	20,000,000.00	20,004,924.24	19,981,600.00	Moody's-Aaa	S&P-AA+	2.42	65	65	03/06/2018		0.18
IBM 1.125 2/6/2018	459200HZ7	IBM	8,429,000.00	8,429,338.99	8,423,858.31	Moody's-Aa3	S&P-AA-	1.02	37	37	02/06/2018		0.10
IBM 1.125 2/6/2018	459200HZ7	IBM	7,000,000.00	7,000,281.52	6,995,730.00	Moody's-Aa3	S&P-AA-	0.85	37	37	02/06/2018		0.10
IBM 1.125 2/6/2018	459200HZ7	IBM	4,775,000.00	4,775,192.04	4,772,087.25	Moody's-Aa3	S&P-AA-	0.58	37	37	02/06/2018		0.10
IBM 1.125 2/6/2018	459200HZ7	IBM	3,300,000.00	3,300,132.72	3,297,987.00	Moody's-Aa3	S&P-AA-	0.40	37	37	02/06/2018		0.10
Nestle Holdings Inc 1.375 7/24/2018	U64106BW3	Nestle Holdings Inc	3,085,000.00	3,084,886.33	3,081,760.75	Moody's-Aa2	S&P-AA	0.37	205	205	07/24/2018		0.56
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	5,515,000.00	5,749,416.35	5,707,363.20	Moody's-Aaa	S&P-AAA	0.67	486	486	05/01/2019		1.30
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	6,585,000.00	6,871,167.81	6,814,684.80	Moody's-Aaa	S&P-AAA	0.80	486	486	05/01/2019		1.30
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	5,000,000.00	5,212,526.16	5,174,400.00	Moody's-Aaa	S&P-AAA	0.60	486	486	05/01/2019		1.30
Toyota Motor Corp 1.2 4/6/2018	89236TCX1	Toyota Motor Corp	12,845,000.00	12,840,779.05	12,825,732.50	Moody's-Aa3	S&P-AA-	1.55	96	96	04/06/2018		0.26
Toyota Motor Corp 1.375 1/10/2018	89233P7E0	Toyota Motor Corp	20,000,000.00	20,000,938.42	19,998,600.00	Moody's-Aa3	S&P-AA-	2.42	10	10	01/10/2018		0.03
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	555,000.00	555,096.97	554,889.00	Moody's-Aa2	S&P-AA-	0.07	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	10,000,000.00	10,001,565.14	9,998,000.00	Moody's-Aa2	S&P-AA-	1.21	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	1,400,000.00	1,400,242.67	1,399,720.00	Moody's-Aa2	S&P-AA-	0.17	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	10,000,000.00	10,002,093.67	9,998,000.00	Moody's-Aa2	S&P-AA-	1.21	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	5,000,000.00	5,001,127.36	4,999,000.00	Moody's-Aa2	S&P-AA-	0.60	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	2,000,000.00	2,000,355.69	1,999,600.00	Moody's-Aa2	S&P-AA-	0.24	22	22	01/22/2018		0.06
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	1,160,000.00	1,160,205.47	1,159,768.00	Moody's-Aa2	S&P-AA-	0.14	22	22	01/22/2018		0.06
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Wells Fargo Bank	15,200,000.00	15,221,791.27	15,177,808.00	Moody's-Aa2	Fitch-AA	1.84	332	332	11/28/2018		0.90
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Wells Fargo Bank	8,850,000.00	8,862,630.27	8,837,079.00	Moody's-Aa2	Fitch-AA	1.07	332	332	11/28/2018		0.90
Sub Total / Average			265,968,000.00	266,727,704.47	266,151,639.89			32.17	202	202			0.55
FFCB Bond													
FFCB 1.4 3/27/2019	3133EHDR1	FFCB	10,000,000.00	10,006,054.52	9,947,400.00	Moody's-Aaa	S&P-AA+	1.21	451	451	03/27/2019		1.23
Sub Total / Average			10,000,000.00	10,006,054.52	9,947,400.00			1.21	451	451			1.23

FHLB Bond													
FHLB 1.75 12/14/2018	313376BR5	FHLB	5,000,000.00	5,022,559.46	4,994,550.00	Moody's-Aaa	S&P-AA+	0.60	348	348	12/14/2018		0.95
Sub Total / Average			5,000,000.00	5,022,559.46	4,994,550.00			0.60	348	348			0.95
FHLMC Bond													
FHLMC 1.35 1/25/2019-17	3134GAK78	FHLMC	10,000,000.00	10,000,000.00	9,939,300.00	Moody's-Aaa	S&P-AA+	1.21	390	25	01/25/2019	01/25/2018	1.06
FHLMC 1.375 3/15/2019	3134GA5A8	FHLMC	5,000,000.00	5,000,000.00	4,966,200.00	S&P-AA+	Fitch-AAA	0.60	439	439	03/15/2019		1.20
FHLMC Step 9/30/2019-17	3134GAKN3	FHLMC	4,500,000.00	4,491,917.23	4,479,120.00	Moody's-Aaa	S&P-AA+	0.54	638	89	09/30/2019	03/30/2018	1.73
Sub Total / Average			19,500,000.00	19,491,917.23	19,384,620.00			2.36	460	146			1.25
FNMA Bond													
FNMA 1.25 8/23/2019-17	3135G0P23	FNMA	10,000,000.00	9,966,308.24	9,887,100.00	Moody's-Aaa	S&P-AA+	1.21	600	54	08/23/2019	02/23/2018	1.63
Sub Total / Average			10,000,000.00	9,966,308.24	9,887,100.00			1.21	600	54			1.63
Local Government Investment Pool													
Commonwealth of Virginia LGIP	LGIP0825	Commonwealth of Virginia	1,601,766.29	1,601,766.29	1,601,766.29	S&P-AAA	NR	0.19	1	1	N/A	N/A	0.00
Commonwealth of Virginia LGIP	LGIP0549	Commonwealth of Virginia	30,731,616.97	30,731,616.97	30,731,616.97	S&P-AAA	NR	3.72	1	1	N/A	N/A	0.00
SNAP - Income LGIP	SNAP1005	SNAP - Income	473,751.12	473,751.12	473,751.12	NR	NR	0.06	1	1	N/A	N/A	0.00
SNAP - Principal LGIP	SNAP1004	SNAP - Principal	2,499,394.94	2,499,394.94	2,499,394.94	NR	NR	0.30	1	1	N/A	N/A	0.00
SNAP - Principal LGIP	SNAP1006	SNAP - Principal	1,258,942.71	1,258,942.71	1,258,942.71	NR	NR	0.15	1	1	N/A	N/A	0.00
VIP 1-3 Year LGIP	LGIP0001	VIP 1-3 Year	75,930,282.44	75,930,282.44	75,930,282.44	S&P-AA+	NR	9.18	1	1	N/A	N/A	0.00
VIP Stable NAV LGIP	LGIP0001	VIP Stable NAV	54,922,960.51	54,922,960.51	54,922,960.51	S&P-AAA	NR	6.64	1	1	N/A	N/A	0.00
Sub Total / Average			167,418,714.98	167,418,714.98	167,418,714.98			20.25	1	1			0.00
Money Market													
Access National Bank MM	MM7182	Access National Bank	41,120,979.33	41,120,979.33	41,120,979.33	NR	NR	4.97	1	1	N/A	N/A	0.00
BB&T MM	MM1006	BB&T	613,784.66	613,784.66	613,784.66	NR	NR	0.07	1	1	N/A	N/A	0.00
John Marshall Bank ICS MM	MM60000	John Marshall Bank ICS	17,735,154.35	17,735,154.35	17,735,154.35	NR	NR	2.15	1	1	N/A	N/A	0.00
Sub Total / Average			59,469,918.34	59,469,918.34	59,469,918.34			7.19	1	1			0.00
Negotiable Certificate Of Deposit													
Bank of Tokyo - New York 1.63 8/28/2018	06539RCX3	Bank of Tokyo - New York	20,000,000.00	20,005,917.81	19,964,400.00	Moody's-A1	S&P-A+	2.42	240	240	08/28/2018		0.67
Bayerische Landesbank 1.7 7/18/2018	0727MAFB2	Bayerische Landesbank	20,000,000.00	20,010,358.90	19,988,600.00	Moody's-P1	Fitch-F1	2.42	199	199	07/18/2018		0.55
Bayerische Landesbank 1.7 7/27/2018	0727MAFK2	Bayerische Landesbank	20,000,000.00	20,005,584.66	19,987,000.00	Moody's-P1	Fitch-F1	2.42	208	208	07/27/2018		0.58
Credit Suisse New York 1.64 5/4/2018	22549LAW5	Credit Suisse New York	20,000,000.00	20,008,600.67	20,020,600.00	Moody's-P1	S&P-A1	2.42	124	124	05/04/2018		0.34
Mizuho Bank, New York 1.55 9/18/2018	60700AGH1	Mizuho Bank, New York	20,000,000.00	20,007,136.38	19,957,200.00	Moody's-P1	S&P-A1	2.42	261	261	09/18/2018		0.73
Natixis - NY office 1.75 10/23/2018	63873NMG3	Natixis - NY office	15,000,000.00	15,006,057.86	14,984,850.00	Moody's-P1	S&P-A1	1.81	296	296	10/23/2018		0.82
Standard Charter Bank NY 1.54 1/9/2018	85325TSB2	Standard Charter Bank NY	10,000,000.00	10,000,222.50	10,000,100.00	Moody's-P1	S&P-A1	1.21	9	9	01/09/2018		0.03
Standard Charter Bank of NY 1.66 2/12/2018	85325TQZ1	Standard Charter Bank of NY	10,000,000.00	10,001,176.05	10,001,100.00	Moody's-P1	S&P-A1	1.21	43	43	02/12/2018		0.12
Standard Charter NY 1.74 10/23/2018	85325TVS1	Standard Charter NY	10,000,000.00	10,004,849.53	9,979,100.00	Moody's-P1	S&P-A1	1.21	296	296	10/23/2018		0.82
Sub Total / Average			145,000,000.00	145,049,904.36	144,882,950.00			17.54	197	197			0.55
Treasury Note													
T-Note 1.25 11/30/2018	912828A34	Treasury	2,220,000.00	2,226,225.22	2,209,157.74	Moody's-Aaa	S&P-AAA	0.27	334	334	11/30/2018		0.91
T-Note 1.5 11/30/2019	912828G61	Treasury	1,110,000.00	1,114,106.82	1,101,978.03	Moody's-Aaa	S&P-AAA	0.13	699	699	11/30/2019		1.89
T-Note 1.625 11/30/2020	912828M98	Treasury	1,050,000.00	1,051,453.09	1,039,459.05	Moody's-Aaa	S&P-AAA	0.13	1,065	1,065	11/30/2020		2.85
Sub Total / Average			4,380,000.00	4,391,785.13	4,350,594.82			0.53	602	602			1.63
Total / Average			826,736,633.32	826,568,608.90	825,315,656.09			100	160	146			0.44

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chairman Martin E. Nohe, and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: January 26, 2018

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through December 2017.
3. **Comments:**
 - a. **FY2018 Revenues (Attachment A)**
 - i. The Authority has received approximately \$115 million through the December 2017 transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through December show a 19.05% positive variance in Grantors Tax, a 1.27% negative variance in Sales Tax and a 4.03% positive variance in Transient Occupancy Tax compared to the FY2018 adopted revenue estimates.
 - iii. Overall revenue receipts are 1.98% above estimates. No changes to the FY2018 revenue estimates are recommended at this time.
 - b. **FY2018 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, seven jurisdictions have completed the HB2313 required annual certification process to receive FY2018 30% funds. Postponements of transfers have been discussed with jurisdictional staff where appropriate.
 - ii. Of the \$115 million received by the Authority through December for FY2018, approximately \$34.5 million represents 30% local funds of which \$31.2 million has been distributed to the member jurisdictions.
 - c. **FY2015 to FY2018 Year over Year Revenue Comparison (Attachment C).**
 - i. This chart reflects a month-to-month comparison of revenue by tax type and a year-to-year comparison of total revenues received through December 2017.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through December 2017
- B. FY2017 30% Distribution by Jurisdiction, through December 2017
- C. Month to Month Comparison By Tax Type and YTD Receipts for December 2015 to 2018

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
 Based on: Revenue Data Through December 2017
 FYE June 30, 2018

Grantors Tax		Received		NVTA		Projected Variance
		To Date	Annualized	FY2018 Budget	Annualized - Actual To Budget	
Transaction Months	5					
City of Alexandria		\$ 2,154,525	\$ 5,170,860	\$ 3,360,000	\$ 1,810,860	
Arlington County		\$ 2,474,595	\$ 5,939,028	\$ 4,650,000	\$ 1,289,028	
City of Fairfax		\$ 185,964	\$ 446,314	\$ 432,500	\$ 13,814	
Fairfax County		\$ 9,389,861	\$ 22,535,666	\$ 21,021,600	\$ 1,514,066	
City of Falls Church		\$ 123,050	\$ 295,319	\$ 257,704	\$ 37,615	
Loudoun County		\$ 4,403,422	\$ 10,568,212	\$ 9,200,000	\$ 1,368,212	
City of Manassas		\$ 178,675	\$ 428,819	\$ 370,000	\$ 58,819	
City of Manassas Park		\$ 49,649	\$ 119,158	\$ 152,820	\$ (33,662)	
Prince William County		\$ 3,171,893	\$ 7,612,544	\$ 5,172,000	\$ 2,440,544	
Total Grantors Tax Revenue		\$ 22,131,633	\$ 53,115,920	\$ 44,616,624	\$ 8,499,296	19.05%
Regional Sales Tax*		Received		FY2018	Annualized - Actual	
Transaction Months	4	To Date	Annualized	Budget	To Budget	
City of Alexandria		\$5,033,458	\$ 15,100,373	\$ 15,741,728	\$ (641,355)	
Arlington County		\$8,483,444	\$ 25,450,331	\$ 25,927,100	\$ (476,769)	
City of Fairfax		\$2,392,593	\$ 7,177,778	\$ 7,359,015	\$ (181,237)	
Fairfax County		\$35,961,871	\$ 107,885,614	\$ 109,062,127	\$ (1,176,513)	
City of Falls Church		\$789,291	\$ 2,367,873	\$ 2,546,900	\$ (179,027)	
Loudoun County		\$15,994,749	\$ 47,984,248	\$ 49,460,000	\$ (1,475,752)	
City of Manassas		\$1,783,367	\$ 5,350,100	\$ 5,000,000	\$ 350,100	
City of Manassas Park		\$491,565	\$ 1,474,696	\$ 1,439,384	\$ 35,312	
Prince William County		\$12,469,850	\$ 37,409,550	\$ 36,885,240	\$ 524,310	
Total Sales Tax Revenue*		\$ 83,400,188	\$ 250,200,563	\$ 253,421,494	\$ (3,220,931)	-1.27%
Transient Occupancy Tax (TOT)		Received		FY2018	Annualized - Actual	
Transaction Months		To Date	Annualized	Budget	To Budget	
City of Alexandria	Months	4.00	\$ 1,286,004	\$ 3,858,011	\$ 3,496,154	\$ 361,857
Arlington County	Months	4.00	\$ 3,454,869	\$ 10,364,606	\$ 9,886,298	\$ 478,308
City of Fairfax	Quarters	2.00	\$ 158,219	\$ 316,437	\$ 400,000	\$ (83,563)
Fairfax County	Quarters	1.00	\$ 2,916,398	\$ 11,665,593	\$ 11,584,628	\$ 80,965
City of Falls Church	Months	4.00	\$ 90,960	\$ 272,881	\$ 187,900	\$ 84,981
Loudoun County	Quarters	1.30	\$ 979,712	\$ 3,014,498	\$ 3,020,000	\$ (5,502)
City of Manassas	Months	4.00	\$ 25,441	\$ 76,324	\$ 61,000	\$ 15,324
City of Manassas Park	n/a		\$ -	\$ -	\$ -	\$ -
Prince William County	Quarters	1.30	\$ 607,713	\$ 1,869,885	\$ 1,583,000	\$ 286,885
Total TOT Revenue			9,519,315	31,438,235	\$ 30,218,980	1,219,255
Total Revenue Received		\$ 115,051,136	\$ 334,754,718	\$ 328,257,098	\$ 6,497,620	1.98%
		\$ 115,051,136				

*The Regional Sales Tax is reported net of fees when applicable.

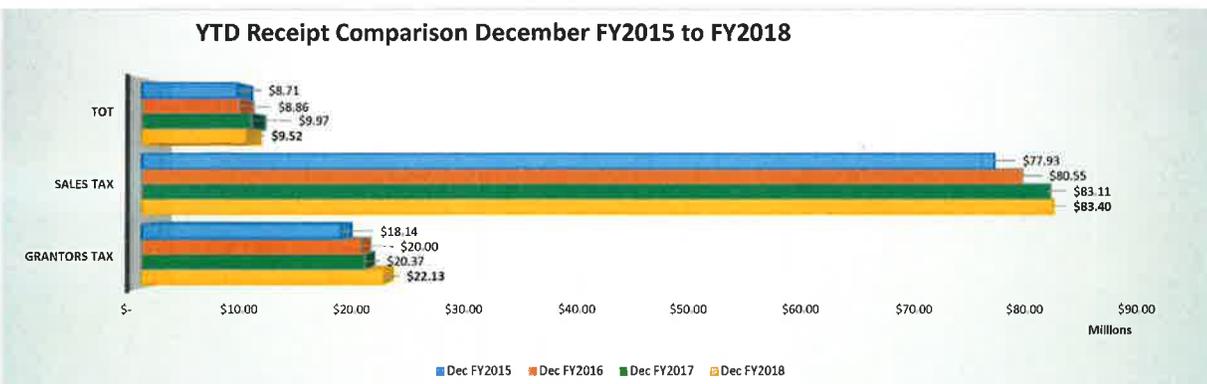
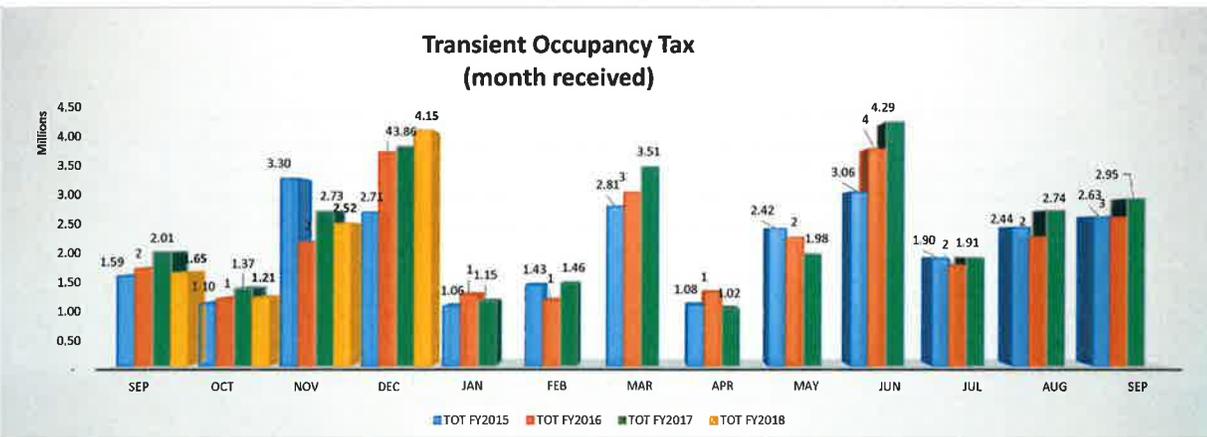
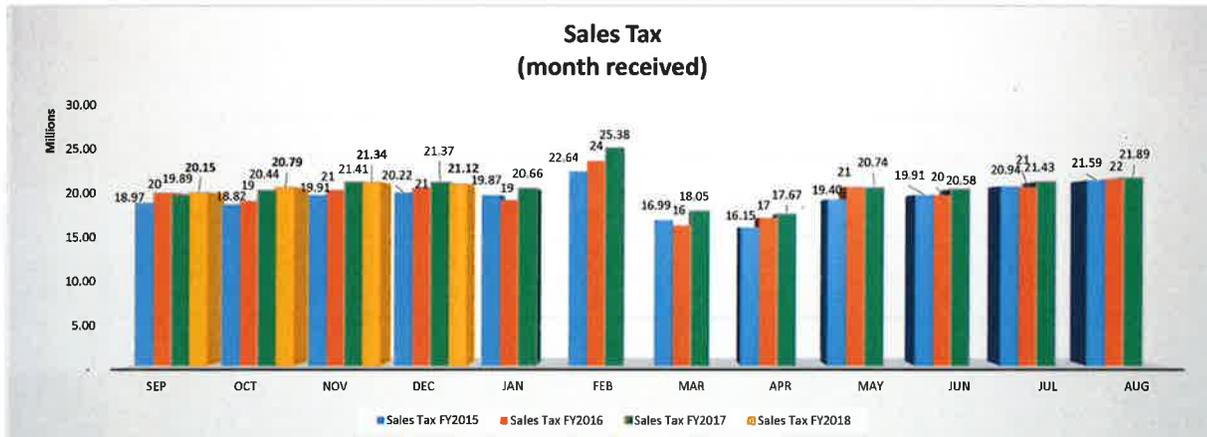
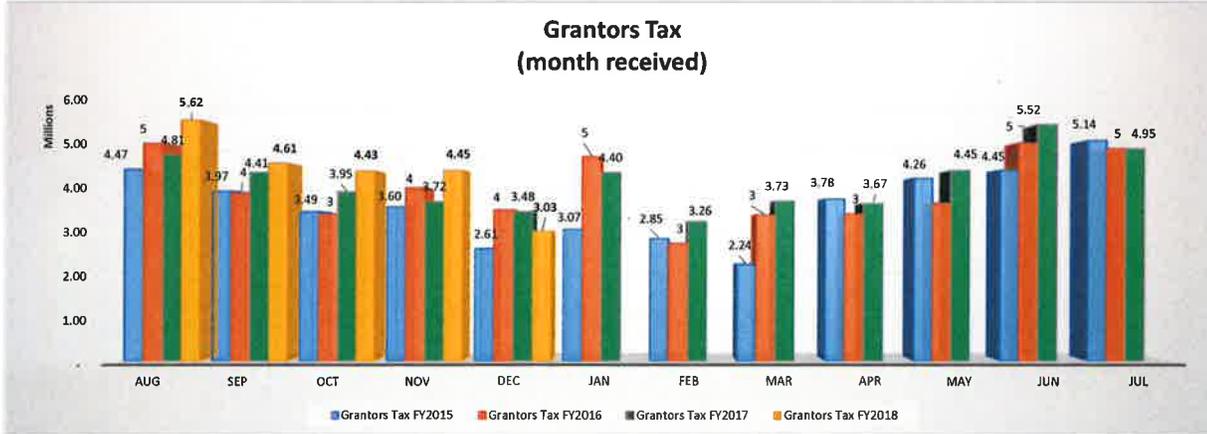
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
 FY2018 30% DISTRIBUTION BY JURISDICTION

Attachment B

Based on: Revenue Data Through December 2017

Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Cumulative Total	30% Funds	Thru 11/30/2017		Current Month Distribution	Total Funds Transferred
							Accrued Interest (3)	Prior Distributions		
City of Alexandria	\$ 2,154,525.00	\$ 5,033,457.69	\$ 1,286,003.78	\$ 6,500.79	\$ 8,480,487.26	\$ 2,544,146.18	\$ 949.73	\$ 3,212,394.50	\$ 2,545,095.91	\$ 4,328,934.37
Arlington County	\$ 2,474,594.86	\$ 8,483,443.58	\$ 3,454,868.67	\$ 10,994.82	\$ 14,423,901.93	\$ 4,327,170.58	\$ 1,763.79	\$ 3,212,394.50	\$ 1,116,539.87	\$ 6,420,831.80
City of Fairfax	\$ 185,964.15	\$ 2,392,592.83	\$ 158,218.63	\$ 2,220.28	\$ 2,738,995.89	\$ 821,698.77	\$ 271.35	\$ 10,768,955.03	\$ 821,970.12	\$ 301,358.88
Fairfax County	\$ 9,389,860.75	\$ 35,961,871.30	\$ 2,916,398.19	\$ 38,739.74	\$ 48,306,869.98	\$ 14,492,060.99	\$ 5,562.71	\$ 10,768,955.03	\$ 3,728,668.67	\$ 14,497,623.70
City of Falls Church	\$ 123,049.79	\$ 789,290.96	\$ 90,960.35	\$ 776.22	\$ 1,004,077.32	\$ 301,223.20	\$ 135.68	\$ 231,030.88	\$ 70,328.00	\$ 301,358.88
Loudoun County	\$ 4,403,421.83	\$ 15,994,749.26	\$ 979,711.96	\$ 16,296.79	\$ 21,394,179.84	\$ 6,418,253.95	\$ 2,577.85	\$ 4,939,611.62	\$ 1,481,220.18	\$ 6,420,831.80
City of Manassas	\$ 178,674.60	\$ 1,783,366.57	\$ 25,441.18	\$ 1,569.40	\$ 1,989,051.75	\$ 596,715.53	\$ 271.35	\$ 444,577.22	\$ 152,409.66	\$ 596,986.88
City of Manassas Park	\$ 49,649.10	\$ 491,565.47	\$ -	\$ 430.59	\$ 541,645.16	\$ 162,493.55	\$ 135.68	\$ 121,869.69	\$ 40,759.54	\$ 162,629.23
Prince William County	\$ 3,171,893.25	\$ 12,469,849.94	\$ 607,712.69	\$ 12,863.14	\$ 16,262,319.02	\$ 4,878,695.71	\$ 1,899.47	\$ 3,775,543.59	\$ 1,105,051.59	\$ 4,880,595.18
Total Revenue	\$ 22,131,633.33	\$ 83,400,187.60	\$ 9,519,315.45	\$ 90,391.77	\$ 115,141,528.15	\$ 34,542,458.46	\$ 13,567.61	\$ 23,493,982.53	\$ 11,062,043.54	\$ 31,188,960.04

- 1 Net of Dept. of Taxation Fees
- 2 County TOTI includes any town collections
- 3 Interest earned through 11/30/2017



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chairman Martin E. Nohe, and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: January 26, 2018

SUBJECT: NVTA Operating Budget

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2018.
- 2. Background:** The Authority operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2018 operating budget.
- 3. Comments:** Through December 31, 2017, the FY2018 Operating Budget has produced the following results:
 - a. Operating revenue is at 100% of estimate.
 - b. December 2017 represents 50% of the fiscal year. Through December 2017, the Authority has utilized 46% of its FY2018 expenditure budget.
 - c. The attached statement shows the total operating budget income and expenditure activity through December 2017 for FY2018.

Attachment: FY2018 Operating Budget through December 31, 2017

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Revenue						
330100	Contribution Member Jurisdiction		1,922,196.00	1,922,196.00		100
						100
	Total Revenue	0.00	1,922,196.00	1,922,196.00	0.00	100
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	81,073.18	504,386.89	1,008,253.00	503,866.11	50
130	Health & Dental Benefits	14,434.80	76,081.20	115,200.00	39,118.80	66
131	Payroll Taxes	4,310.14	31,884.14	76,735.00	44,850.86	42
132	Retirement VRS	8,640.22	49,906.47	98,622.00	48,715.53	51
133	Life Insurance	1,157.45	6,644.39	13,122.00	6,477.61	51
134	Flex Spending/Dependent Care	103.66	229.66	604.00	374.34	38
135	Workers Comp		1,102.00	1,102.00		100
137	Disability Insurance	2,760.72	11,225.68	15,920.00	4,694.32	71
	Total Account	112,480.17	681,460.43	1,329,558.00	648,097.57	51
420000	Professional Services					
210	Audit & Accounting Services		29,720.00	28,300.00	-1,420.00	105
220	Bank Service	147.07	147.07	750.00	602.93	20
230	Insurance		5,624.00	4,725.00	-899.00	119
240	Payroll Services	94.38	971.17	1,670.00	698.83	58
260	Public Outreach	500.00	949.55	33,000.00	32,050.45	3
261	Legal/Bond Counsel Services		-2,000.00	25,000.00	27,000.00	-8
262	Financial Advisory Services			72,000.00	72,000.00	
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	21,496.01	25,924.50	60,000.00	34,075.50	43
265	Investment Custody Svc		5,000.00	25,000.00	20,000.00	20
266	Communication Services			87,000.00	87,000.00	
	Total Account	22,237.46	66,336.29	340,145.00	273,808.71	20
430000	Technology/Communication					
310	Acctg & Financial Report Systems		2,845.00	16,000.00	13,155.00	18
320	HW SW & Peripheral Purchase		441.55	15,306.00	14,864.45	3
330	IT Support Svc Incl Hosting	1,279.03	8,154.62	16,160.00	8,005.38	50
340	Phone Service	100.00	3,131.95	7,250.00	4,118.05	43
350	Web Develop & Hosting	2,215.40	8,761.55	7,650.00	-1,111.55	115
	Total Account	3,594.43	23,334.67	62,366.00	39,031.33	37
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions	1,086.00	3,326.00	4,290.00	964.00	78
412	Duplication & Printing	2,589.19	4,623.14	14,500.00	9,876.86	32
413	Furniture & Fixture		544.40		-544.40	
414	Meeting Expenses	381.65	-299.84	3,600.00	3,899.84	-8

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 12 / 17

1000 General Fund

Account Object	Description	Current Year				
		Current Month	Current YTD	Budget	Variance	%
415	Mileage/Transportation	34.00	4,706.78	10,200.00	5,493.22	46
417	Office Lease	11,251.79	77,963.72	117,765.00	39,801.28	66
418	Office Supplies	613.22	1,847.10	6,400.00	4,552.90	29
419	Postage & Delivery	7.36	92.18	700.00	607.82	13
420	Professional Develop & Training	2,675.80	6,102.54	14,065.00	7,962.46	43
421	Industry Conferences	500.00	4,917.78	7,000.00	2,082.22	70
	Total Account	19,139.01	103,823.80	180,020.00	76,196.20	58
	Total Expenses	157,451.07	874,955.19	1,912,089.00	1,037,133.81	46
	Net Income from Operations	-157,451.07	1,047,240.81			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			385,081.00	385,081.00	
825	Transf to Equip Reserve			9,000.00	9,000.00	
	Total Account			394,081.00	394,081.00	
	Total Other Expenses	0.00	0.00	394,081.00	394,081.00	
	Net Income	-157,451.07	1,047,240.81			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: January 26, 2018

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **2017 Annual Report.** NVTA staff is in the process of finalizing the 2017 Annual Report. The report provides a look back of the Authority's accomplishments in 2017 and milestones achieved.
3. **3rd Annual ITS Roundtable.** On Wednesday March 14, 2018 the NVTA will host the *3rd Annual Northern Virginia Transportation Roundtable*, presented by the Intelligent Transportation Society of Virginia. The theme will be 'Self-driving vehicles: Utopia or Dystopia.' We are lining up great panels to discuss transportation technologies and emerging trends. Stay tuned for more details!
4. **NOVA Elected Leaders Transportation Forum.** The NVTA, in coordination with the Transportation Planning Board, will host a forum for Northern Virginia's Elected Leaders on the roles and responsibilities of the NVTA, TPB, VDOT, DRPT, VRE, PRTC and NVTC as it relates to regional transportation planning, programming and funding. The goal is to help elected officials better understand the "alphabet soup" regarding transportation by providing an overview of the roles and responsibilities of each entity, how the processes intersect and the coordination/collaboration among entities. We are looking to hold the event this spring.
5. **NVTA Standing Committee Meetings**
 - **Finance Committee:** The NVTA Finance Committee will meet on Thursday, February 15, 2017 at 1:00pm.
 - **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee next meeting is TBD.
 - **Planning and Programming Committee:** The NVTA Planning and Programming Committee next meeting is TBD.

6. NVTA Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The next meeting of the NVTA Planning Coordination Advisory Committee is TBD.
- **Technical Advisory Committee:** The next meeting of the NVTA Technical Advisory Committee is TBD.

7. CMAQ-RSTP Transfers:

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

8. FY2014-2017 NVTA 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.

Attachments:

- A. CMAQ-RSTP Transfers
- B. FY2014-2017 NVTA Regional Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for Fairfax County

DATE: January 26, 2018

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

On January 24, 2018, Fairfax County requested the following reallocation:

- \$3,730,000 in previous year CMAQ funds from the Transform 66 Outside the Beltway Project (UPC 110741) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921). This transfer is requested to support the County's TMP initiatives for the Transform 66 Outside the Beltway Project. Fairfax County is precluded from using federal funds to support transit operations. Therefore, the County proposes to utilize the same amount of funding in FY 2018 NVTA 30% funds from the Route 1 Multimodal Alternates Analysis Project to support TMP activities on I-66 Outside the Beltway.

The RJACC approved this request on January 25, 2018.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Requests from Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 1, 2018

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County

Dear Ms. Cuervo:

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

On January 24, 2018, Fairfax County requested the following reallocations:

- \$3,730,000 in previous year CMAQ funds from the Transform 66 Outside the Beltway Project (UPC 110741) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921). This transfer is requested to support the County's TMP initiatives for the Transform 66 Outside the Beltway Project. Fairfax County is precluded from using federal funds to support transit operations. Therefore, the County proposes to utilize the same amount of funding in FY 2018 NVTA 30% funds from the Route 1 Multimodal Alternates Analysis Project to support TMP activities on I-66 Outside the Beltway.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on January 25, 2018, and the NVTA was informed at their February 1, 2018, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Wendy Block Sanford
RJACC Vice-Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation



County of Fairfax, Virginia

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

January 24, 2018

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds

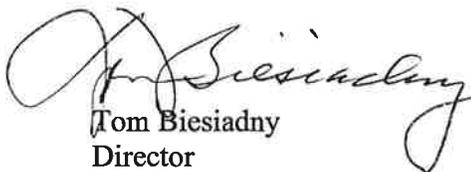
Dear Ms. Dominguez: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$3,730,000 in CMAQ funds from Transform 66 Outside the Beltway Project (UPC 110741) to Route 1 Multimodal Alternatives Analysis Project (UPC 106921).

This transfer is requested to support the County's TMP initiatives for the Transform 66 outside the Beltway Project. Fairfax County is precluded from using federal funds to support transit operations. Therefore, the County proposes to utilize the same amount of funding, \$3,730,000 in FY 18 NVTA 30% funds from Route 1 Multimodal Alternatives Analysis Project (UPC 106921) to support TMP activities on I-66, outside the beltway.

If you have any questions or concerns about this request, please contact Brent Riddle at (703) 877-5659.

Sincerely,


Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, Fairfax County Department of Transportation (FCDOT)
Ray Johnson, Fairfax County Department of Transportation (FCDOT)
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot





NVTA FY2014-17 Program Project Status

Upcoming Public Information Meetings:

Fairfax County:

VA Route 28 Widening: Prince William County Line to Route 29 – Public Information Meeting is anticipated in early 2018.

Rolling Road Widening – Public hearing anticipated on February 27.

Town of Leesburg:

Route 7 East Market Street and Battlefield Parkway Interchange – Public Hearing will be held ***Wednesday night, March 7, 6:30-8:30PM, at John W. Tolbert Jr. Elementary School, 691 Potomac Station Dr NE, Leesburg, VA 20176.***

Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Public Hearing is anticipated in spring 2018.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016. The utility undergrounding along Long Bridge Drive was complete on July 11, 2017 and the roadway re-alignment construction began on July 24, 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2020	12.6%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas relocations to be completed by the end of 2017. The County Board authorized award of contract on Nov. 28, 2017, More information from Washington Gas required to pick Notice to Proceed date.	Summer 2020	Summer 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington’s 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Awaiting Dominion Energy approval of new ductbank layout. Design approval is expected in late 2018. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	8.9%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. All punch list items have been completed. Remaining funds will be used to implement the real-time information signage installation. Staff is working on the installation plan. The installation is delayed several months due to need for more time to finalize location and vendor contract.	Signage phase to be completed by March 2018.	Signage phase to be completed by March 2018.	83.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting in Summer 2018; we have not started design because WMATA was not able to begin reviewing project status until last month. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2005 30% design plans and preparing an estimated level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and scope of work for A&E hire. Project activity expected to increase once WMATA support is defined for project management, design, technical, operations, and construction. Construction is targeted to start in fall of 2020.	Start of construction in fall 2020	Summer 2020	0.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 30% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. Delay due to Verizon attachments. Task 4 – ITS Equipment Installations – Equipment procured. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task 3 - May 2018 Task 4 – May 2018 Task 5 – Summer 2018	Task 2 – Summer 2019 Task 3 - May 2018 Task 4 – May 2018 Task 5 – Summer 2018	6.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Arlington County	Lee highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Preliminary field assessment has been completed. Survey has been completed (100%). Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	1.8%

Arlington County	<p>Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>Design work began in fall 2016. 12th Street plans are at 30%. A public meeting was held on April 5, 2017. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently.</p> <p>23rd street has been split into 3 phases. The segment between US1 and Eads will be completed in Phase 1 using County design team as well as County road crews for construction. This should be completed in spring 2018. Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities, to be designed immediately. Phase 3 addresses the section of 23rd Street from Eads to Crystal Drive. This will be completed in conjunction with adjacent private-sector redevelopment projects in the future.</p> <p>Clark/Bell Realignment has completed 30% design. Comment resolution is currently scheduled and the design is progressing into the 60% level.</p>	June 2020	June 2020	0%
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed.	Spring 2019	Spring 2019	92%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed.	Spring 2019	Spring 2019	76.9%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The construction is substantially complete. Punch list items are complete. WMATA move-in date is scheduled for January 6, 2018.	January 2018	January 2018	60.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Project PIM anticipated in early 2018. Based on the traffic study and the capacity needs, may need to consider some adjustments to the scope of the project. Environmental: NTP for the Cultural Resources section of NEPA documentation issued on 10/20/16. Archeological survey ongoing; will be finalized after design consultant identifies all potential SWM locations. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed and under review at VDOT. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: NTP for Phase II Geotechnical work issued on 12/21/16. Survey ongoing. Geotechnical studies will be completed after design consultant identifies all potential SWM locations.	2023	Late 2018 or early 2019	38.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2020	June 2018	0%
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting was held on December 7.	2023	Spring 2019	40%
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting was held on December 7.	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Fairfax County UPC 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) design is in progress. Phase 2 (the roadway widening) design is in progress. A PIM was held on November 30. A Public Hearing is anticipated in early 2018.	2024	Spring 2018	62.5%
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and was sent to VDOT Central Office for final approval on May 4, 2017. Public information meeting was held on December 14, 2017. A Public Hearing will likely take place in early spring 2018 with design approval anticipated by summer 2018.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. The Design Build RFQ was released on August 15, 2017. A draft RFP was issued on 11/5/17. Official RFP was released on 11/21/17.	2025	June 2020	0%
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of \$5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg.	Acquisition of land anticipated by Summer 2018.	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Loudoun County UPC 76244	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	Project construction continues. Current work includes utility relocation, water main, gas main, erosion and sediment control, maintenance of traffic, earthwork/grading, and storm pipe installation throughout the project. Also, grading, asphalt placement, and construction of the soundwall along the NB roadway has begun. Construction of the Bridge substructure of southbound bridge over W & OD Trail is ongoing. Construction of the stormwater ponds was completed.	December 2018	December 2018 (Full payment made to VDOT)	100%
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	Coordination with LCPS between the road design and the ES-31 site is ongoing; additional turn lanes at the Waxpool Road intersection are being explored. Right of way acquisition continues.	Summer 2018	Summer 2018	0%

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Loudoun County UPC 97529 , 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	The intersection of Loudoun County Parkway and Old Ox Road (Route 606), which was funded by NVTA, opened to traffic on September 6, 2017 following a Ribbon cutting ceremony. The intersection at Loudoun County Parkway and Old Ox Road is substantially complete. Additional work is anticipated in 2018 in conjunction with the completion of the widening of Route 606.	Mid 2021	Mid 2021	0.4%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Design public hearing was held in November 2016. Design work is ongoing. Design and Construction of the Duct Bank is scheduled to begin spring 2018. Most of the partial take offers have been submitted. Currently negotiating full and partial takes.	April 2021	December 2017.	70.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 70 parcels impacted with 11 properties with possible major impacts. 9 total acquisition offers distributed and 2 total acquisition offers pending. Appraisals for partial takes ongoing. Duct bank construction and utility relocations anticipated advertisement in January 2018 with construction in March 2018. Road Construction advertisement anticipated for fall 2018 with construction in winter 2019.	April 2021	April 2021	3.5%
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW acquisition and utility relocations are complete. Project rebid as a standalone project. Construction contract awarded to General Excavation, Inc., on June 20, 2017. Utility relocations are complete and bridge work is ongoing.	October 2019	October 2019	14%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The Technical Proposal was received on September 8, 2017 and the review of the technical proposal is due October 31, 2017. Estimated Contract award anticipated for mid-December 2017. Negotiations after the technical review are ongoing.	Summer 2021	Design January 2018 thru summer 2019. Construction to begin summer 2019.	0%
	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design January 2018 thru summer 2019. Constru ction to begin summer 2019.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings were held in Sept. 2017. NEPA study to begin winter 2017.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by the end of 2019.	Location study (phase 1 of the overall study) to be completed by November 2017. NEPA (phase 2) to be completed by the end of 2019.	23.7%
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD after contract award.	TBD after contract award.	44.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD after contract award.	TBD after contract award.	0%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted Spring 2018.	TBD after contract award.	TBD after contract award.	0%
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 15 shelters have been constructed and opened to the public. Site 13 is currently under construction.	Summer 2018	Summer 2018	53.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin in Spring 2018.	Summer 2018	Summer 2018	12.1%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin in Spring 2018.	Summer 2018	Summer 2018	30.5%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project officially kicked off on June 6, 2017. Due to recent change in property ownership for several properties within the project area, the City is looking at available options to move forward. We are (1) Developing and reviewing different roadway cross sections that require less Right – of – Way but achieve the intent of the project and (2) Looking for opportunities to design and construct the project in segments / phases.	2023	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended.	December 2018	December 2018	84.2%
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended	December 2018	December 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	January 2018	January 2018	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Currently in ROW phase with 8 out of 12 easements completed. Utility undergrounding contract award made to Sagres Construction Corp on June 28, 2017. Notice to Proceed issued on September 11, 2017, and currently under construction. Completion anticipated by early 2018. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area. Project on schedule.	Fall 2018	Fall 2018	18.6%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 80%. Obtained CTB approval for "Limited Access Control Change." Right of Way acquisition and utility relocation coordination continues. Project advertising expected in spring 2018.	October 2019	October 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Town of Dumfries UPC 90339	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The town of Dumfries, NVTA, and VDOT had a funding discussion meeting on 9/20/2017. The design team is addressing/ investigating the PFI comments and discussion. The town of Dumfries town council reviewed design and provided comments. Public meeting plan will start soon.	FY2025	Mid-2019	6.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements has been completed. Utility relocation now underway. Sidewalk construction to occur during January-February 2018.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements to occur during February 2018.	December 2017 February 2018	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. Engineering underway at 70%. Design ROW acquisition/street dedication to begin in in early 2018 in coordination with VDOT review to be ready for utility underground/ relocation and construction phase during 2018-2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	2019	0%
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. On May 9, 2017, Town Council adopted a resolution recommending to VDOT a preferred traffic management option for the construction of the Sugarland Run bridge upgrade. Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies.	2023	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Preliminary Field Inspection meeting held on 8/9/17. Public hearing anticipated in spring 2018	Design approval expected in summer 2018.	Design approval expected in summer 2018. (Full payment made to VDOT)	100%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. Preliminary Field Inspection (PFI) review held September 28. No major concerns noted. Risk Assessment Meeting was held on October 12 th . The plans are being revised to address the PFI comments. The NEPA document (CE) is under way. RFQ is scheduled to be issued soon. Public Hearing is expected to be held in Feb/Mar 2018.	2020	Fall 2018	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Begin construction 2020	Begin construction 2020	0%
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC’s long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Because of two years of delay in order to be able to use the NVTA (Financial Close for I-66 has taken place), additional funding has been requested to cover increase in construction costs. Start of construction expected in summer of 2018.	Spring 2019	Spring 2019	0%
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	100%
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	100%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Design completed through 60%, including response to comments. Project fully funded, as designed, with addition of Smart Scale grant funds. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Consultant is studying an implementation program and schedule with results due in April 2018.	Fall 2020	June 2019	0%
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Phase I, planning and alternatives analyses, complete. Phase II, NEPA/PE, is underway. Schematic design for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site is complete. Revised ridership forecasts have been completed to inform the design process. Conceptual design has been initiated.	Summer 2018	Summer 2018	50.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated spring 2018. Waiting for CSX approval on design review agreement with CSX and emergency access considerations.	Summer 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Public hearing was conducted on zoning waiver at the Planning Commission meeting on October 17. Completion of Task A is anticipated in January 2018.	January 2018	January 2018	48.4%
	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated spring 2018. Waiting for CSX approval on design review agreement with CSX and emergency access considerations.	Summer 2020	Summer 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2019. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared.	Summer 2021	March 2019	0%
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT begun in July 2016 continues. CSX reorganization has caused adjustments to the final design and construction schedule, which have delayed the project. All work to be done by CSXT forces. Construction Agreement between CSXT and VRE has been completed. VRE Operations Board approved the Force Account Agreement, the financial part of the agreement, on September 15, 2017. Construction schedule pending information from CSX.	Summer 2018	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Briefings to Arlington County commissions and the Board conducted in summer 2017. Arlington County Board accepted the VRE staff recommendation for the preferred station location in Sept 2017. The VRE Operations Board approved Option 2 for further analysis and design on October 20. Proceeding with concept design.	Winter 2018	February 2018	51.2%
Washington Metropolitan Area Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items will be completed in October. NVTA funded phases are 95% complete and punch list items expected to be completed by January 2018, with an overall Contract Period ending in March 2018.	Projected Contract Close- out March 2018	January 2018	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/25/18
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Pre-Bid Meeting and 2 site visits were held on September 20, 2017. Bids are due January 10, 2018 and Award is expected early February 2018. Due to manufacturing lead times installation is estimated to commence January 2019.	Project Contract Close-out estimated June 2021	June 2021	0%