



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, December 8, 2022

7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of November 10, 2022, Meeting Summary Minutes** Chair Randall

*Recommended Action: Approval of November 10, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

Action Items

4. **Adoption of TransAction Update**
Mayor Wilson, Planning and Programming Committee Chair
Ms. Backmon, Chief Executive Officer
5. **Adoption of the 2023 NVTA Legislative Priorities** Chair Randall, Chair
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

Recommended Action: Adoption of the 2023 NVTA Legislative Priorities

Discussion/Information Items

6. **Proposed Meeting Schedule for Calendar Year 2023**
Ms. Backmon, Chief Executive Officer
7. **Travel Trends Update** Mr. Rashid, Regional Transportation Modeler
8. **Governance and Personnel Committee Report (Verbal)** Chair Randall, Chair
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
9. **Finance Committee Report** Mayor Rishell, Chair
 - A. **Investment Portfolio Report** Mr. Longhi, Chief Financial Officer
 - B. **Monthly Revenue Report** Mr. Longhi, Chief Financial Officer
 - C. **Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer

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

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| 10. Planning and Programming Committee Report | Mayor Wilson, Chair |
| 11. Planning Coordination Advisory Committee Report | Mayor Colbert, Chair |
| 12. Technical Advisory Committee Report | Mr. Boice, Chair |
| 13. Transportation Technology Committee Report | Vice Chair David Snyder, Chair |
| 14. Chief Executive Officer's Report | Ms. Backmon, Chief Executive Officer |
| 15. Chair's Comments | Chair Randall |

Closed Session

(If needed)

- | | |
|------------------------|---------------|
| 16. Adjournment | Chair Randall |
|------------------------|---------------|

Correspondence

Next Meeting: January 12, 2023, at 7:00pm --Annual Organizational Meeting

NVTA Offices



SUMMARY MINUTES

Thursday, November 10, 2022

7:00PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:09PM and asked that the roll be called.

2. Roll Call

Mr. Davis, Board Secretary

- ✓ **Members: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder, Supervisor Walter Alcorn for Chairman Jeffrey McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Jeanette Rishell, Mayor David Meyer, Senator Jennifer Boysko, Supervisor Pat Herrity, Mary Hynes, Jim Kolb, John Lynch, Todd Horsley. **Non-Attendees** Mayor Michelle Davis-Younger, Mayor Derrick Wood, Anthony Bedell.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Mike Longhi, Board Secretary Jonathan Davis, Communications & Public Affairs Manager Erica Hawksworth, Communications & Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Priya Sen, Senior Accountant Adnan Malik, Principal, Transportation Planning & Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.
- ✓ **Council of Counsel:** Daniel Robinson-Fairfax County, Rob Dickerson-Prince William County, Christina Brown-City of Alexandria.
- ✓ **Other Attendees:** Senior Vice President Tracy Baynard of McGuireWoods Consulting, LLC., Partner Michael A. Garber of PBMares.

Members of the public were in-person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#).

3. Approval of October 13, 2022, Meeting Summary Minutes

Chair Randall

- ✓ Vice Chair Snyder moved the approval of the October 13, 2022, Meeting Summary Minutes, and seconded by Chair Wheeler. The October 13, 2022, Meeting Summary Minutes was unanimously approved with abstentions from members who were not present.

Action Items

4. Acceptance of the FY2022 Audited Financial Statements and Compliance Audit Reports

Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell reported that the Finance Committee received a review of the FY2022 Financial Statement Audit from Mr. Gaber last month, noting the audit opinion was unmodified or 'clean'.

The Finance Committee voted to recommend Authority acceptance of the Financial Statements and Compliance Audit Reports for the Fiscal Year ending June 30, 2022.

- ✓ Mr. Garber provided an overview by noting that the NVTa received an unmodified (clean) audit opinion on its FY2022 Financial and Compliance Reports. Mr. Garber highlighted regional revenue funds as shown on the Balance Sheet-Government Funds and noted that the report lists Authority approved and funded projects by locality and project.
- ✓ Mr. Longhi expressed his appreciation of Assistant Finance Officer Peggy Teal, who has been the engine behind these clean reports since the passing of HB2313.
- ✓ Mayor Rishell moved the Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the fiscal year ending June 30, 2022 and seconded by Supervisor Herrity. The NVTa FY2022 Financial and Compliance Audit Reports were unanimously accepted.

5. Adoption of Updated Strategies in the Transportation Technology Strategic Plan

Vice Chair Snyder, Transportation Technology Committee Chair

Ms. Love, Regional Transportation Planner

- ✓ Vice Chair Snyder first noted the Authority's charge to the Transportation Technology Committee (TTC) in recommending technology that best serve the priorities of the region. He further noted the Transportation Technology Strategic Plan (TTSP) Action Plan and eight strategies that were adopted by the Authority on March 13, 2021. Vice Chair Snyder added that slight modifications to the TTSP were approved by the TTC and are recommended for Authority consideration.
- ✓ Ms. Love reported on the strategies in the TTSP by summarizing current and upcoming implementation efforts. She went on to report the three changes to the strategies endorsed by the TTC for the Authority's consideration which include:
 1. **#4 Strategy Endorsed Revision:** Enhance operations of the multimodal transportation system through connectivity and automation
Intent of Strategy Endorsed Expansion: To maximize the potential benefits of Connected and Automated Vehicle, while addressing avoidable increase in passenger vehicle miles traveled.
 2. **#8 Intent of Strategy Endorsed Expansion:** Support deployment of transportation technologies that reduce greenhouse gas emissions and synergetic technologies that improve resiliency.
 3. **#9 Strategy Endorsed Addition:** Enhanced mobility in the region through innovation and emerging technologies in transit.
Intent of Strategy Endorsed Addition: Support an array of transit innovations, in a manner that is flexible enough to adapt to future innovation.
- ✓ Chair Randall recognized a motion from Vice Chair Snyder who moved the Authority approval of expansion of two existing strategies and the addition of one new strategy in the Transportation Technology Strategic Plan, as presented in Attachment A, and seconded by Supervisor Alcorn. The Adoption of Updated Strategies in the Transportation Technology Strategic Plan was unanimously approved.

6. Recommend Approval to Reallocate Transform 66 Outside the Beltway Concessionaire Payment Funds for Fairfax County Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that Fairfax County is requesting the reallocation of Transform 66 Outside the Beltway Concessionaire Payment funds for two projects previously recommended for funding by the Authority:
 1. \$378,630 in Transform 66 Concession funds from Balance Entry to Lee Highway Pedestrian Improvement project (UPC 113518),
 - \$1,325,000 in Transform Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher than anticipated project bids received.
 2. \$31,975 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517).
 - \$2,000,000 in Transform 66 Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher design costs based on recent cost updates by the Virginia Department of Transportation.
- ✓ Chair Randall recognized Supervisor Alcorn who moved the Authority recommendation to transfer \$378,630 in I-66 Concession funds from Balance Entry to Lee Highway Pedestrian Improvement project (UPC 113518) and \$31,975 from Balance Entry to Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517); and seconded by Mayor Meyer.
- ✓ Chair Randall opened the floor for discussion and questions on the motion. Ms. Hynes inquired what the balance would be if this recommendation is approved by the CTB. Ms. Backmon answered by noting VDOT would have to confirm her estimate that the balance is at the \$8 million mark.
- ✓ Seeing no further questions or discussion, Chair Randall opened the floor for a vote on the Motion to Reallocate Regional Surface Transportation Program Funds for Fairfax County. The Motion was unanimously approved.

7. Recommend Approval to Reallocate Regional Surface Transportation Program Funds for Fairfax County Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that Fairfax County is requesting the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County from Cinder Bed Road Bikeway –ROW/ CN (UPC 118128) to Cinder Bed Road Bikeway – Design (UPC 106143) and added that this transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.
- ✓ Chair Randall recognized Supervisor Alcorn who moved Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County and seconded by Senator Boysko. The Motion to Reallocate Regional Surface Transportation Program funds for Fairfax County was unanimously approved.

8. Recommend Approval to Reallocate Regional Surface Transportation Program Funds for Prince William County Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that Prince William County is requesting the reallocation of RSTP funds from Route 28 Widening Phase 1- PE & ROW Only (UPC 92080) to the Potomac Heritage National Scenic Trail (UPC 122033) project and added that the transferred funds will be used as

the local match for a Federal Lands Access Program (FLAP) grant received by the County. The donor project is the completed Route 28 Widening Phase 1 project (UPC 92080), which has a balance of \$2,089,144.

- ✓ Chair Randall recognized Chair Wheeler who moved the Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County and seconded by Vice Chair Snyder. The Motion to Reallocate Regional Surface Transportation Program Funds for Prince William County was unanimously approved.

9. Recommend Approval to Exchange Congestion Mitigation Air Quality and Regional Surface Transportation Program Funds Between Town of Herndon and Fairfax County

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that the Town Herndon and Fairfax County have submitted requests to exchange Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the respective projects:
 - \$2,939,933 from CMAQ funds from UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension – Town of Herndon) to UPC 115550 (Richmond Highway-Bus Rapid Transit-Fairfax County).
 - In return, the Town will receive \$2,939,933 in RSTP from UPC 115550 (Richmond Highway-Bus Rapid Transit –Fairfax County) to UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension – Town of Herndon).
- ✓ Ms. Backmon noted that the Richmond Highway-Bus Rapid Transit (BRT) project has both CMAQ and RSTP funding and can accommodate the exchange of funding without impact on scheduled delivery. The Town of Herndon having RSTP funding instead of CMAQ funds, enables the project scope to proceed with its arterial capacity improvements to include both a new roadway extension and signalized intersections located near the Town of Herndon’s Metrorail Station.
- ✓ Chair Randall noted that she was aware of the ability to swap the same funds among different jurisdictions; however, unaware of the ability to swap monies from two different sources. Ms. Backmon noted that in this case it works given that the Richmond Highway BRT project has both RSTP and CMAQ funds, thus placing the County in a position to exchange funds with the Town of Herndon.
- ✓ Chair Randall recognized Senator Boysko who moved Authority approval of the exchange of Congestion Mitigation Air Quality (CMAQ) funds from the Town of Herndon to Fairfax County and the exchange of Regional Surface Transportation Program (RSTP) funds from Fairfax County to the Town of Herndon and seconded by Supervisor Alcorn. The Motion to Exchange Congestion Mitigation Air Quality (CMAQ) funds from the Town of Herndon to Fairfax County and the exchange of Regional Surface Transportation Program (RSTP) funds from Fairfax County to the Town of Herndon was unanimously approved.

10. Approval of Letter of Endorsement for City of Manassas Park’s Virginia Highway Safety Improvement Program Application

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that the City of Manassas Park is requesting Authority endorsement of its application under the Virginia Highway Safety Improvement Program (VHSIP). She noted that the City will utilize funds to implement numerous local systemic safety initiatives along the

Manassas Drive corridor where the project area extends from the City's west corporate limit to the intersection of Manassas Drive and West Carondelet Drive. Ms. Backmon further noted that the City has utilized a data driven, strategic approach to identifying specific systemic safety improvements.

- ✓ Chair Randall recognized Mayor Rishell who moved Authority approval of the letter of endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program application and seconded by Vice Chair Snyder. The letter of endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program application was unanimously approved.

11. Approval of Letter of Endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements Application

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that the Virginia Passenger Rail Authority is requesting Authority endorsement of its application under the U.S. Department of Transportation Federal Railroad Administration's Consolidated Rail Infrastructure and safety Improvements (CRISI) Program. Ms. Backmon noted the scope of the Franconia Springfield Bypass project includes provision to connect passenger trains between the west side of the corridor north of the bridge and the east side of the corridor by eliminating conflicts between freight rail and passenger rail. She added the Authority approved \$22.9 million in funding for this project in its FY2020-2025 funding program.
- ✓ Chair Randall recognized Supervisor Herrity who moved Authority approval of the letter of endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements Program application and seconded by Supervisor Alcorn. The letter of endorsement for Virginia Passenger Rail Authority's CRISI program application was unanimously approved.

Discussion/Information Items

12. HB1915 Annual Update

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon provided background on HB1915 and its reporting requirements and noted that there were no reported amendments from the 14 jurisdictions to their comprehensive plans that were inconsistent with TransAction.

13. Governance and Personnel Committee Report

Chair Randall, Chair

-Update on Draft 2023 Virginia General Assembly Focus/Legislative Priorities

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

- ✓ Ms. Baynard reported that the Governance and Personnel Committee met tonight and discussed recommended priorities for 2023 as attached in the meeting packet. She noted the request to update the Transportation Technology Strategic Plan that addresses NVTA's ability to support efforts in automatic traffic safety initiatives that may come forth during the General Assembly including automated traffic enforcement. Ms. Baynard noted that the revised Legislative Program will come before the Authority at its December meeting for adoption.

14. Finance Committee Meeting

Mayor Rishell, Chair

- ✓ Mayor Rishell recapped the October 13, 2022, Finance Committee meeting and reported that earlier this evening, the Finance Committee met and discussed the FY2022 Audited Financial Statements and Compliance Audit Reports which show a clean audit report. Mayor Rishell added that Assistant Finance Officer Peggy Teal was recognized for her efforts in facilitating the successful audit and expressed her appreciation for Ms. Teal's work. Mayor Rishell further reported that the Finance Committee discussed and provided budget guidance to staff on NVTAs three budgets for FY2024 and will conduct additional review on proposed initiatives as well as policy updates related to invoices older than 18 months.
- ✓ Mr. Longhi noted a request from Vice Chair Snyder to consider, as appropriate with legal and policy parameters, the purchase of verified green bonds. Vice Chair Snyder was clear to note he was discussing a request, not making a directive. Mr. Longhi noted that Investment & Debt Manager Dev Sen found a green bond issued by the World Bank with a 5% rate, which is a good rate under any context. Mr. Longhi concluded by adding that the NVTAs has reconvened the Regional Investment Group which is comprised of investment managers and elected treasurers from the region to share and discuss information and ideas on green bonds and other topics.
- ✓ After some comments from Members on the World Bank credit rating, Chair Randall moved to the next two items on the agenda and noted that the Planning Coordination Advisory Committee and Technical Advisory Committee reports are as seen in the meeting packet and with no discussion or questions, moved to the Chief Executive Officer's report.

15. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted in her report the Monthly Factoid Talking Point and highlighted the Authority's investment of \$454 million towards 18 projects in Metro's Silver and Orange Line corridor in Northern Virginia.

16. Chair's Comments

Chair Randall

-Appointment of Nominating Committee

- ✓ Chair Randall opened the floor for the nomination of members to serve on the Nominating Committee. Mayor Wilson, Chair Wheeler, and Board Chair Cristol were appointed to the Nominating Committee.

17. Adjournment

Chair Randall

- ✓ Chair Randall adjourned the meeting at 7:39PM.

Next Meeting: December 08, 2022, at 7:00PM
NVTAs Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 1, 2022

SUBJECT: Adoption of TransAction Update

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the update to TransAction and the associated Project List.
2. **Suggested Motion:** *I move Authority adoption of the TransAction Update and associated Project List.*
3. **Regional Context:** The population of Northern Virginia is projected to grow by 23% from 2.55 million people in 2020 to 3.14 million people by 2045. Total employment in Northern Virginia is projected to grow by 33% from 1.46 million jobs in 2020 to 1.94 million jobs by 2045. TransAction considers how to accommodate this growth through multimodal transportation infrastructure and other complementary means.
4. **Relevant Factors in the Development of TransAction:** TransAction is the long-range multimodal transportation plan for Northern Virginia. Under the Code of Virginia, NVTA is responsible for updating TransAction, which it does on a five-year cycle. As such, TransAction is one of NVTA's two primary responsibilities, with the other being biennial updates to NVTA's funding program referred to as the Six Year Program (SYP). TransAction and the SYP are not independent responsibilities. Per the Code of Virginia, NVTA can only use its regional revenues to fund transportation projects (through the SYP) selected by the Authority, that are included in the regional transportation plan. The current version of TransAction was adopted by NVTA in October 2017.

Other relevant factors include:

- a. TransAction was evaluated using the ten weighted performance measures approved by NVTA in November and December 2021.
- b. As NVTA looks ahead to 2045, the TransAction Plan update is relying on the latest approved long-range Cooperative Forecasts of population, employment and household growth prepared by the Metropolitan Washington Council of Governments (MWCOG). TransAction also acknowledges the relationship between land use and transportation. However, TransAction is not a land use planning document. Land use planning is the sole responsibility of NVTA's member jurisdictions.

- c. Inclusion of projects in TransAction does not represent a funding commitment.
5. **Timeline:** Updating TransAction is a three-year process. Key milestones include:
- a. **December 2019:** Pre-solicitation conference hosted by NVTA staff for interested consultants.
 - b. **January 2020:** Authority Listening Session for TransAction formally began the update process.
 - c. **Throughout 2020:** NVTA staff developed the scope of work, taking into account of lessons learned from the previous TransAction update that was adopted in October 2017. COVID-19, and the associated transition to work-from-home arrangements, disrupted the schedule for developing the scope of work, as well as influencing the details of some tasks.
 - d. **November 12, 2020:** Request for Proposals posted. Jurisdiction staff played a key role in the review and evaluation process.
 - e. **December 2020:** Following inputs from NVTA's committees and jurisdiction/agency staff, NVTA approved an updated TransAction vision that guided subsequent development and approval of goals, objectives, Core Values, and weighted performance measures.
 - f. **March 2021:** NVTA selects the Cambridge Systematics team to undertake transportation planning, development of NVTA's first-ever in-house regional transportation simulation model, public engagement, and other tasks related to TransAction and the SYP.
 - g. **March 2021:** First meeting of the newly formed Bus Rapid Transit (BRT) Planning Working Group. This Working Group is the first of its kind and includes staff members representing jurisdictions/agencies across Northern Virginia, Maryland and the District of Columbia.
 - h. **May 2021:** NVTA approves first-of a kind Transportation Technology Strategic Plan (TTSP). The TTSP subsequently guides various aspects of the technical and public engagement work for the TransAction update and project list.
 - i. **Summer 2021:** Major public engagement campaign conducted online and in-person across Northern Virginia. This included focus groups, an online survey, and pop-up events targeting Equity Emphasis Areas. For the first time, NVTA conducted surveys in languages other than English (Spanish and Korean) in alignment with its equity Core Value. A coordinated campaign to raise awareness of the public engagement opportunities was conducted in parallel.
 - j. **October 26, 2021:** First-ever meeting of the newly created TransAction Stakeholder Group held.
 - k. **October 2021:** NVTA Work Session held to considered goals, objectives, and performance measures that would form the basis of performance evaluations conducted for TransAction. The Work Session included a specific focus on the relative weighting of objectives.
 - l. **Fall 2021:** NVTA's committees meet to discuss goals, objectives, and performance measures for TransAction performance evaluations.

- m. **November/December 2021:** NVTA approved performance measures in November 2021 and relative weights in December 2021.
- n. **December 2021:** Fieldwork conducted for the 4th edition of the TransAction survey of public perceptions. Survey findings were presented to NVTA in March 2022.
- o. **May 2022:** NVTA Work Session considered findings to date of the TransAction analysis and provided guidance in the development of the draft Plan, prior to the formal public comment process.
- p. **May 2022:** Second Stakeholder Group Meeting was held. Findings to date of the TransAction analysis were presented and feedback solicited.
- q. **August 2022:** Public comment period commenced and continued through mid-September, including a hybrid-format Public Hearing. Citizens were invited to provide comments on the 24-page draft TransAction Plan, and associated Project List comprising 429 candidate projects. English, Spanish, and Korean versions of the draft TransAction Plan were made available online.
- r. **Fall 2022:** NVTA's committees provided feedback and guidance in the development, and subsequent unanimous endorsement, of the final draft of the TransAction Update and Project List which includes 424 candidate projects.
- s. **December 2022:** Anticipated adoption of the TransAction Update and Project List.

Not included in the above list of milestones is the fact that, in parallel with the TransAction update, NVTA also developed and adopted its FY2022-2027 SYP. The SYP commenced with a Call for Regional Transportation Projects (CfRTP) in July 2021 and ended with SYP adoption in July 2022. Simultaneously updating both of NVTA's primary responsibilities, with separate public comment periods/Public Hearings in the same calendar year, is another first for NVTA.

6. **Discussion:** TransAction includes a 27-page Plan (attached) and 424 multimodal transportation projects (https://nvtatransaction.org/wp-content/uploads/2022/12/NVTA_TransActn_Project-List_Dec2022_Final.pdf) with an estimated cost of approximately \$75 billion, that support NVTA's vision and goals and address the transportation needs of Northern Virginians. However, there are more projects in TransAction than can be reasonably funded by the region. Some projects are intentionally included despite being located beyond Northern Virginia, as they address regional transportation needs of Northern Virginians and the region's businesses. Consequently, TransAction is referred to as a fiscally and geographically unconstrained plan in which projects are not required to have any reasonable expectation of funding to be included, nor do they have to be physically located in Northern Virginia. Similarly, inclusion of any project in TransAction does not represent a funding commitment from NVTA or any other government or corporate entity.

TransAction does not recommend specific projects or project types, nor does it seek to provide funding prioritization for any projects or project types. TransAction does, however, state that a regional BRT system could begin to be implemented in the short to medium term, offering the potential to provide Northern Virginians with new and meaningful travel

choices. Such a system could reduce traffic congestion, increase access to jobs, reduce (and possibly reverse) dependency on driving alone, increase transit ridership, and reduce greenhouse gas emissions. These impacts and benefits could be further amplified if a regional BRT system is combined with various technology initiatives as informed by the TTSP.

The extent to which projects such as a regional BRT system can help the region achieve its vision and goals through NVTA's Core Values, will depend in large measure on which projects are selected to advance using federal, state, regional, and local revenues, including NVTA's regional and local funds.

- 7. Next Steps:** Subject to Authority approval, the current TransAction Plan and Project List adopted in October 2017 will be replaced with the latest version. These will then form the initial eligibility filter for the FY2024-2029 and FY2026-2031 SYPs. Subject to Authority approval, the CfRTP for the FY2024-2029 SYP is anticipated on or about May 1, 2023, with program adoption in July 2024.

NVTA staff will continue to work with the consultant team to finalize the TransAction Report, which will summarize the technical and public engagement work in detail.

In due course, NVTA staff will coordinate an after-action review of the entire update process to document key lessons learned and identify potential process enhancements prior to the commencement of the next update cycle.

Attachment: TransAction Plan

Project List located at https://nvtatransaction.org/wp-content/uploads/2022/12/NVTA_TransActn_Project-List_Dec2022_Final.pdf

TRANSACTION PLAN

2022 UPDATE



NVTA's
TransAction
*Transportation Action Plan
for Northern Virginia*



Photo Credit: VDOT

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TransAction Vision Statement

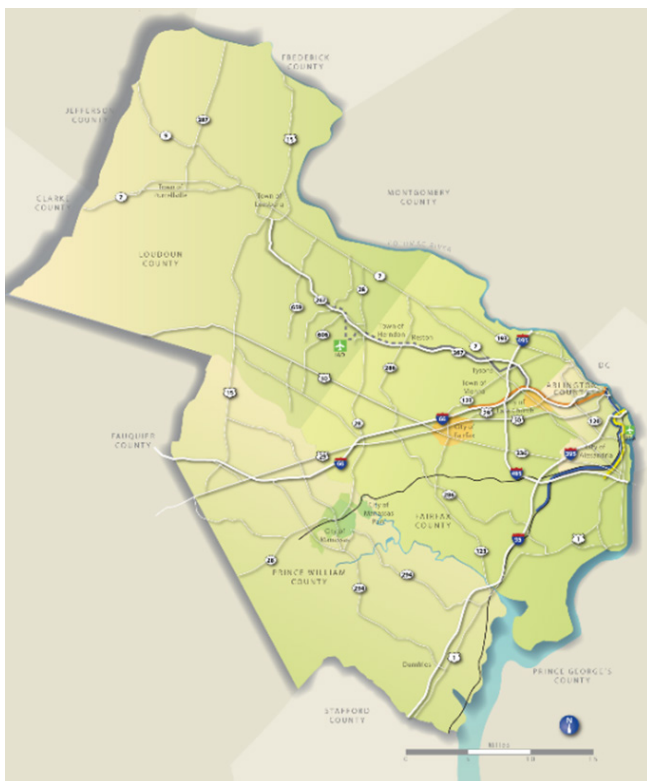
(Adopted December 2020)

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

1. What is TransAction?

TransAction (“the Plan”) is the long-range multimodal transportation plan for Northern Virginia addressing regional transportation needs through 2045. The two-part TransAction includes this plan document as well as an associated list of multimodal transportation projects identified by localities, agencies, and NVTA to reduce congestion, improve regional connectivity, and provide transportation choices throughout the region. The results of TransAction are used to inform the NVTA’s Six Year Program for regional revenue funding. TransAction is not fiscally or geographically constrained – meaning the plan addresses all transportation needs and includes more projects than can realistically be funded – and does not recommend or prioritize any projects or modes of transportation.

NVTA Region Map



What has changed since the last update to TransAction?

- » The COVID-19 pandemic has had significant effects on travel in the region, as teleworking has dramatically increased and traditional peak-period commuting has declined. The long-range implications of this “new normal” are still uncertain, as of the update to TransAction in 2022.
- » NVTA formalized its commitment to three Core Values of Equity, Sustainability and Safety. This action comes as there is a heightened awareness and desire within the region to address climate change and promote sustainability and resiliency, and to integrate equity and safety considerations into all phases of transportation planning.
- » NVTA adopted its inaugural [Transportation Technology Strategic Plan \(TTSP\)](#), as a tool for establishing a proactive approach to innovation, which continues to keep congestion reduction top of mind.

What is NVTA?

The Northern Virginia Transportation Authority (NVTA), established through the Code of Virginia, is a regional body that is focused on delivering transportation solutions and value for Northern Virginia’s transportation dollars by bringing Northern Virginia jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

2 ■ What Does NVTA Do?

The Northern Virginia Transportation Authority was created in 2002 by the Virginia General Assembly to set regional transportation policies and priorities with the primary objective of reducing traffic congestion. NVTA's member jurisdictions include the counties of Arlington, Fairfax, Loudoun and Prince William, and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. NVTA has two primary and interlinked responsibilities—Planning and Programming:

- » Every five years: Update TransAction, which identifies the region's transportation needs and evaluates multimodal projects that will support NVTA's vision.
- » Every two years: Program—and invest in—regional multimodal transportation projects through NVTA's Six Year Program.

TransAction

- » Long-Range Transportation Plan for NoVA
- » Updated every five years
- » Plan last updated and adopted in October 2017

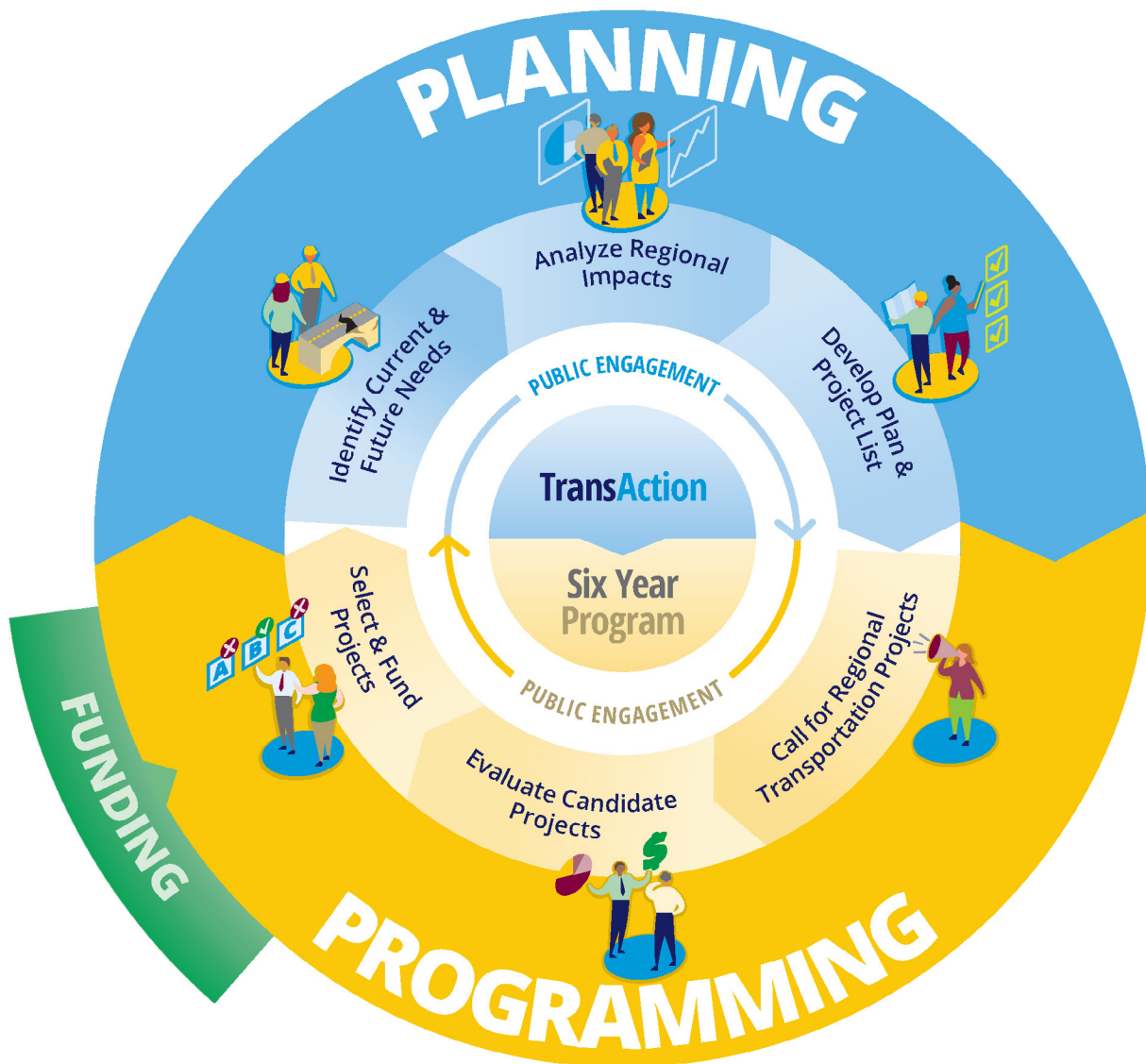
Six Year Program (SYP)

- » Allocates NVTA's Regional Revenues to regional transportation projects
- » Updated every two years
- » FY2022–2027 SYP adopted in July 2022

To be eligible for funding consideration, SYP candidate projects must be included in the current TransAction Plan and located in Northern Virginia. As of July 2022, through six funding cycles, NVTA has made investments totaling \$3.12 Billion across 122 regional multimodal transportation projects, which were included in the previous version of TransAction (adopted in October 2017) or TransAction 2040 (adopted in December 2012). Throughout all phases of planning and programming, NVTA embraces and seeks equitable participation and outcomes in all aspects of planning and programming. See what goes into the Planning and Programming process, in the chart below.



Photo Credit: GettyImages



RELEVANT FACTORS IN THE DEVELOPMENT OF TRANSACTION

- » TransAction is evaluated using the ten weighted performance measures approved by NVTA in November and December 2021.
- » TransAction is fully compliant with the Code of Virginia.
- » As NVTA looks ahead to 2045, the TransAction Plan update is relying on the latest approved long-range Cooperative Forecasts of population, employment and household growth prepared by the Metropolitan Washington Council of Governments (MWCOC). TransAction also acknowledges the bi-directional relationship between land use and transportation. However, TransAction is not a land use planning document. Land use planning is the sole responsibility of NVTA's member jurisdictions.
- » Inclusion of projects in TransAction does not represent a funding commitment but does provide an initial eligibility filter for projects located in NoVA that may eventually be considered for NVTA's regional revenues as part of NVTA's separate Six Year Program process.

3. How Is Performance Evaluated?

TransAction uses a performance-based planning approach that allows policies and goals to be expressed in quantifiable terms and applies an analytical framework to determine the degree to which different transportation projects, policies and strategies meet the goals.

To achieve NVTA's vision for the future of transportation in the region, NVTA adopted the goals of improving **mobility, accessibility and resiliency** across all modes, including roads, transit, walking, bicycling and more.

There are many ways to achieve the TransAction goals, while aligning with NVTA's Core Values to ensure that they will be achieved **equitably, sustainably and safely**. The goals express what the region wants to achieve, and the Core Values indicate how the region will achieve the goals.

Potential transportation improvement projects are evaluated based on their ability to improve the region's transportation system across the three TransAction goals, which are further defined by a more specific set of seven objectives and ten performance measures. In November and December 2021, NVTA adopted the set of performance measures and corresponding weights, as shown in the table on the next page, that are combined into a single evaluation method that helps to ensure that the projects included in TransAction together achieve the region's goals. Ultimately, NVTA is pursuing a set of projects that have broad benefits and are modally balanced, in addition to helping achieve the regional transportation vision.

TransAction Goals and Core Values



















GOALS:
What we want to achieve

- Enhance Mobility
- Increase Accessibility
- Improve Resiliency

CORE VALUES:
How we achieve the goals

- ⚖ Equitably
- 🌱 Sustainably
- 👷 Safely

Goal	Objective	Performance Measure	Weight	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multi-modal transportation system	A. Reduce congestion and delay	A1. Total person-hours of delay in autos	10	
		A2. Total person-hours of delay on transit	10	
	B. Improve travel time reliability	B1. Duration of severe congestion	10	 
		B2. Transit person-miles in dedicated/priority ROW	10	 
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets and destinations for all communities	C. Improve access to jobs	C1. Access to jobs by car, transit and bike	10	
		C2. Access to jobs by car, transit and bike for Equity Emphasis Area (EEA) ¹ populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	  
Resiliency: Improve the transportation system's ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10	
	F. Reduce transportation related emissions	F1. Vehicle emissions	10	 
	G. Maintain operations of the regional transportation system during extreme conditions	G1. Transportation system redundancy	5	 

Note: Transit may include HOV.

¹ For TransAction, an Equity Emphasis Area (EEA) is defined as any Traffic Analysis Zone (TAZ) that is defined as either a MWCOG EEA or as a Northern Virginia EEA. The MWCOG EEAs were defined using average low-income and minority concentrations for the whole metropolitan region, while the Northern Virginia EEAs were identified using Northern Virginia specific averages.

4. What Are the Region's Transportation Needs?

In the initial phase of updating TransAction, an assessment was conducted to identify current and future transportation needs to be addressed by the Plan. The assessment reviewed socioeconomic conditions and travel patterns, interpreted public input received through a multifaceted outreach program (including digital survey and focus groups), and analyzed existing and future transportation performance to inform multimodal needs across the three goals—mobility, accessibility, and resiliency.

CONTINUING GROWTH

Over the last decade (2010 to 2020), Northern Virginia grew by 14.3% to a population of 2.55 million people while Virginia's statewide population grew by 7.9%. One factor contributing to this growth is that Northern Virginia continues to be a very attractive place to live, given the growing and diverse job market in the region.

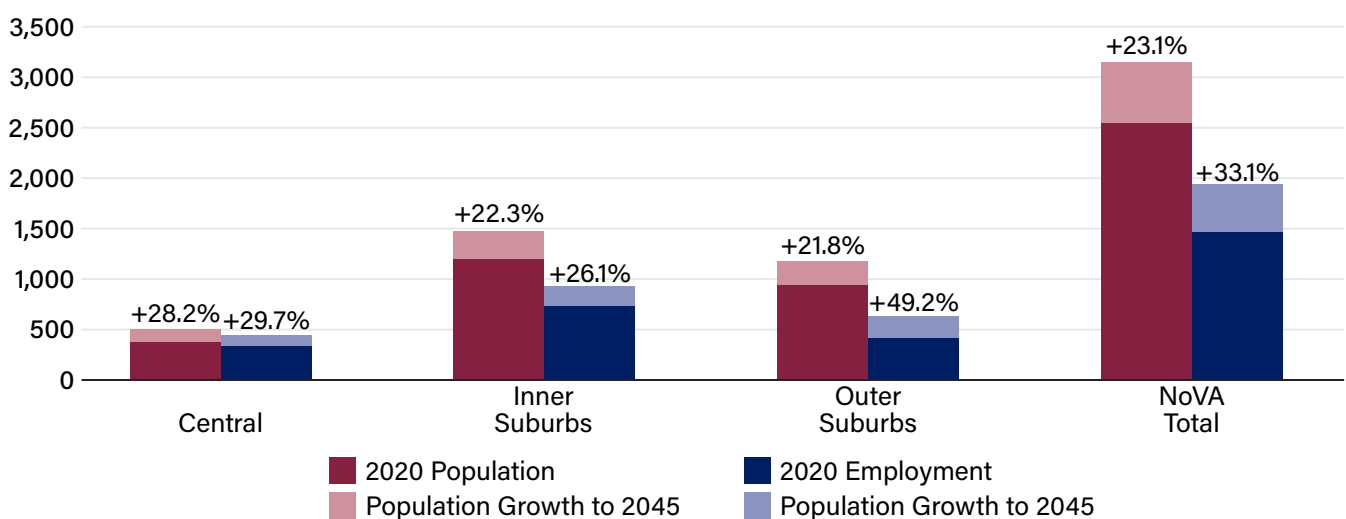
As NVTA looks ahead to 2045, the TransAction Plan update relies on the latest approved long-range Cooperative Forecasts of population, employment and household growth that are prepared by the Metropolitan Washington Council of Governments (MWCOG). The [Cooperative Forecasts](#) are based on the land use plans and growth forecasts of the local jurisdictions, reflecting the latest planning assumptions, and are the best forecasts available of what growth

in the region will look like. Because land use impacts transportation, and that transportation also impacts land use, NVTA recognizes that the implementation of the transportation projects in TransAction could have impacts on land use plans in the region. This further emphasizes the need to regularly update TransAction and continually re-evaluate potential projects.

The population of Northern Virginia is projected to grow by 23%, from 2.55 million people in 2020 to 3.14 million people by 2045. Total employment in Northern Virginia is projected to grow by 33%, from 1.46 million jobs in 2020 to 1.94 million jobs by 2045. NVTA is looking at how to accommodate this growth through multimodal transportation infrastructure and other complementary means.

Not all areas of Northern Virginia are projected to grow in the same way between 2020 and 2045. Population forecasts show that the central jurisdictions (Arlington County/City of Alexandria) are expected to have the highest percentage growth, but the inner suburban jurisdictions (Fairfax County/City of Falls Church/City of Fairfax) are expected to have the highest increase in absolute terms. Employment forecasts show that the outer suburbs (Loudoun County/Prince William County/City of Manassas/City of Manassas Park) are expected to have the highest percentage growth, but roughly the same job increase as the inner suburbs in absolute terms.

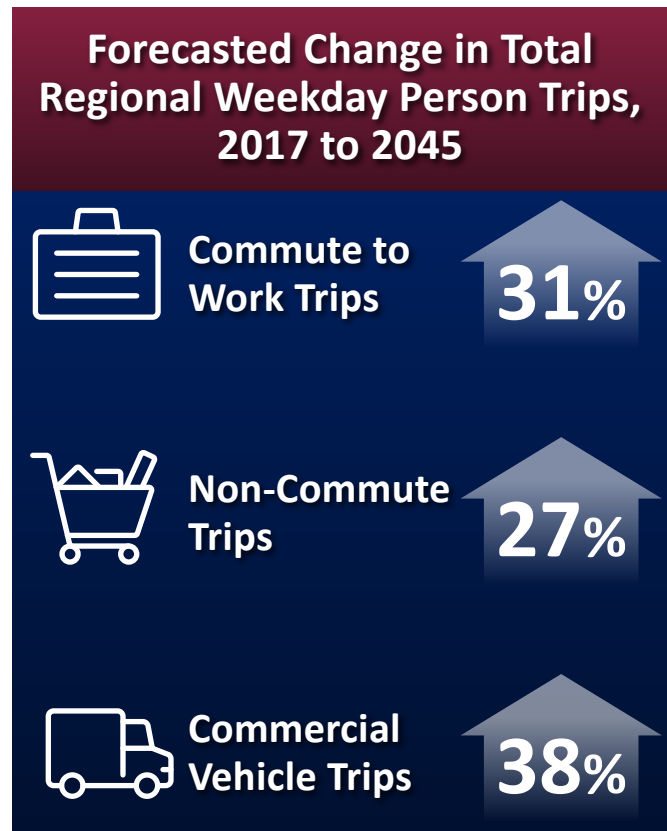
2045 Population and Employment Forecasts by Sub-Region (in Thousands)



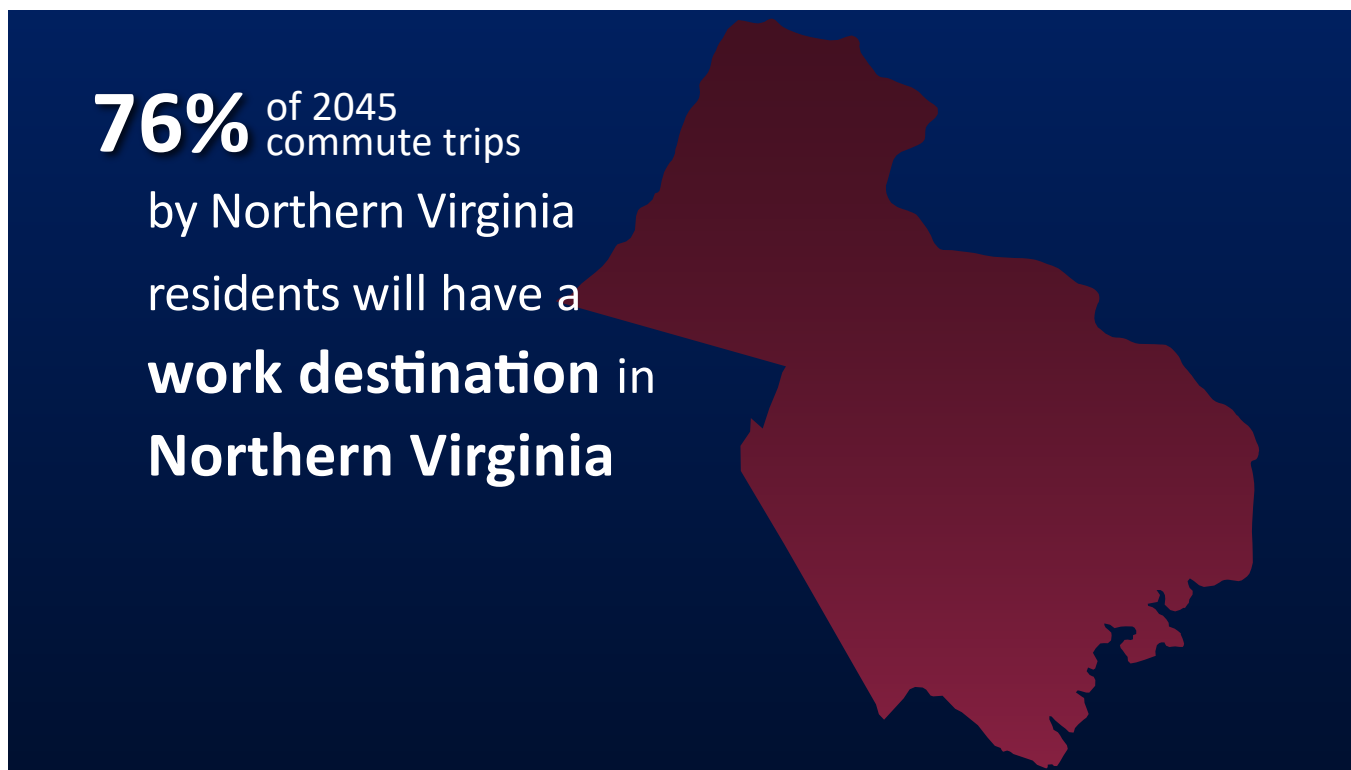
CHANGING TRAVEL PATTERNS

Recent population and employment growth and future growth patterns impact where and how people and goods travel. Travel forecasts for 2045 were compared against 2017 conditions, assuming the pre-pandemic trend and travel behavior will continue in the future. The impacts of travel behavior changes will be discussed later as part of the scenario analyses. Total person trips that start or end in the region during the weekday, for all travel modes, are expected to increase by 27% between 2017 and 2045. Total commuting to and from Northern Virginia will increase by 470,000 daily trips, or 31%, from 2017 to 2045.

Non-commute trips are anticipated to grow by 27% through 2045. Commercial vehicle trips are projected to grow by 38%, consistent with increased online shopping volumes and home delivery of goods. Long-term uncertainty of travel patterns, including changes to commuting associated with a continued commitment to remote work post-pandemic, is considered in the scenario analysis section of the TransAction Plan.



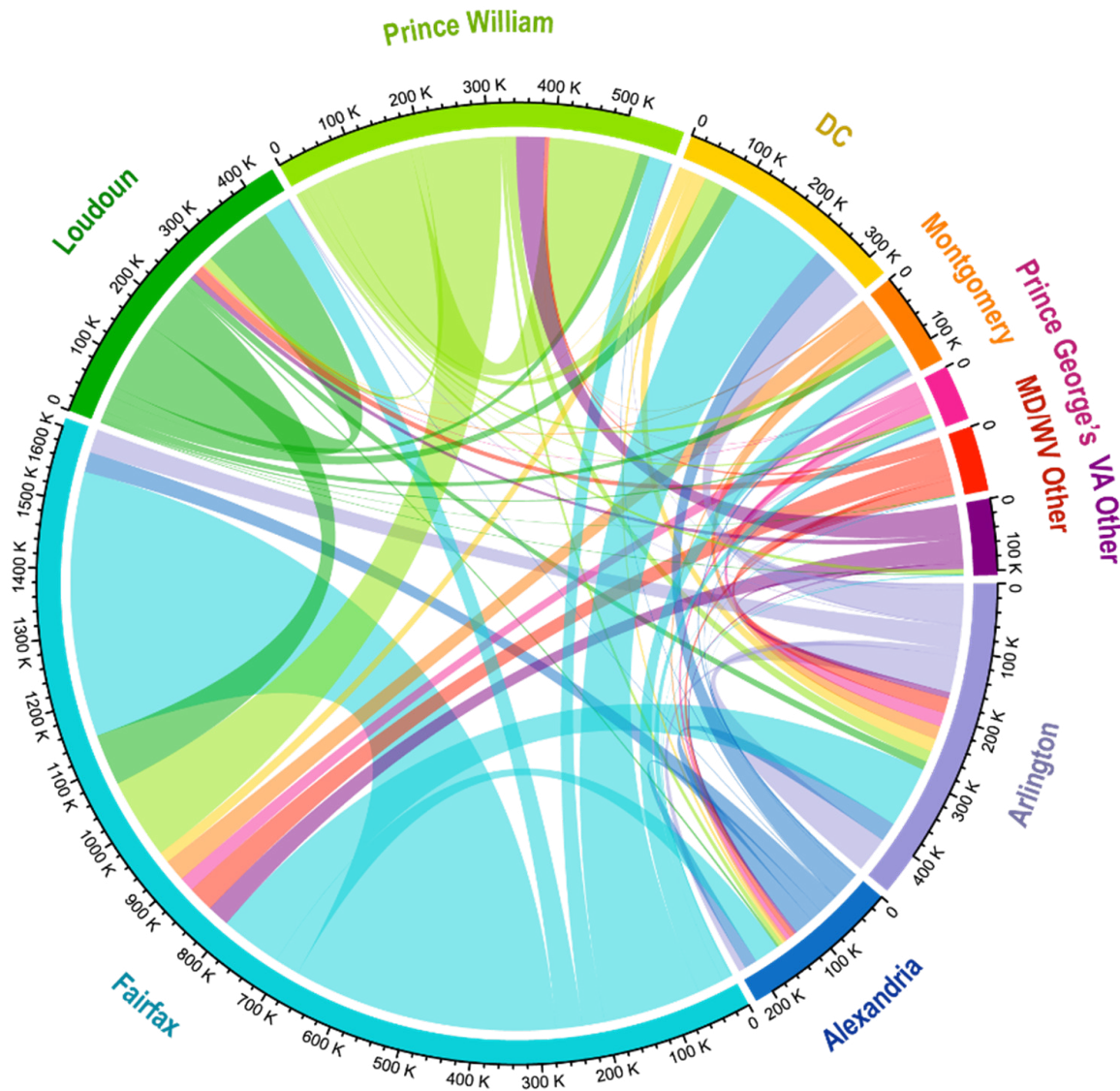
Source: MWCOG/Transportation Planning Board (TPB) Regional Travel Model.



Commuter trips represent only about 18% of daily trips in Northern Virginia, but have a disproportionate impact on traffic congestion since they tend to be longer trips and occur during the peak periods. The chart below shows the 2045 forecasts of commuter trips that begin or end in Northern Virginia. Of 1.7 million total commuter trips that start in Northern Virginia, the jurisdiction of residence includes Fairfax County/City of Falls Church/City of Fairfax (48%), Prince William County/City of Manassas/City of Manassas Park (20%), Loudoun County (15%), Arlington (10%), and Alexandria (7%).

The majority of these commuter trips remain in Northern Virginia, totaling 73% in 2017 and 76% (or 1.3 million trips) of commuter trips in 2045. Of the rest of the commuter trips, 17% will have a destination in D.C., 6% will have a destination in Maryland, and 1% will have a destination in other parts of Virginia. The presence of the federal government in Washington, D.C. has shaped commuting in the region for decades, posing unique challenges and opportunities for the Northern Virginia transportation system. As some federal job locations have shifted to the suburbs in areas not served by Metrorail, such as the shift in Department of Defense jobs to Mark Center and Fort Belvoir, this can make these jobs harder to serve with public transportation.

2045 Northern Virginia Commute Trip Patterns



Source: MWCOG/TPB Regional Travel Model.

FUTURE BASELINE CONDITIONS AND NEEDS

ENHANCE MOBILITY	<p>Person Hours of Delay—The growth in total travel is projected to increase total daily vehicle miles traveled (VMT) by 27% from 2017 to 2045 within Northern Virginia. This increase impacts hours of delay.</p>	
	<p>From 2017 to 2045, person-hours of delay in the peak periods are forecasted to approximately double (or more) on four corridors: VA 267/VA 7/VA 9 (despite the Silver Line extension to Ashburn), I 95/I 395/U.S. 1, I 495 Beltway, and Loudoun County Parkway/VA 234.</p>	<p>Delay remains a significant and growing challenge on key corridors.</p>
ENHANCE MOBILITY	<p>Transit Ridership—Public transit is also expected to see growth in ridership through 2045, outpacing growth in VMT.</p>	
	<p>Within Northern Virginia, total weekday boardings in 2017 were 293,000 riders. Total daily ridership is projected to increase by 57% through 2045, totaling nearly 460,000 daily transit boardings.</p>	<p>Transit ridership increases faster than VMT, indicating that regional growth patterns, increased congestion levels, and expanded transit service are resulting in a greater share of trips made by transit instead of by auto.</p>
INCREASE ACCESSIBILITY	<p>Accessibility to Jobs—A goal of the TransAction update is improving accessibility, or how well residents of Northern Virginia can reach their destinations by multiple modes.</p>	
	<p>Based on a population-weighted average, residents of Northern Virginia have access in 45 minutes to approximately four times more jobs by car than by transit. This is in part due to only 27% of Northern Virginia’s population living within a ¼ mile of frequent or all-day transit.</p>	<p>Significant disparities for access to jobs by driving versus transit will continue through 2045. New transit projects will help access between key destinations, however growing suburban areas of the region will continue to see disparities.</p>
IMPROVE RESILIENCY	<p>Safety—NoVA motor vehicle fatality and serious injury rates are 40 to 50% lower than the statewide average from 2017 through 2020. However, the nation has seen an increase during and post-COVID.</p>	
	<p>Emissions—VMT and congestion will continue to increase in the region even as vehicle technologies continue to help reduce criteria pollutant and Greenhouse Gas (GHG) emissions.</p>	
	<p>Infrastructure Resiliency—About 5% (43 miles) of TransAction corridors intersect with 500-year flood zones.</p>	
	<p>Crashes are a major source of delay in Northern Virginia. Growth in total travel will lead to more interactions between vehicles, pedestrians and cyclists.</p> <p>While technology will help mitigate or reduce emissions, the true reduction potential is somewhat limited by the growth-driven VMT and congestion increases. Of particular concern is the continued faster growth of commercial vehicle VMT within the region.</p> <p>Priority corridors with substandard assets, sections in proximity to 500-year flood risk zones and sections experiencing recurring delays during daily peak periods, represent particular concerns.</p>	<p>Northern Virginia’s fatality and serious injury rates for motor vehicle crashes have increased over the past four years and may continue to increase as overall travel increases. Resiliency of the transportation system could be threatened by extreme weather events.</p>

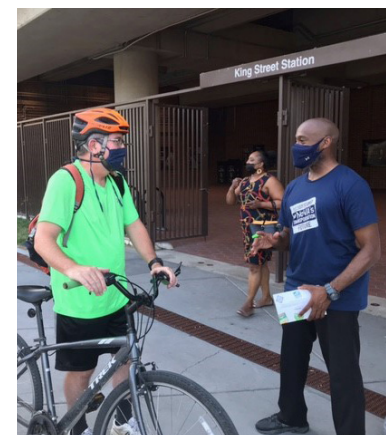
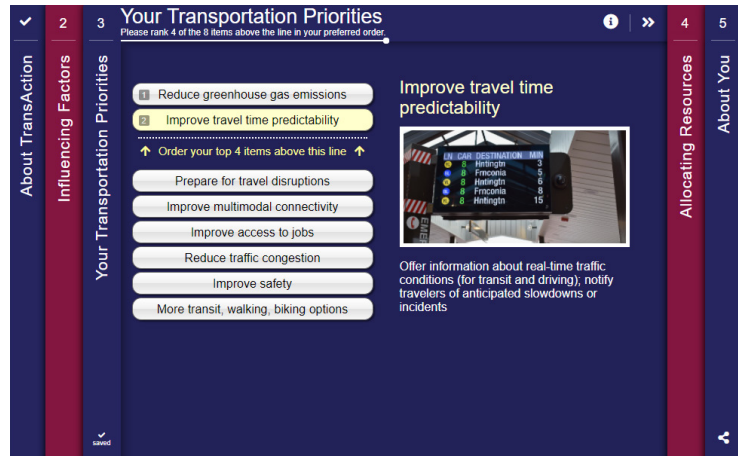
PUBLIC INPUT ON TRANSPORTATION NEEDS

Between July and October 2021, NVTA conducted an extensive public outreach program, including focus groups, community pop-up events, and an online survey (with more than 2,300 responses), to build awareness of TransAction and gather input on regional needs and priorities. The survey results emphasized the diverse aspirations of the region depending on the respondent. The top priorities across the region were “more transit, walking, biking options,” “reduce traffic congestion” and “improve travel time predictability,” but the order varied by geographic area:

- » Residents of central jurisdictions, including Arlington County and City of Alexandria, selected “more transit, walking, biking options” as the top priority.
- » Residents of outer suburban jurisdictions, including Prince William County, Loudoun County, and cities of Manassas and Manassas Park, selected “reduce traffic congestion” as top priority.
- » Other objectives showed less variability between different geographic areas – “improve travel time predictability” and “improve safety” were generally supported by all geographic areas.

The public input was incorporated into a number of steps in the plan development process. Feedback was used to finalize the structure and wording of the TransAction goals, objectives, and performance measures. The priorities that survey respondents placed on different performance factors were tabulated and shared with the Authority prior to adoption of the performance measure weights. Public input on the transportation needs and potential improvement strategies was documented in the needs assessment phase of the study, and helped identify additional types of projects for inclusion in the TransAction project list.

2021 TransAction Online Survey and Community Pop-Up Events



TransAction Survey Results: Transportation Priorities by Sub-Region

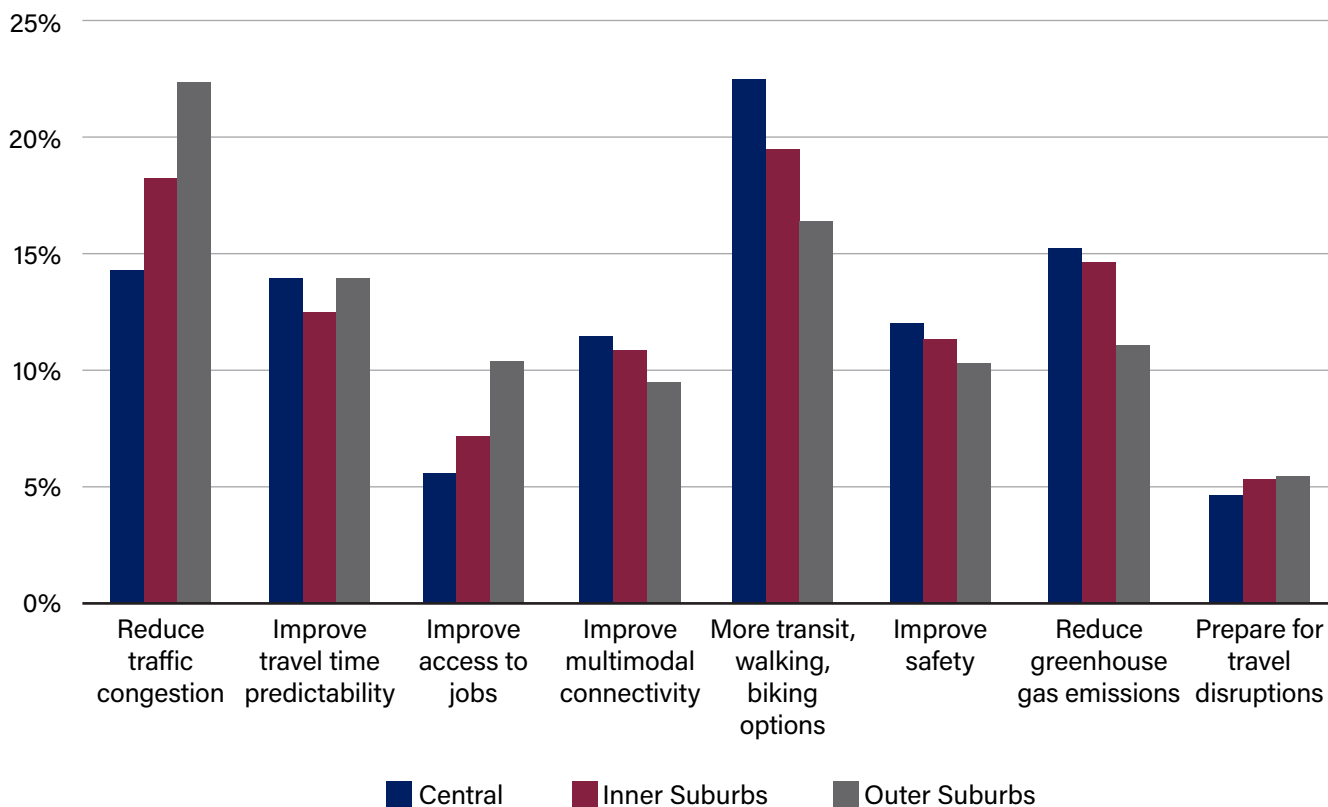


Photo Credit: NVTA

5 ■ What is Included in the Plan?

OVERVIEW OF THE PROJECT LIST

A variety of projects and programs are required to meet the complex transportation needs of Northern Virginia. With **111 new projects and a net increase of 72 projects** since the 2017 TransAction Plan, this TransAction Plan update includes 424 regionally significant projects and programs. These projects do not include regional projects that are already fully funded, which are included in the No-Build assumptions for 2045, including the Silver Line Metrorail extension to Loudoun County, the opening of the Potomac Yard Metrorail Station, and extensions to the I-495 Express Lanes from Route 267 into Maryland. These **424 projects and programs** would cost an **estimated \$74.9 billion** (in 2021 dollars). Approximately \$29 billion of this cost estimate is attributed to 25 projects that extend beyond Northern Virginia, requiring funding and implementation in partnership with external jurisdictions and agencies.

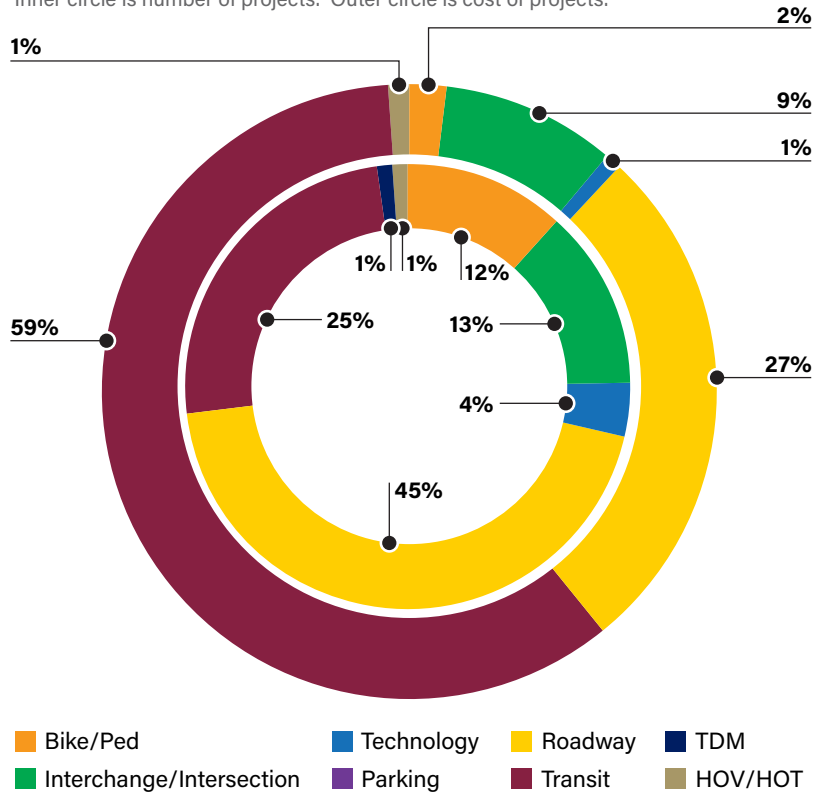
The chart shows the percentage of

TransAction projects based on the primary mode type, by both the number and cost of projects. The 189 roadway projects are 45% of the number of projects but 27% (\$20.3B) of the total cost. The 104 transit projects are 25% of the number of projects but 59% (\$44.5B) of the total cost. The 424 projects included in this plan range from the construction of new multi-use trails, new interchanges, transit expansions and enhancements, and programs to encourage alternative modes of transportation, representing the diversity of transportation priorities across the region. Projects range from smaller facility improvements to large infrastructure investments and system-wide programs. This variety is also reflected in the range of estimated project costs, with 19 projects costing under \$1 million and ten projects costing more than \$1 billion, and the average project cost between \$25 to \$50 million. **As intended for an unconstrained needs-based plan, the \$75-billion cost of all the projects in the Plan is well beyond NVTAs available funding.**

The following pages of this section provide an overview of the different project types included in the Plan. Two new plan elements have also been highlighted in greater detail – building a regional Bus Rapid Transit (BRT) system, and leveraging technology to address regional transportation needs.

TransAction Project Primary Mode Types

Inner circle is number of projects. Outer circle is cost of projects.



Note acronyms: High-occupancy vehicle (HOV), high-occupancy toll (HOT), and Transportation Demand Management (TDM).

AT A GLANCE

\$75B

in total estimated costs for all projects

424

total projects

PLAN ELEMENTS

Non-Motorized

Includes bicycle and pedestrian improvements that provide connectivity in the region. Some projects also include technology elements.

\$1.5B

50
non-motorized
projects

Example Projects:

- Connect multi-use trail along Route 29 from Merrifield to Haymarket via Centreville
- Connect Landmark and Manassas with trail segments along the VRE Manassas Line
- Construct trail along Route 7 from Leesburg to Alexandria
- Improve bicycle and pedestrian infrastructure in and around the Columbia Pike corridor
- Multimodal access improvements for the East Falls Church and West Falls Church Metrorail Stations

Intersections & Interchanges

Includes grade-separated interchanges as well as at-grade intersection improvements that are intended to reduce traffic delay; many of these projects include pedestrian improvements and/or technology enhancements.

\$6.9B

54
intersection/
interchange projects

Example Projects:

- Construct grade-separated interchange at Loudoun County Parkway and Arcola Boulevard
- New and modified interchanges on Fairfax County Parkway
- Improve Interchange at Route 28 and Old Ox Road (Route 606)
- Construct Interchange on Route 234 at Sudley Manor Drive and Wellington Road

Technology

Includes a range of technologies, such as Intelligent Transportation Systems (ITS), transit signal priority, real-time traveler information, electric vehicle (EV) charging infrastructure, and Connected and Automated Vehicle (CAV) enabling technologies. Technology projects can serve travelers using all modes.

\$721.1M

17
technology
projects

Example Projects:

- Provide charging/fueling infrastructure for low or zero emission cars and trucks
- ITS, adaptive traffic control, and hard shoulder lanes on I-95
- Implement ITS and integrated corridor management strategies on key regional corridors and parallel facilities

Parking

Includes parking improvement projects that can add capacity or technology-based enhancements to parking facilities, including park-and-ride lots.

\$10M

1
parking
projects

Example Project:

- City of Falls Church "Park Once and Walk" garage network

Roadways

Includes the construction of new roads, capacity improvements on existing roads, and/or reconfiguration of existing roads; often includes multimodal elements such as pedestrian and bicycle improvements, intersection improvements, and technology.

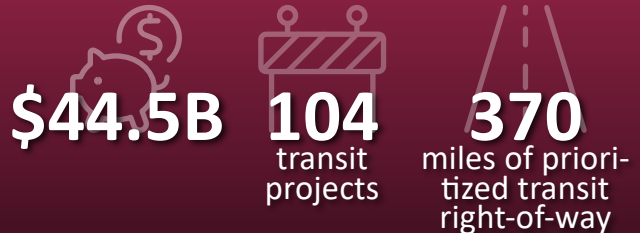


Example Projects:

- Construct Route 28 bypass to improve regional connectivity
- Route 50 widening and interchanges
- Widen southbound I-95 to four lanes between the Occoquan River Bridge and Dumfries Road
- Loudoun County Parkway widening from Route 50 to Braddock Road

Transit

Includes a range of projects necessary to improve transit service in Northern Virginia, including Metro-rail extensions, capacity and service enhancements for VRE, new High-Capacity Transit services that could be BRT lines, and improvements to bus services. Transit facilities, new transit vehicles, and station access improvements are also included.



Example Projects:

- Implement regional BRT system on multiple corridors including Route 7, Richmond Highway, and Duke Street and West End Transitway in Alexandria
- Metrorail core capacity and Blue/Orange/Silver core realignment
- VRE rail capacity and service enhancements
- Station access improvements (multiple stations)
- Enhanced bus service and facilities

Transportation Demand Management (TDM)

A set of services designed to provide commuters with alternative options to driving alone by providing information, programs, and incentives to encourage a change in travel mode.



Example Projects:

- Implement and expand TDM initiatives and programs in major employment centers within Northern Virginia
- Improve and expand the commuter assistance and other programs provided by Arlington County Commuter Services
- Implement and expand TDM initiatives and programs in the City of Falls Church

High-Occupancy Vehicle/Toll (HOV/HOT)

Travel lanes designated for a minimum number of passengers (HOV) or lanes that allow a toll to be paid in lieu of meeting the minimum number of passengers (HOT).



Example Project:





- Implement reversible HOV lanes on Route 28 between I-66 and the Dulles Toll Road during AM and PM peak periods
- Widen, upgrade, or convert Fairfax County Parkway (Route 286) to include HOV lanes from Dulles Toll Road (Route 267) to I-66
- Add HOV lanes to Franconia-Springfield Parkway (Route 289)

BUILDING A REGIONAL BUS RAPID TRANSIT SYSTEM

TransAction includes two types of transit projects that will bridge the gap between the region's backbone rail network (Metrorail and VRE) and the many local and commuter bus services provided throughout Northern Virginia, BRT and High-Capacity Transit (HCT). BRT is a high-quality and high-capacity bus-based transit system that delivers fast, comfortable, reliable, and cost-effective transit service. HCT could be similar to BRT, but is used in TransAction to signify that a preferred modal technology (BRT, light-rail transit, heavy rail transit) has not yet been selected. This potential network of BRT and HCT will provide new transportation options that offer vital alternatives to personal and single occupancy vehicles. While BRT and HCT projects have been included in prior versions of TransAction, this update has highlighted the importance of a regional BRT system to provide high-quality transit connections across the region.

BRT provides an experience similar to a rail system through fast and frequent operations in dedicated transit lanes, branded stations and buses, off-board fare collection, and real time information. BRT is designed to provide bus service that is fast, frequent and reliable by minimizing typical causes of delay such as traffic congestion, intersection delay and boarding delay. BRT is often more flexible and less costly than a fixed-guideway heavy/light rail system.

How It Works

<p>Improved stations have offboard fare collection and platform-level, all-door boarding.</p> 	<p>Frequent, reliable service shortens wait times.</p> 	<p>Transitways with dedicated lanes provide faster trips.</p> 	<p>Transit signal priority and queue jumping let BRT buses go first at traffic lights, reducing delay.</p> 
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Why a Regional Bus Rapid Transit System Is Important for Northern Virginia:

- » Improves resiliency, can provide equitable travel options and is economically, environmentally and socially sustainable.
- » Reduces travel times and leverages the network effect of integrating multiple corridors to make transfers easier, improving access to jobs and destinations.
- » Leverages existing infrastructure and investments (roads, rail, transit centers, toll facilities).
- » Has a proven positive impact on economic development.



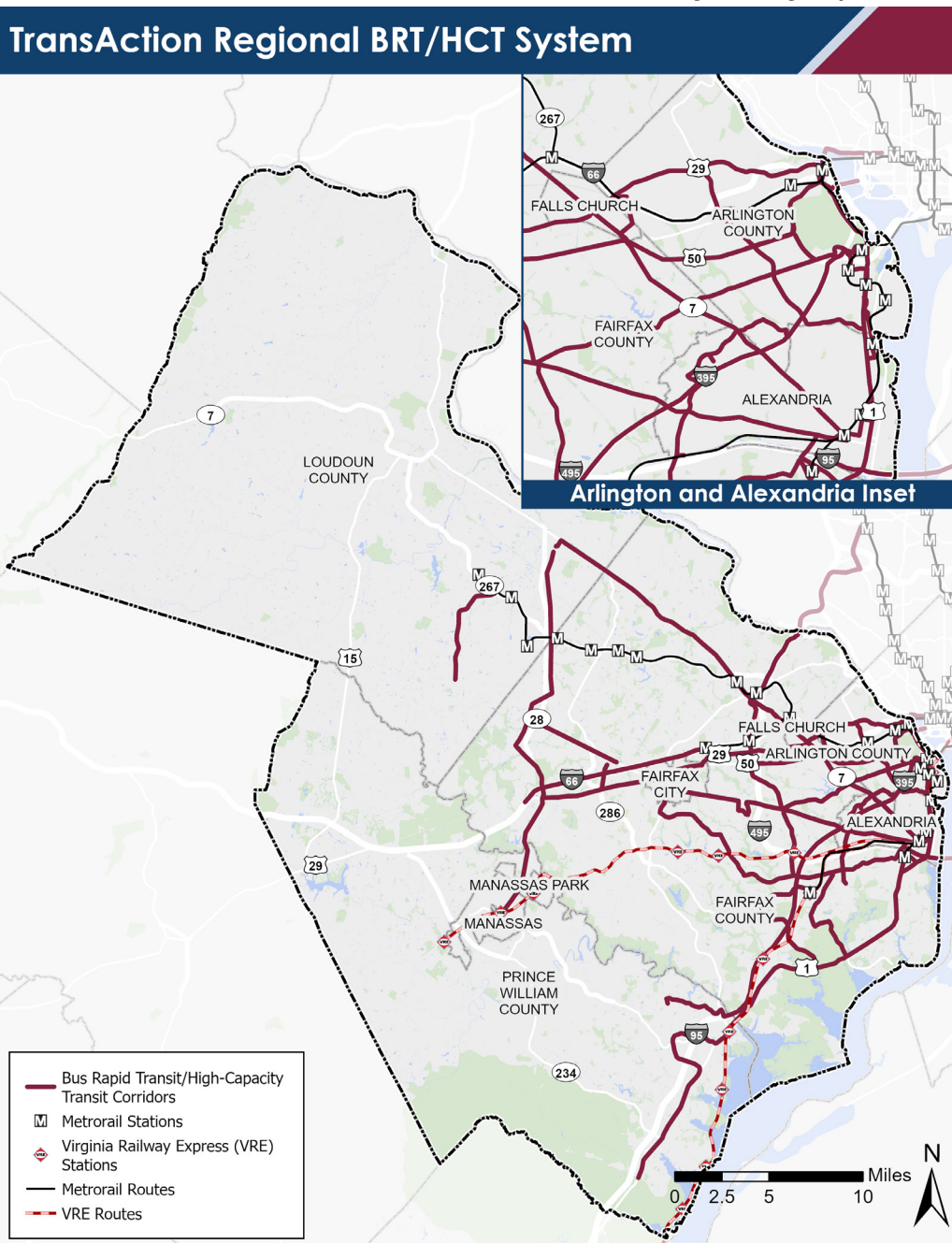
NVTA has convened a BRT Planning Working Group consisting of planners and project sponsors from

Northern Virginia, as well as Montgomery and Prince George's Counties in Maryland, and the District of Columbia, to review the current plans and implementation status of BRT projects in the region. Five BRT projects, each of which are partly funded by NVTA, are in the project development process or under construction: Metroway/Crystal City Transitway (in operation), Richmond Highway BRT, Envision Route 7, West End Transitway, and Duke Street Transitway. TransAction has identified additional corridors that will address gaps and provide regional connections.

Planned BRT or HCT Corridors Included in TransAction:

TransAction includes 90 miles of BRT and 280 miles of HCT, including:

- » Columbia Pike (Annandale to Crystal City)
- » Route 7 (Tysons to Mark Center and Sterling to Tysons)
- » Richmond Highway / Route 1 (Huntington to Ft. Belvoir; Extension to Potomac Mills/Triangle)
- » Duke Street Transitway and West End Transitway (City of Alexandria)
- » U.S. 50 (DC to Chantilly)
- » U.S. 29 (DC to Centreville)
- » I-66 Corridor (Vienna to Centreville)
- » Glebe Road (US 29 to Potomac Yards)
- » Annandale to Merrifield-Tysons
- » City of Fairfax to Springfield/Huntington
- » Route 28 Corridor (Manassas to Dulles Town Center)
- » Ashburn Station to US 50 via Brambleton
- » Wilson Bridge (Franconia-Springfield to Branch Avenue)
- » American Legion Bridge (Tysons to North Bethesda)



LEVERAGING TECHNOLOGY TO ADDRESS REGIONAL TRANSPORTATION NEEDS

TransAction recognizes that technology and innovation offer a wide range of ways to address transportation needs by improving the efficiency of our existing infrastructure and providing new and better travel choices to the region's residents. It is informed by [NVTA's own Transportation Technology Strategic Plan \(TTSP\)](#), which is a living document that was developed as a tool for establishing a proactive approach to innovation, while keeping congestion reduction top of mind.

TransAction includes 17 projects that are primarily focused on implementing various types of technologies across Northern Virginia, and dozens more that include a technology element. Some types of technology projects include:

- » Intelligent Transportation Systems (ITS), which can help improve operations in a number of ways:
 - Directly improve the operations of roadways and transit through coordination of traffic signals, or metering freeway ramps.
 - Dynamic and real-time monitoring and response technologies, allowing for better and faster responses to crashes and other emergencies.
 - Improving the information available to travelers regarding all transportation modes, such as real-time parking availability for park-and-ride lots, next bus arrivals, implementing ramp metering, and improving emergency responses.
- » Low/Zero-Emissions Vehicles (ZEV) charging/fueling infrastructure, which will support the transition of the region's vehicle fleet to electric or other low/ZEV emissions vehicle technologies.
- » Improvements that enable use of Connected and Automated Vehicle (CAV) technologies, which can reduce crashes, increase the carrying capacity of roads, and provide first mile/last mile connections to transit and activity centers.
- » Transit Signal Priority (TSP) which helps transit vehicles move faster and spend less time delayed at traffic signals.



Many of these technologies are most effective when they are applied on a wide scale – along entire corridors or even across the whole region. To make the most of these technologies, it will be necessary to coordinate their implementation and ensure interoperability. When applied in an intentional way, these technologies can have major impacts on all aspects of the transportation system, including congestion, equity, sustainability and safety. NVTA's Transportation Technology Strategy Plan (TTSP) identifies strategies and related actions to maximize the potential benefits and minimize any negatives of innovation in a manner that is highly consistent with NVTA's Core Values.

A regional BRT system could begin to be implemented in the short to medium term, offering the potential to provide Northern Virginians with new and meaningful travel choices. Such a system could reduce traffic congestion, increase access to jobs, reduce (and possibly reverse) dependency on driving alone, increase transit ridership, and reduce greenhouse gas emissions. These impacts and benefits could be further amplified if a regional BRT system is combined with various technology initiatives as informed by the TTSP.

6 ■ What are the Impacts of the Plan?

PLAN PERFORMANCE

Between 2017 and 2045, total person trips are expected to increase by 27%, vehicle miles traveled (VMT) to increase by 26% and transit trips to increase by 47% under the No-Build (if none of the TransAction projects were built) conditions. Total person-hours of delay are forecast to increase by 94.2% between 2017 and 2045. Thus, the 2045 No-Build scenario has significantly more travel on roadways and transit than current conditions, resulting in the transportation needs highlighted in Section 4. This section considers the impacts of the TransAction projects at addressing these needs by using a model-based analysis that compares a Build network (if all projects proposed in TransAction were built) with that No-Build condition. As noted in section 5, the No-Build network does include a number of significant projects that will be completed before 2045 that are fully funded and are therefore not included in the project list.

Regional Results

Performance of the regional transportation system in 2045 with the Build network improvements, measured across key travel indicators and the TransAction performance measures, shows significant improvement across most of Northern Virginia:

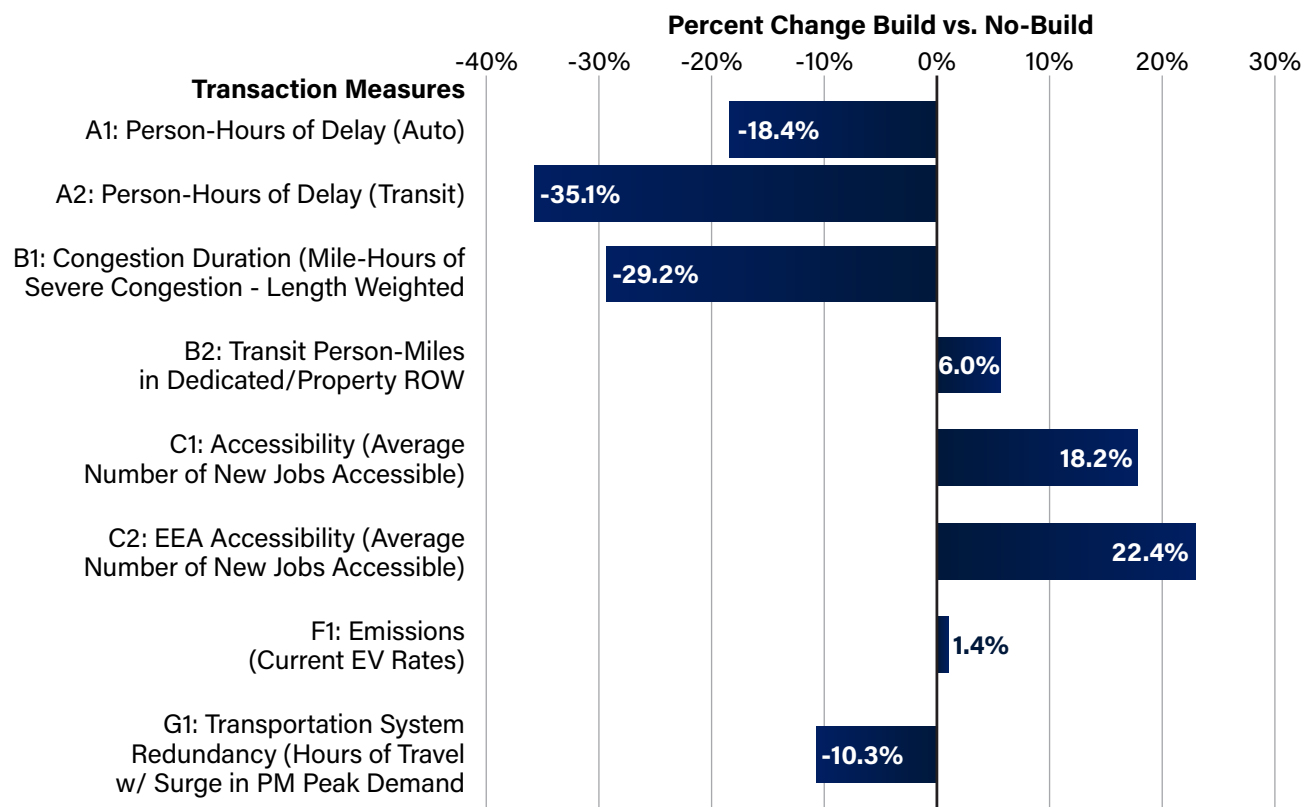
- » Total person trips remain essentially the same between the 2045 No-Build and 2045 Build conditions, but the number of transit trips increases by 12.4% due to the significant investment in proposed transit projects.
- » VMT increases by 3.4% between the 2045 No-Build and 2045 -Build conditions, as highway capacity improvements and reduced travel delay lead to some increases in the length of auto trips.
- » The 2045 Build analysis significantly improves the performance of the transportation system, relative to the No-Build analysis:
 - Person hours of delay decrease by 18.4% for auto trips and by 35.1% for transit trips representing significant improvements in congestion across the region.
 - Hours of severe congestion decrease by 29.2%.
 - Accessibility to jobs improves by 18.2% for Northern Virginians overall, and slightly more (by 22.4%) for EEA residents.
- » The impacts of the full TransAction project list on emissions depend on the effectiveness of the three TransAction projects focused on fleet electrification. If those projects are very effective at transitioning to ZEVs, emissions could be reduced by as much as 54% (assuming that the composition of the energy sources utilized in the Commonwealth is maintained). If they have no impact on encouraging ZEV adoption, then the TransAction project list could increase emissions by as much as 1.4%. The likely outcome will be somewhere between these two values.

Weekday Travel Forecasts—Northern Virginia Regional Totals

Daily Travel	2017 Base	2045 No-Build	2045 Build	% Change 2017 to 2045 No-Build	% Change 2045 Build vs. 2045 No-Build
Auto Person Trips	6.74 M	8.22 M	8.15 M	22.0%	-0.8%
Transit Person Trips	0.26 M	0.39 M	0.43 M	47.1%	12.4%
Non-Motorized Person Trips	0.85 M	1.36 M	1.35 M	59.3%	-0.2%
Total Person Trips	7.86 M	9.97 M	9.94 M	26.9%	-0.2%
Person Miles Traveled (PMT)	70.69 M	91.34 M	94.70 M	29.2%	3.7%
Vehicle Miles Traveled (VMT)	52.42 M	66.25 M	68.53 M	26.4%	3.4%
Total Person-Hours of Delay	0.41 M	0.80 M	0.65 M	94.2%	-19.1%

Note: M indicates values in millions.

Evaluation Results—TransAction Measures



Notes: See section 3 for full list of performance measures. D1 (quality of access to transit and walk/bike network) and E1 (potential for safety and security improvements) measures are evaluated at the project-level only. The value shown for F1 represents only the worst case scenario – results could fall in a wide range as discussed above.

Sub-Regional Results

The benefits of TransAction look different across the region, as the projects included in the Plan have different impacts by Northern Virginia sub-region²:

- » Transit trips show the largest percentage increase (23%) in the Outer Suburbs as transit options expand.
- » VMT changes vary considerably by sub-region, with a decrease (-2.5%) in the Central jurisdictions; a modest increase (+0.5%) for the Inner Suburbs; and a larger increase (+9.5%) in the Outer Suburbs.
- » Reductions in total person hours of delay (the combined total of A1 and A2 measures as listed in the graph above) are distributed more evenly throughout Northern Virginia, as each of the sub-regions decreases congestion through different means.

² Central: Arlington, Alexandria; Inner: Fairfax, Falls Church, Fairfax City; Outer: Loudoun, Prince William, Manassas, Manassas Park.

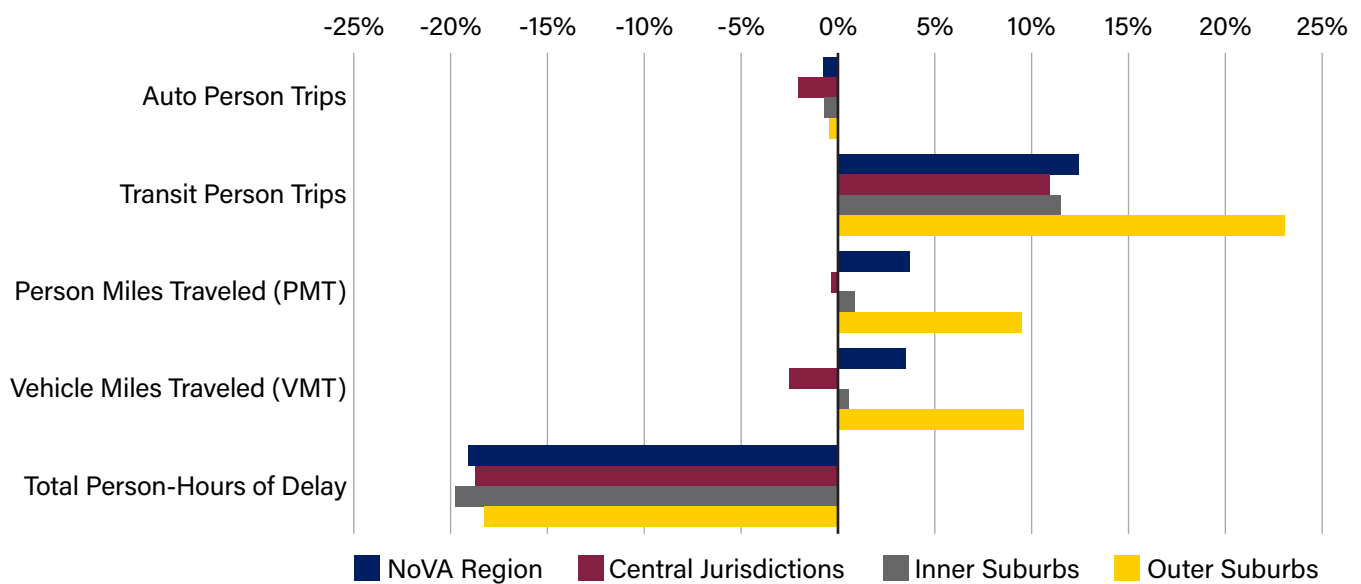
Electrification and Emissions

The impact of the TransAction projects on emissions will depend heavily on how much electrification can be achieved and how much electrification is helped by the proposed projects as opposed to other external factors.

TransAction includes three projects specifically designed to increase access to charging/fueling infrastructure for low/Zero emissions vehicles of all types and helping them become more widespread on Northern Virginia's roads.

If these projects are effective at helping to electrify trucks, buses and private cars, emissions could be reduced by up to 54%. However, if electrification rates in 2045 remain similar to current levels, TransAction may actually result in a slight increase in emissions (about 1.4%).

Percent Change in 2045 Build Relative to No-Build, Regional and Subregional Results



Improved Access to Jobs

Accessibility is measured by calculating the increase in the average number of regional jobs accessible from households in Northern Virginia within a 45-minute drive, a 60-minute transit ride, and a 30-minute bike ride. The Plan results in widespread improvements in auto accessibility to jobs throughout the region by decreasing congestion and making it possible to travel further in the same amount of time. Overall, accessibility to jobs by all modes is expected to increase by 18.2% with the TransAction Plan (Build network) projects, when compared with No-Build conditions. When only the residents of EEAs are considered, the average gain is 22.4%, indicating that the Plan improves accessibility for EEA residents more than the region as a whole. This would represent an improvement in the equity of the transportation network as a significant portion of the people that live in EEAs are included in NVRTA's definition of under-served populations.

The maps on the next page show the areas where accessibility improves (increase in jobs that are accessible) with the TransAction projects. Improvements in auto accessibility are widespread throughout the region reflecting the geographic distribution of the projects, with larger improvements along I-495, Dulles Toll Road, Fairfax County Parkway, and Route 28 corridors. Improvements in transit accessibility to jobs are more prevalent in eastern parts of the region including Alexandria, the Richmond Highway corridor of Fairfax County, and eastern Prince William County. Accessibility improvements are also seen in the Route 28 and Fairfax County Parkway corridors where the Plan fills major gaps in the regional transit network. Bike accessibility gains (not shown on the maps) are more focused on areas inside the Beltway where densities and a more complete bike network allow for more jobs to be reached within a 30-minute bike ride.

Change in Number of Jobs Accessible to Northern Virginia Residents by Auto and Transit

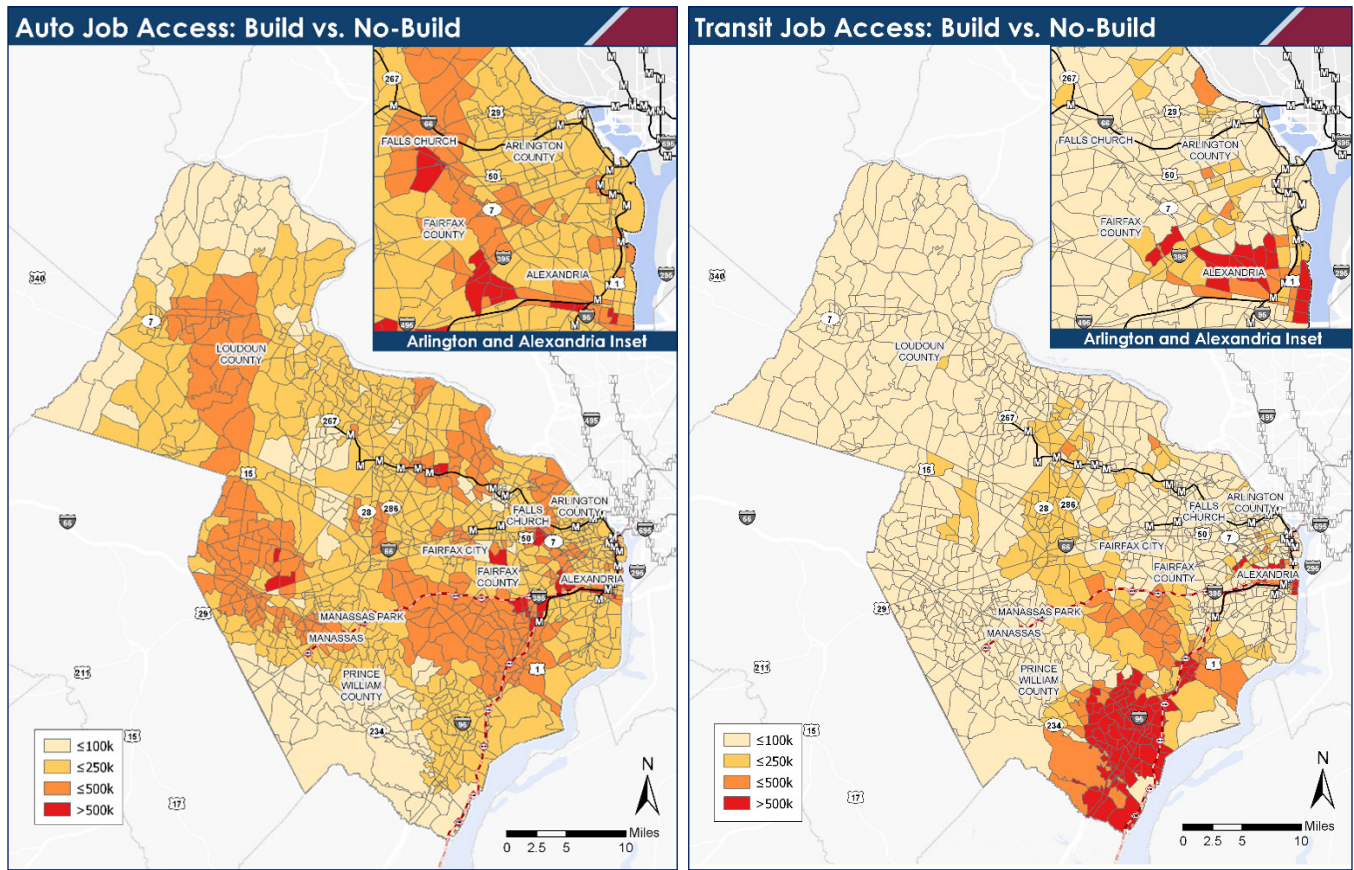


Photo Credit: VRE

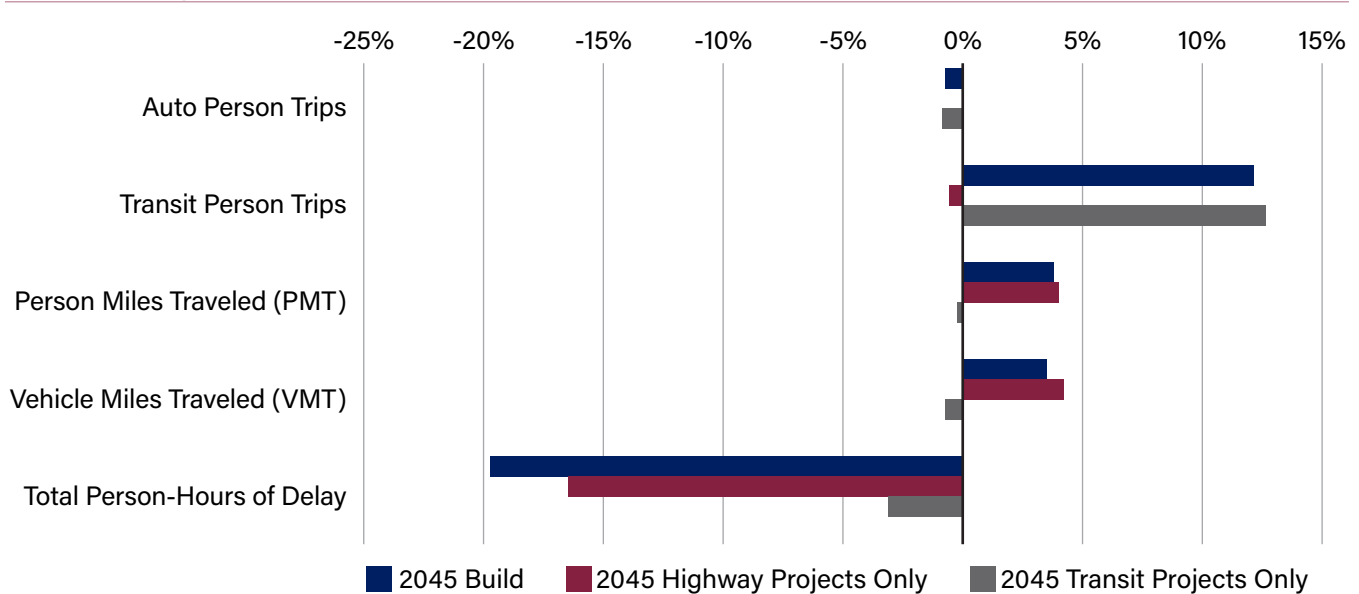
Mode-Specific Results

To understand the different impacts of different types of projects, highway and transit projects were also tested separately. The results for these Highway-Only (includes roadway, interchanges and intersections, HOV/HOT, and ITS) and Transit-Only tests are shown below relative to the No-Build network results:

- » Transit projects and highway projects appear to be serving very different markets, and are only in competition with one another in very limited cases. For example, the analysis of the Transit-Only network shows only a small percentage increase in transit trips relative to the Build network (12.9% vs. 12.4%) that shift from driving when the highway projects are removed from the Build network, reducing VMT in the region by less than 1%.

- » Roadway projects have a bigger impact on reducing congestion in the region than other modes. The roadway projects alone reduce delay by 17%, while the addition of the remaining projects further reduces congestion to a total of 19%.
- » The planned BRT and HCT corridors described earlier account for a 6.3% increase in the number of new transit trips, or nearly half of the 12.9% increase in transit trips. The BRT/HCT corridors would account for roughly half of other benefits shown for the Transit-Only network including delay reduction.

Percent Change in 2045 Build and Mode-Specific Results Relative to No-Build

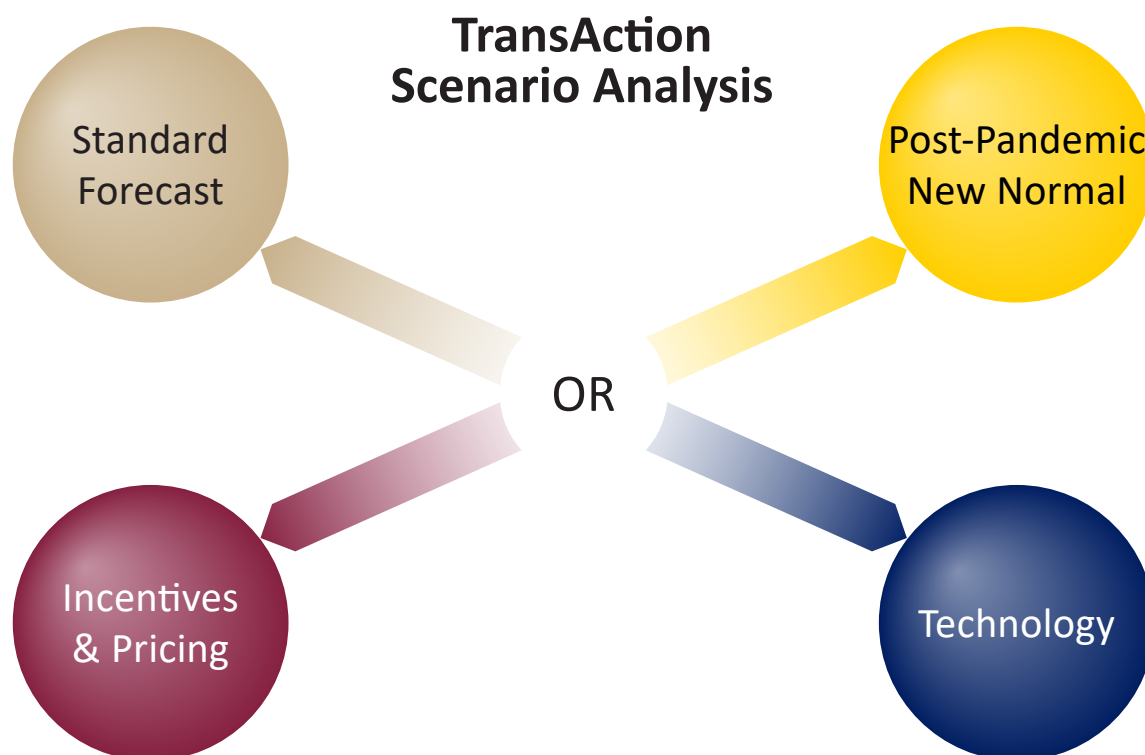





WHAT HAPPENS IF THE FUTURE IS DIFFERENT THAN EXPECTED?

The TransAction analysis discussed so far is based on forecasts that assume that travel behaviors in the future are similar to travel behaviors in the recent past. This includes growth assumptions for the region along with some changes to the transportation network, but does not fully consider the many ways life and travel could change between now and 2045. What if the future is significantly different in some important ways? To test TransAction’s robustness and adaptability to an uncertain future, sensitivity tests looked at three alternative scenarios, each analyzing TransAction’s performance under different potential futures.

NVTA developed three scenarios, in addition to the standard travel forecasts for the No-Build and Build conditions, to answer some of the “what if” questions and understand the future of transportation in Northern Virginia if major changes in technology, travel behavior, and/or policy across multiple levels of government were to occur. Each scenario is a plausible future, but not necessarily preferred visions; they are also not the only potential futures. The three scenarios tested are shown in the figure below.

The scenarios and the resulting analysis are described in more detail in the table on the next page. These three scenarios are based on assumptions about ways that the future could be different from today, some of which the region has more control over than others. For example, post-pandemic hybrid work schedules may be a permanent change in commuting that is the choice of thousands of individual employers (including the Federal government) and millions of individual workers. Meanwhile, government policy can play an important role in regulating and managing the impacts of emerging technologies, but the proliferation of electric and automated vehicles will be a market-driven process. On the other hand, the types of policies and strategies included in the Incentives/Pricing scenario can only be implemented through proactive action by governments at the local, regional, state, and federal levels.



Scenario	Description	Assumptions	Impacts	Robustness of TransAction Projects
 <p>Post-Pandemic 'New Normal'</p>	<p>Illustrates a future in which many of the behavioral changes observed during the COVID-19 pandemic continue into the long-term future. NVTA has minimal influence over this scenario.</p>	<ul style="list-style-type: none"> » Reduction of work-related trips » Reduction of shopping trips » Increase in delivery trips » Increase in non-motorized trips 	<ul style="list-style-type: none"> » Less travel by all modes decreases VMT, congestion, and emissions » More congestion reduction in the peak period due to fewer commute trips 	<ul style="list-style-type: none"> » Congestion will continue to be an issue in NoVA, even with less commuting and overall trip-making » The TransAction projects are still effective at achieving the region's transportation goals
 <p>Technology</p>	<p>Focuses on adoption of connected, automated, shared, and electric (CASE) vehicles. The scenario evaluates how travel behavior and the operations of the transportation system might change with the adoption and integration of these emerging technologies. NVTA has minimal influence over this scenario.</p>	<p>'New Normal' trip assumptions plus:</p> <ul style="list-style-type: none"> » Increased market penetration of CASE vehicles » Changes in operating costs for automated vehicles (shared and privately owned) » Increases in effective roadway capacity » Automated transit shuttles at rail stations 	<ul style="list-style-type: none"> » Increased carrying capacity of the roadway network improves operations and reduces congestion all day » Transit trips decrease as CASE options become more attractive » Electrification helps reduce vehicle emissions 	<ul style="list-style-type: none"> » Congestion will continue to be an issue in NoVA, even with increased capacity of roads » Even with new CASE-enabled travel options, TransAction projects encourage more use of transit » The TransAction projects are still effective at achieving the region's transportation goals
 <p>Incentives/Pricing</p>	<p>Centers on policy strategies to change travel behavior to mitigate congestion and its negative impacts. The scenario incorporates a number of monetary inducements designed to encourage a reduction/reversal in driving alone.</p>	<p>'New Normal' trip assumptions plus:</p> <ul style="list-style-type: none"> » VMT pricing on all roads with discounts for lower-income households » Increase in parking costs across the region » Free transit (no fares) » Less travel in peak hours 	<ul style="list-style-type: none"> » Policies and pricing strategies show ability to change travel behavior as more people choose transit and other non-SOV modes » Fewer cars on the road result in less congestion and emissions » Significant increase in transit ridership 	<ul style="list-style-type: none"> » Incentives/Pricing policies amplify the impacts of adding new transit services by making those options more attractive » Congestion will continue to be an issue in NoVA, even with VMT pricing and free transit

Scenario Results

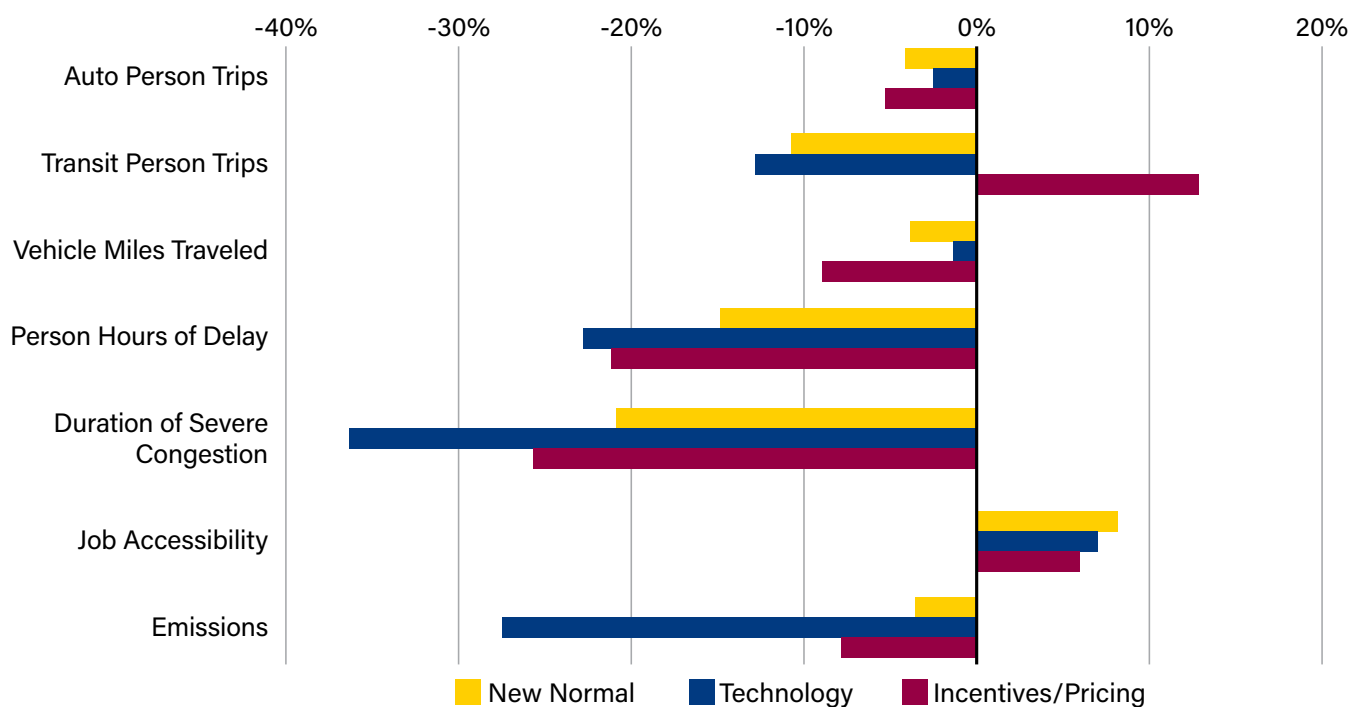
Each of these scenarios was analyzed using the TransAction model to understand how transportation needs in the region might change if these futures came to pass. The chart below shows the results when the three scenarios were tested with the No-Build network (i.e., without the TransAction projects). Some of the impacts observed based on the scenario assumptions are highlighted in the summary table on the previous page. All three of the scenarios improve conditions for some of the key performance metrics as compared to the standard forecasts for 2045. The scenarios all reduce congestion and improve accessibility to jobs, although they achieve these improvements in different ways. The assumptions underlying the Technology scenario were found to have the biggest potential impact on hours of delay, severe congestion, and vehicle emissions. The Incentives/Pricing scenario has the biggest impact on mode choice, encouraging behavioral change that results in a 13% increase in transit trips and a 9% decrease in VMT.

None of the tested scenarios would be able to solve Northern Virginia's transportation issues, and congestion and delay will continue to be challenges no matter which scenario (or combination of scenarios)

is realized in the future. Because of this, the set of projects identified in the TransAction Project List will still be able to provide benefits to the region regardless of how the future evolves. In all of the scenarios, the TransAction projects provide tangible benefits to the region, helping to decrease congestion, improve accessibility and reduce emissions. However, this may not be true for each individual project, and NVTA will continue to monitor and evaluate changes in travel patterns and performance to ensure that each project selected for funding as part of the Six Year Program will be beneficial for the region in the long-term.

Note that land use changes were not assumed in any of the three scenarios for the TransAction analysis, but it is acknowledged that land use changes may in fact be influenced by the same trends and factors shaping these scenarios. Previous versions of TransAction have analyzed the impacts of land use changes on the transportation network. These analyses have indicated that while a more concentrated pattern of land use development will not eliminate congestion in the region, it does encourage transit usage and shorter trip lengths to decrease VMT.

Percent Change in 2045 No-Build Results Under Each Scenario



7. How will TransAction Benefit the Region?

TransAction outlines a range of projects that represent options for how Northern Virginia can achieve its transportation vision and the goals of enhancing mobility, increasing accessibility, and improving resiliency. TransAction is not a prescriptive plan that dictates how these goals must be realized, but instead provides a menu of options that the region can consider to meet its priorities. When combined, the projects included in TransAction help realize significant improvements across the region. Any project seeking NVRTA regional funding will be further evaluated as part of NVRTA's biannual Six Year Program process.

Northern Virginia will face continued growth, adding to the travel demand and delay experienced today. Without significant investment in transportation, congestion, delay and accessibility will continue to worsen through 2045, reducing quality of life in Northern Virginia. The TransAction Plan provides improvements that help to meet the needs of the growing population and job market in Northern Virginia.

TRANSACTION ENHANCES MOBILITY

- » **Reduces travel delay**—The combined effects of the multimodal investments in TransAction are projected to decrease person-hours of delay by 19% and reduce the duration of severe congestion by 29%. The Plan includes 1,040 new lane miles of roadway, numerous interchanges and intersection improvements, significant improvements to the transit network to attract people away from driving, HOV/HOT lanes and ITS improvements that reduce bottlenecks on the road system and move people more efficiently. A reduction in delay also benefits transit riders as well, with a 35% decrease in delay on transit.
- » **Builds regional connections**—The Plan addresses gaps in the current transportation system for roads, transit and trails. In particular, the Plan highlights a regional Bus Rapid Transit (BRT) system and includes 90 miles of BRT and 280 miles of High-Capacity Transit routes to create a truly regional system that expands the reach of the current transit system and provides

critical suburban-to-suburban connections. The Plan also includes improvements to fill gaps in the network of regional trails and making connections to activity centers and to multimodal hubs at transit stations.

- » **Provides transportation choices**—The Plan provides alternatives to driving through meaningful multimodal travel choices. Transit ridership increases by 12% with the TransAction projects. The Plan includes 50 non-motorized projects intended to support biking and walking around the region.

TRANSACTION INCREASES ACCESSIBILITY

- » **Connects people to jobs and opportunities**—The Plan creates a multimodal transportation network that is more accessible, providing a 18% increase in the jobs that can be reached within a reasonable commute across all modes, whether via transit, roadway or bike.
- » **Provides equitable access**—Accessibility gains are even greater (22%) for communities that fall within the region's Equity Emphasis Areas (EEA). These neighborhoods can benefit significantly from having additional travel choices.

TRANSACTION IMPROVES RESILIENCY

- » **Improves transportation safety**—Provides continued investment in multimodal projects that put safety first, reducing conflicts on roadways and pedestrian/bike facilities in the region and reducing risk for the most vulnerable users, i.e., pedestrians and bicyclists.
- » **Support reduction of vehicle emissions**—TransAction includes significant alternatives to driving in single-occupancy vehicles. The two most common ways to reduce transportation greenhouse gas (GHG) emissions are less driving and use of low/Zero Emission Vehicles. TransAction supports both. The analysis shows that supporting widespread electrification leads to the largest decreases in transportation emissions.

KEY TAKEAWAYS

- » Forecasted population and employment growth through 2045 necessitates continued investments in transportation, but no single project, program, policy, or mode will address all the region's transportation needs.
- » TransAction includes 424 multimodal transportation projects that support the region's vision and goals, and address the transportation needs of Northern Virginians. However, there are more projects in TransAction than can be reasonably funded by the region. Some projects are intentionally included despite being located beyond Northern Virginia, as they address regional transportation needs of Northern Virginians and the region's businesses.
- » TransAction is well-aligned with NVTA's core values of equity, sustainability, and safety.
- » TransAction does not make project or modal recommendations but does highlight a potential role for a regional Bus Rapid Transit (BRT) system and the opportunity to leverage transportation technologies at a regional scale. Each of these opportunities is worthy of further evaluation after TransAction is adopted, the latter under the auspices of NVTA's Transportation Technology Strategic Plan.
- » Long-range transportation planning always involves a degree of uncertainty, particularly with respect to the potential for unanticipated changes in future travel behavior and other external factors beyond the control of the region. TransAction addresses uncertainty through a technique known as scenario analysis, in which three scenarios, or alternative futures, were explored in addition to the standard forecast. Each scenario demonstrated that the TransAction projects are still effective at achieving the region's transportation vision and goals, but congestion and delay will continue to be challenges. The extent to which individual projects support the vision and goals is worthy of further evaluation, including as part of NVTA's Six Year Program process.
- » Of the three scenarios analyzed, Incentives/Pricing lends itself to government action while the region will primarily need to be reactive in the New Normal and Technology scenarios. While TransAction does not recommend advancing this or any scenario, NVTA will continue to monitor travel behaviors and other trends after TransAction is adopted to ensure project evaluations as part of NVTA's Six Year Program process are as accurate as possible.
- » A regional BRT system could begin to be implemented in the short to medium term, offering the potential to provide Northern Virginians with new and meaningful travel choices. Such a system could reduce traffic congestion, increase access to jobs, reduce (and possibly reverse) dependency on driving alone, increase transit ridership, and reduce greenhouse gas emissions. These impacts and benefits could be further amplified if a regional BRT system is combined with various technology initiatives as informed by the TTSP.

It takes a region.

The 424 candidate regional projects identified in the Plan exceed the NVTA's expected funding available through 2045. Other funding sources, including federal, state, local, and private dollars, may be available to help close the gap. Regional collaboration and the ability to work beyond jurisdictional lines is key to keeping Northern Virginia.

TRANSACTION IS NOT THE END OF THE PLANNING PROCESS.

TransAction is a starting point for transportation planning in Northern Virginia, and is one input to identifying how NVTA regional revenues are invested. As part of the Six Year Program, which gets updated every two years, jurisdictions will be able to apply to use NVTA regional revenues to advance projects from the TransAction Plan that match their local priorities. NVTA will evaluate each application based on the TransAction performance measures to fund a portfolio of projects that equitably, sustainably and safely meet the region's goals of enhancing mobility, increasing accessibility and improving resiliency.

Photo Credit: VDOT



For more information about the
TransAction Plan, including the
TransAction Project List:
nvtatransaction.org



Photo Credit: VRE



Photo Credit: NVTA



Photo Credit: NVTA

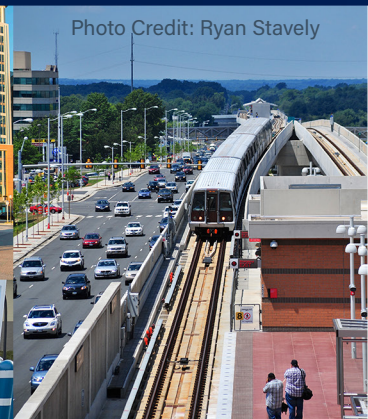


Photo Credit: Ryan Stavelly



Photo Credit: City of Alexandria



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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

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

DATE: December 1, 2022

SUBJECT: Adoption of the 2023 NVTA Legislative Priorities

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the 2023 NVTA Legislative Priorities.
2. **Suggested Motion:** *I move Authority adoption of the 2023 NVTA Legislative Priorities.*
3. **Discussion:** For review are the four priorities (ongoing) for 2023 (attached). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority's ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions. The priorities are consistent with the priorities from the adopted 2022 Legislative Program. For reference, the adopted 2022 Legislation program is located on [NVTA's website](#).

The four priorities are outlined below:

1. **PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**
 - Keep the Authority's current revenue sources and flexibility to meet the region's evolving transportation needs is paramount.
 - Oppose efforts to isolate the Authority's or local government's share of regional transportation funds that undermine the region's ability to determine priorities and focus.
2. **RESTORE LONG TERM FUNDING TO THE AUTHORITY**
 - \$38.5 million in dedicated regional revenue is still needed to be restored to pre-2018 levels and the Authority and the region strongly support state statewide revenue as the first source replacement funding.

3. PROTECT VIRGINIA’S TRANSPORTATION FUNDING

- Elimination of 1.5% of the sales tax on food and personal hygiene products begins on January 1, 2023. This reduction includes 0.5% which is dedicated to state transportation.
 - No additional reductions to state transportation revenues should occur until the full impact of this change is understood.
 - Department of Taxation projected in July that for FY 23-28 the Commonwealth Transportation Fund would see \$741.4 million in revenue reduction from this action.
- *No funding was identified to backfill this revenue loss.

4. SUPPORT THE USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

- The Authority’s Transportation Technology Strategic Plan (TTSP) nine strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and Electric Vehicle (EV) infrastructure provides a foundation for the Authority and its members to participate in implementing the Commonwealth’s National Electric Vehicle Infrastructure (NEVI) Plan and Automated Traffic Enforcement technologies.
- Implementation of Virginia’s NEVI Plan includes an upcoming Request for Information (RFI) and likely additional appropriation of new Infrastructure Investment and Jobs Act (IIJA) funds to secure a reliable charging infrastructure across the Commonwealth.
 - The U.S. Department of Transportation approved the Virginia Department of Transportation’s (VDOT) NEVI Plan. The Request for Proposals is expected early next year. VDOT will work directly with EV charging station companies to submit proposals. Furthermore, EV charging station companies are currently working directly with private companies to install the charging stations.

Attachment: 2023 NVTA Legislative Priorities



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

2023 NVT Authority Legislative Priorities

December 1, 2022

The Northern Virginia Transportation Authority has several goals for the 2023 Virginia General Assembly session:

PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

The Northern Virginia region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers to make decisions that reduce traffic congestion for residents and businesses of the region.

The Authority will work with the General Assembly and the Administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community. The Authority funds regionally significant multimodal transportation projects using a prioritization process required by law. We oppose any action that bypasses this process by mandating the spending of dedicated regional revenues outside of the prioritization process or dedicated locally controlled revenues by requiring set asides or any other action.

Any action to divert or remove dedicated revenue sources that generate revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

RESTORE ANNUAL LONG- TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVEL

An additional \$38.5 million in annual revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The passage of HB 2313 was clear that dedicated regional revenues be used for regionally significant, multimodal transportation projects that reduce congestion. As such, the Authority and the region strongly supports statewide revenue as the first source of funding to replace diverted regional revenues. Previously diverted dedicated regional revenue sources could be returned to the Authority and its member localities if the Commonwealth were to take on a larger role in providing funding to the Metro Capital Fund.

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure, and with local funds, provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA) to improve safety and reliability. Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region's multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region's businesses, residents, and visitors. A replacement vehicle should be adopted to restore loss of state transportation funding resulting from the elimination of the state sales and use tax on food and personal hygiene products.

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety. The Authority's TTSP provides a foundation for the organization and its members to participate in implementing the Commonwealth's National Electric Vehicle Infrastructure (NEVI) Plan to advance use of low or zero emission vehicles in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

Background on Dedicated Regional Transportation Funding Sources

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing regional jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The two percent Transient Occupancy Tax and the fifteen cents per \$100 Grantor's Tax are now assigned to the WMATA Capital Fund.

The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$275 million from initial projections, resulting in partial funding for multiple projects with high scores of reducing congestion.

In 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$868 million to member localities for transportation needs within their jurisdiction.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 1, 2022

SUBJECT: Proposed Meeting Schedule for Calendar Year 2023

1. Purpose: To inform Northern Virginia Transportation Authority (NVTA) of the proposed NVTA meeting schedule for Calendar Year (CY) 2023.

2. Background: As the region's multimodal transportation planning, programming, and funding entity, it is vitally important to allow sufficient planning time for the Authority to conduct its monthly meetings.

Consistent with prior practice, the Chief Executive Officer proposes the Authority continue to meet on the second Thursday of each month at 7:00pm for CY2023 as indicated below with noted exceptions:

- January 12, 2023 at 7:00pm – Annual Organizational Meeting
- February 9, 2023 at 7:00pm
- March 9, 2023 at 7:00pm
- April 13, 2023 at 7:00pm
- May 11, 2023 at 7:00pm
- June 8, 2023 at 7:00pm – NVTA 20th and 10th Anniversary Celebration
- July 13, 2023 at 7:00pm
- **August - No meeting, unless special circumstances require.**
- September 14, 2023 at 7:00pm
- October 12, 2023 at 7:00pm
- November 9, 2023 at 7:00pm
- December 14, 2023 at **6:00pm**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 1, 2022

SUBJECT: Travel Trends Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent travel trends since the onset of the COVID-19 pandemic.
- 2. Background:** NVTA staff is monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, and 2022 with corresponding weeks and months in 2019. NVTA staff has so far presented seven of these snapshot analyses at the June, July, September, November (2021), and March, June, and September (2022) Authority meetings.

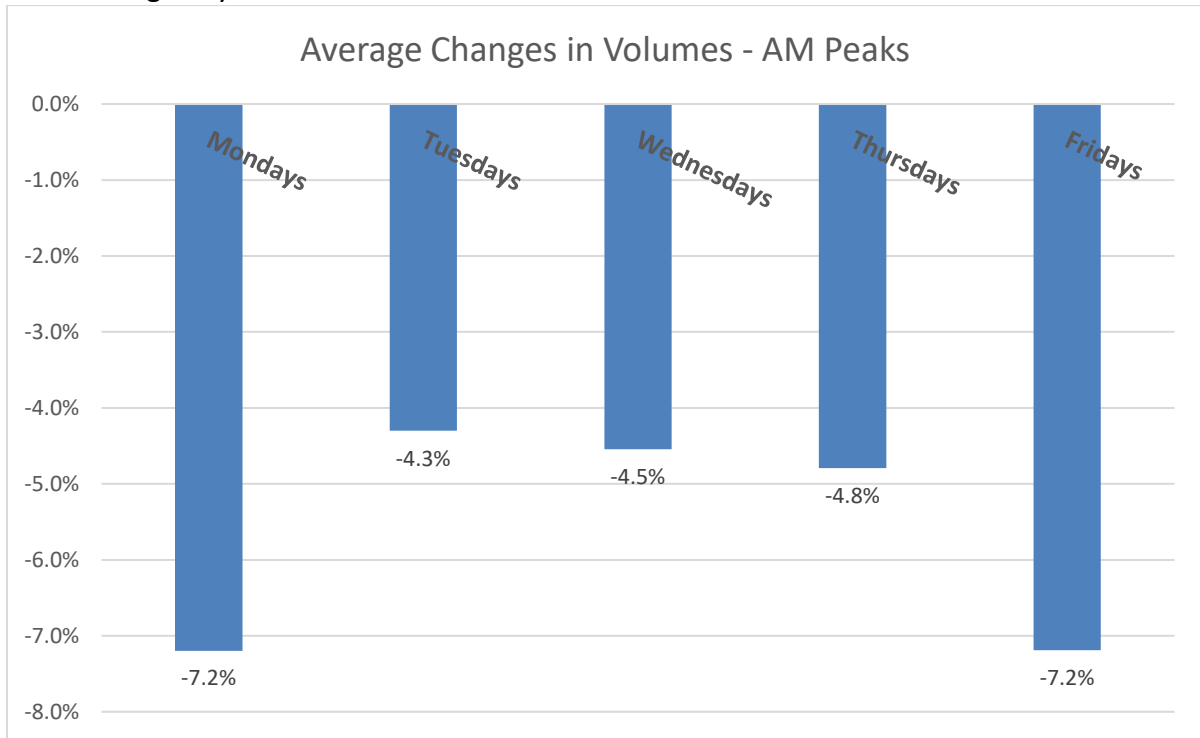
This update features staff analyses with Virginia Department of Transportation (VDOT) highway traffic volumes in Northern Virginia, in addition to regular updates on transit ridership for all public transit systems in Northern Virginia (average monthly). In our last update at the September Authority meeting, we presented data analysis through June 2022. This report updates the analysis through September 2022.

The objective of these analyses is to gain a better understanding of such trends, and to identify whether they are temporary or may be more permanent. This knowledge will enhance NVTA's ongoing long-range transportation planning efforts and may influence project funding recommendations in future Six Year Program update cycles.

3. Highway Travel Trends by Day-of-the-Week:

During the height of the pandemic in 2021, more than 50% workers worked from home in Washington D.C. Metro area according to Census Bureau's pulse household survey (<https://www.census.gov/data/experimental-data-products/household-pulse-survey.html>). According to a recent State of the Commute Survey by National Capital Region's Transportation Planning Board (TPB), "on a typical workday, 1.5 million, or 44% of all workers in the D.C. region are now teleworking". With this high rate of teleworking and flexible office schedules, media reports suggest "hybrid workers heading to the office midweek and staying home Mondays and Fridays are taxing the region's transportation network in new ways....". To check this trend in Northern Virginia, staff have analyzed AM Peak traffic volumes. While overall highway travels are still lower than pre-pandemic levels, comparisons between 2019 and 2022 suggest that mid-week AM peak periods are closer to pre-pandemic levels than Mondays or Fridays (see Chart 1 below).

Chart 1: Highway Traffic Volumes



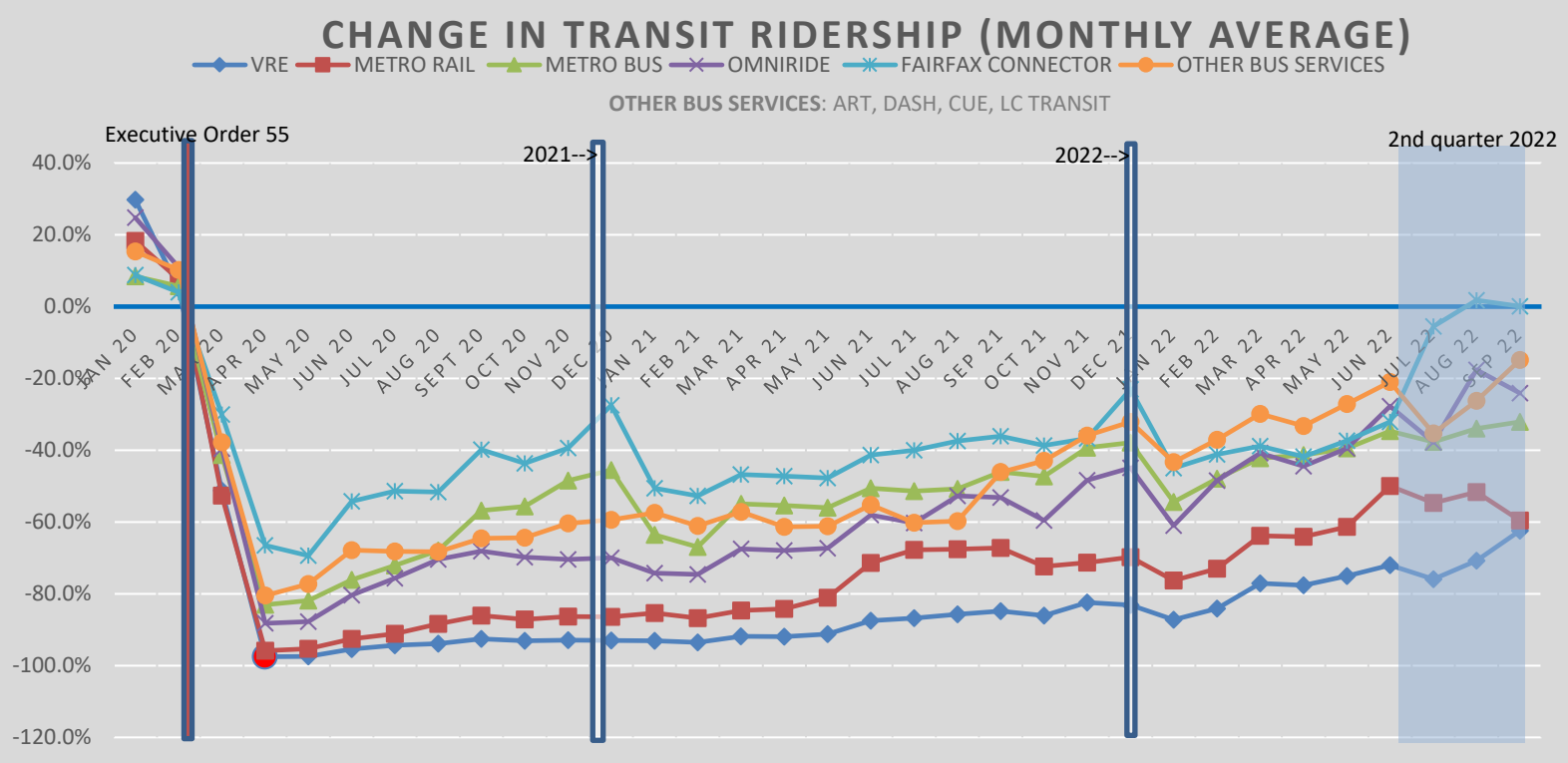
Source: VDOT – Virginia COVID-19 Traffic Trend Tool -

<https://public.tableau.com/app/profile/simona.babiceanu/viz/COVID-19VirginiaTrafficVolumes/ByLinkidDir>

4. Transit Ridership:

In the third quarter of 2022, local bus services have recovered substantially from the pandemic-induced ridership declines (see Chart 2 below). Among 'Other Bus Services', DASH and CUE continued to report ridership that surpassed the pre-pandemic level. City of Fairfax's CUE service has reported an average ridership 30% above pre-pandemic. This surge in demand may be attributable to the free-fare program, returning George Mason University (GMU) students, and a cut-back in GMU-sponsored shuttle services during pandemic (CUE staff is awaiting results of an on-board survey in November). Another notable trend is declining Metrorail ridership and contrasting upward trend for VRE in this period. This may be explained with Metrorail station closures south of Reagan National Airport, VRE low-fare services for the affected Metrorail customers, and VRE fare-free September campaign.

Chart 2. Transit Ridership



Source: Average monthly ridership data from DRPT and NVTC.

- 5. **Next Steps:** NVTA staff will continue this trend analysis to track emerging travel patterns, as the region’s travelers continue to adjust their travel choices/behaviors. In particular, we will be monitoring transit usage as more systems are offering incentives, opening of Metrorail Silver Line Phase 2 services to Dulles International Airport and beyond, and highway volumes with office occupancy rates.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

8.

Governance and Personnel Committee Verbal Report

Chair Phyllis J. Randall

&

**Tracy Baynard, Senior Vice President
McGuireWoods Consulting, LLC**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: December 1, 2022

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was held on November 10, 2022. The December 2022 finance meeting is cancelled due to no action items on the agenda. The next Committee meeting is scheduled for January 12, 2023 at 6 PM.
3. **Discussion Items:**
 - A. **FY2024 Budget Guidance:** The Committee received guidance on the development of NVTA's three budgets for FY2024: Local Distribution Fund Budget (30%), Regional Revenue Fund Budget (70%), and Operating Fund Budget as noted below.
 - i. **Local Distribution Fund Budget (30%):**
 1. Prior guidance for this budget has not changed and will be based on the finalized FY2024 revenue projections which are currently under development.
 - ii. **Regional Revenue Fund Budget (70%):**
 1. Prior guidance for this budget has not changed and will be based on the finalized FY2024 revenue projections and PayGo analysis which are currently under development.
 2. Staff reviewed the single new initiative for the FY2024 Regional Revenue Fund Budget which is the Regional Bus Rapid Transit Preliminary Deployment Plan (BRT-PDP).
 - a. TransAction identified the need to provide Northern Virginians with meaningful travel alternatives to driving alone to help reduce congestion. One strong approach is the development of a regional BRT system, which builds upon the \$451 million in investments that NVTA has already made in five BRT systems.
 - b. The development of the regional BRT-PDP will harness the enthusiasm expressed by members of NVTA's BRT Planning Working Group (comprising local and regional transportation planners and operations staff across the DC metro region) to develop an integrated regional BRT system crossing multiple jurisdictional boundaries.
 - c. The onetime cost for the study is \$2 million and the annual cost related to maintaining a deployment plan to be determined as part of core BRT study.

iii. Operating Fund Budget:

1. The Operating Fund Budget is the central accounting point for operating and administrative expenses of the Authority. Prior guidance for this budget has not changed.
2. The first category is base budget escalations triggered by inflation, contract terms and required service extensions. These escalations will be presented in January.
3. The second category is for new initiatives, which have been the focus of Committee discussions and are listed below:
 - a. Offsite Storage – Northern Virginia Regional Commission (NVRC), the office space landlord, has advised it can no longer provide storage space due to available space within the NVRC leased office area has increasingly been utilized by NVRC and NVTA staffing growth. The one-time costs is \$400 (Annual Costs are \$2,000).
 - b. Investment Consultant - In 2020, this consultant was brought onboard to bridge the gap between the departure of NVTA's previous portfolio manager and refilling the position. Subsequently, the use of an investment consultant has produced benefits in terms of rapid training and experience gain of NVTA Investment and Debt Manager, who is working through an underfill program for the position. The Annual cost of \$69,500, includes \$27,500 in subscription services for the Bloomberg subscription and IT support.
 - c. Contractual Legal Services - Direct and regional efficiencies and savings can be achieved using contractual legal services as the day-to-day advisor on legal matters and Authority meeting support. The annual cost is projected at \$65,000. Experience may show this cost can be reduced to \$45,000. The projections are based on discussions with other regional entities and jurisdictions which contract for legal services.
 - d. Website Modernization and Consolidation – NVTA's multiple websites have not had a full professional design review and are becoming increasingly difficult to update, maintain and improve. Expert advice is needed to determine if a consolidation is in order and if so, how it could be accomplished. Last fiscal year, the Committee recommended dividing the cost of this effort between two fiscal periods. The total cost of this effort is \$250,000, the amount for FY2024 is \$125,000
 - e. NoVA Gateway Dashboard Enhancements- The NoVA Gateway Dashboard has proven to be an invaluable tool for providing near-real time funding and status information for all 122 NVTA-funded projects that use regional revenues. The dashboard is a key resource that enables NVTA to be transparent regarding the use of regional revenues. Additional functionality is needed to provide more detail on the regional-funded projects and, for the first time, insights into projects funded using the Local Distribution Fund (30%). The one-time costs are \$150,000 and there

is an annual cost of \$20,000 for ongoing external support and maintenance.

- B. Monthly Investment Portfolio Report:** The Committee reviewed the Authority's Investment Portfolio performance by noting the following.
1. Staff reported that they secured a high quality, AAA rated World Bank corporate bond which is also a Green Bond.
 2. Staff also reported that the portfolio percentage for the Negotiable Certificate of Deposits (Yankee CD) asset category is overweight, and staff would refrain from purchasing any more Yankee CDs until the growth of the portfolio brings the percentage in line.
 3. The committee was advised that the staff received a credit rating warning for Credit Suisse, a Swiss bank, and it is monitoring the credit status and performance ratios of the bank. Currently, staff's strategy is to allow the instruments to mature out of the portfolio.
- C. Monthly Revenue Report:** The Committee received reports and discussed the Monthly Revenue Report as provided in the packet.
- D. Monthly Operating Budget:** The Committee received reports and discussed the Monthly Operating Budget Report as provided in the packet.
- E. NVTA Update (Verbal Report):** NVTA's CEO provided updates and comments at the Authority meeting.

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 1, 2022

SUBJECT: Investment Portfolio Report

- Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through September 30, 2022.
- Background:** This report is on investment activity through September 2022 and affirms the portfolio's investments were acquired on the basis of safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTA Investment Policy.
- Current Period Reports:**

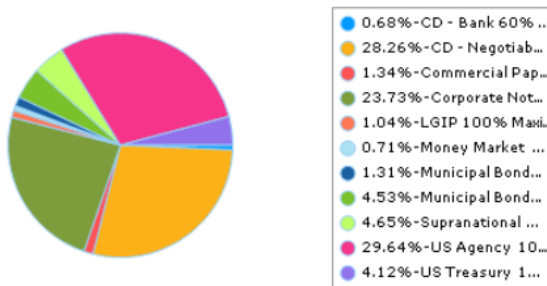


Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

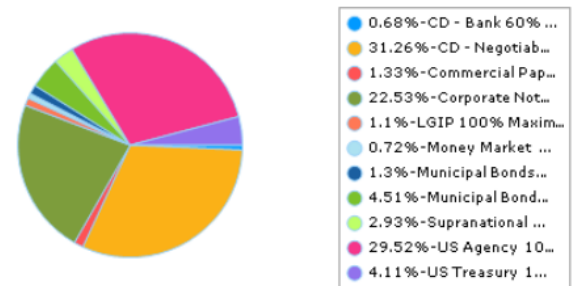
Begin Date: 8/31/2022, End Date: 9/30/2022

Asset Category Allocation				
Asset Category	Book Value 8/31/2022	% of Portfolio 8/31/2022	Book Value 9/30/2022	% of Portfolio 9/30/2022
CD - Bank 60% Maximum	10,000,000.00	0.68	10,000,000.00	0.68
CD - Negotiable 25% Maximum	415,652,507.80	28.26	461,660,003.22	31.26
Commercial Paper 35% / 5% Maximum	19,642,177.75	1.34	19,697,511.08	1.33
Corporate Notes 50% Maximum	349,126,798.64	23.73	332,780,643.31	22.53
LGIP 100% Maximum	15,261,769.98	1.04	16,315,442.24	1.10
Money Market 60% Maximum	10,386,296.24	0.71	10,691,832.94	0.72
Municipal Bonds - US 75% Maximum	19,251,278.06	1.31	19,235,640.34	1.30
Municipal Bonds - Virginia 75% Maximum	66,638,435.10	4.53	66,623,406.81	4.51
Supranational 15% Maximum	68,354,346.77	4.65	43,302,721.06	2.93
US Agency 100% Maximum	436,072,570.82	29.64	436,072,067.07	29.52
US Treasury 100% Maximum	60,613,790.65	4.12	60,641,990.99	4.11
Total / Average	1,470,999,971.81	100.00	1,477,021,259.06	100.00

Portfolio Holdings as of 8/31/2022



Portfolio Holdings as of 9/30/2022



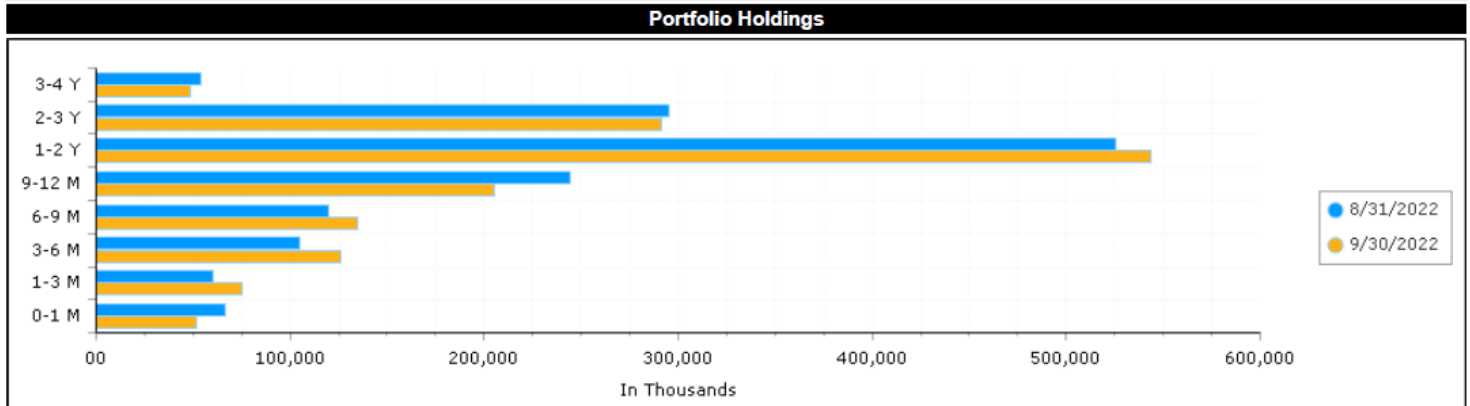
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value
Report Group: Regional Revenue**

Begin Date: 8/31/2022, End Date: 9/30/2022

Maturity Range Allocation				
Maturity Range	Book Value 8/31/2022	% of Portfolio 8/31/2022	Book Value 9/30/2022	% of Portfolio 9/30/2022
0-1 Month	66,806,267.36	4.54	52,007,711.10	3.52
1-3 Months	60,441,189.96	4.11	75,439,871.48	5.11
3-6 Months	105,002,641.78	7.14	126,417,355.55	8.56
6-9 Months	119,941,093.39	8.15	134,533,413.96	9.11
9-12 Months	244,461,258.27	16.62	205,497,092.34	13.91
1-2 Years	525,219,746.01	35.70	543,248,338.10	36.78
2-3 Years	295,211,965.75	20.07	290,993,396.88	19.70
3-4 Years	53,915,809.29	3.67	48,884,079.65	3.31
Total / Average	1,470,999,971.81	100.00	1,477,021,259.06	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of 1.66 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Sep-22 Month End
Fed Funds Rate	3.08%
Treasury 90 Day T Bill	3.33%
Local Government Investment Pool	2.61%
Virginia Non-Arbitrage Program	2.67%
NVTA Performance	1.66%

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of September 2022 was 1.66%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4. Portfolio Analysis & Statistics Overview:

a. Safety The portfolio is invested primarily in:

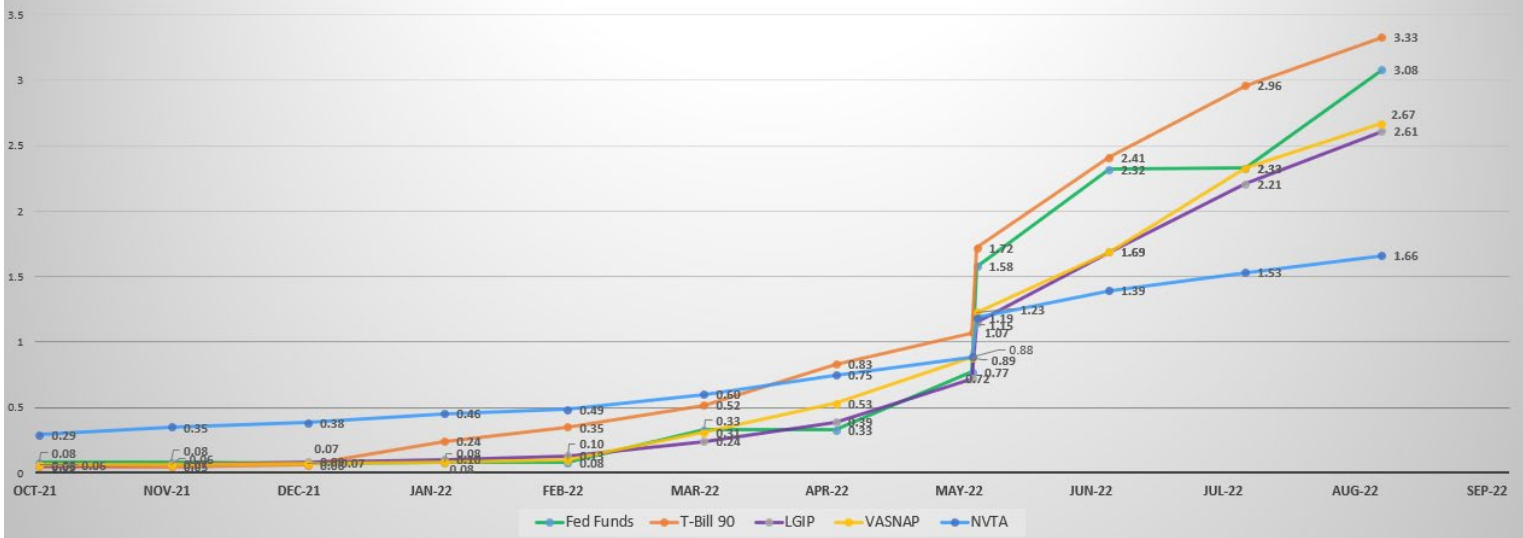
- I. Local Government Investment Pools (1.10% from 1.04%)
- II. Collateralized bank money market accounts (1.40% from 1.39%)
- III. Commercial Paper (1.33% from 1.34%)
- IV. Negotiable CD's (31.26% from 28.26%)
- V. AAA/AA rated investment grade corporate bonds (22.53% from 23.73%)
- VI. Supranational Securities (2.93% from 4.65%)
- VII. Treasuries and Agencies (33.63% from 33.76%)
- VIII. VA & US Municipals (5.81% from 5.84%)

b. Liquidity: The NVTA Portfolio duration is 1.35 in September 2022 (1.0 = 1 year). In expectation of eventual interest rate increases, NVTA staff initiated a process in early summer to ladder maturities such that approximately \$40-\$60 million of securities mature each month. This is resulting in monthly opportunities to re-invest at increasing rates of return.

c. Yield: Unprecedented rapidly rising market rates are continuing to offer safe opportunities to place positive monthly cash flows and reinvest maturities. The current question being faced is when will the market rates reach peak and for how long.

- i. Staff is focusing on buying high yielding negotiable Yankee Certificate of Deposits (CDs) that comply with NVTA's Investment Policies within 1 year maturity range. In the rising rate market environment, staff was able to buy a Yankee CD with a yield of 5.56% which was by far the highest yield that was available.
- ii. Staff anticipates that portfolio yield will track or exceed the benchmarks with the occurrence of instrument maturities and new cash being placed for investment. Repositioning opportunities will be examined on an ongoing basis.

NVTA Investment Benchmarks Comparison



5. **Custodian Certification:** Truist Bank is the custodian of all of NVTA’s investment purchases and is where all of NVTA’s non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.

6. **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority’s Annual Financial Statements and annual audit. The attached report documents:
 - a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.

 - b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.

 - c. **Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

Attachment: Compliance - GASB 40 Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 1, 2022

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 October 31, 2022.
3. **Comments:**
 - a. **FY2023 Revenues (Attachment A)**
 - i. The Authority has received approximately \$80.5 million through the October 31, 2022, transfers from the Commonwealth.
 - ii. The Authority has received \$10 million of the annual Northern Virginia District Transfer; \$10.6 million in Regional Congestion Relief Fees; and \$59.9 million in Sales Tax Receipts.
 - iii. October represents the second month of sales tax receipts for FY2023. Attachment A shows a 15% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - iv. The annualized, first quarter of FY2023 Regional Congestion Relief Fees (Grantor's Tax) reflects a 2.1% negative variance when compared to the FY2023 budgeted amount. The rapid succession of mortgage rate increases, resulting in the highest rates since 2001 is depressing mortgage application activity, which is at the slowest pace since 1997.
 - b. **FY2023 Distribution to localities (Attachment B)**
 - i. Seven member jurisdictions completed the required *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2023 Local Distribution Funds (30%).
 - ii. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received in acceptable form by March 1st of the current fiscal year, the jurisdiction's share of the Local Distribution Fund will be irrevocably transferred to the Regional Revenue Fund.
 - iii. Suspensions of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.
 - iv. As of October 2022, \$22 million of the \$24 million received has been distributed in Local 30% Distribution funds for FY2023 to member jurisdictions.

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

- i. This chart reflects a month-to-month comparison of sales tax and grantors tax revenue and a year-to-year comparison of fiscal year to date sales tax revenues received as of October 2022.

Attachments:

- A.** FY2023 Revenues Received by Tax Type Compared to NVTA Estimates, Through October 2022
- B.** FY2023 30% Distribution by Jurisdiction, as of October 2022
- C.** Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for October FY2015 to FY2023

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through October 2022
 FYE June 30, 2023

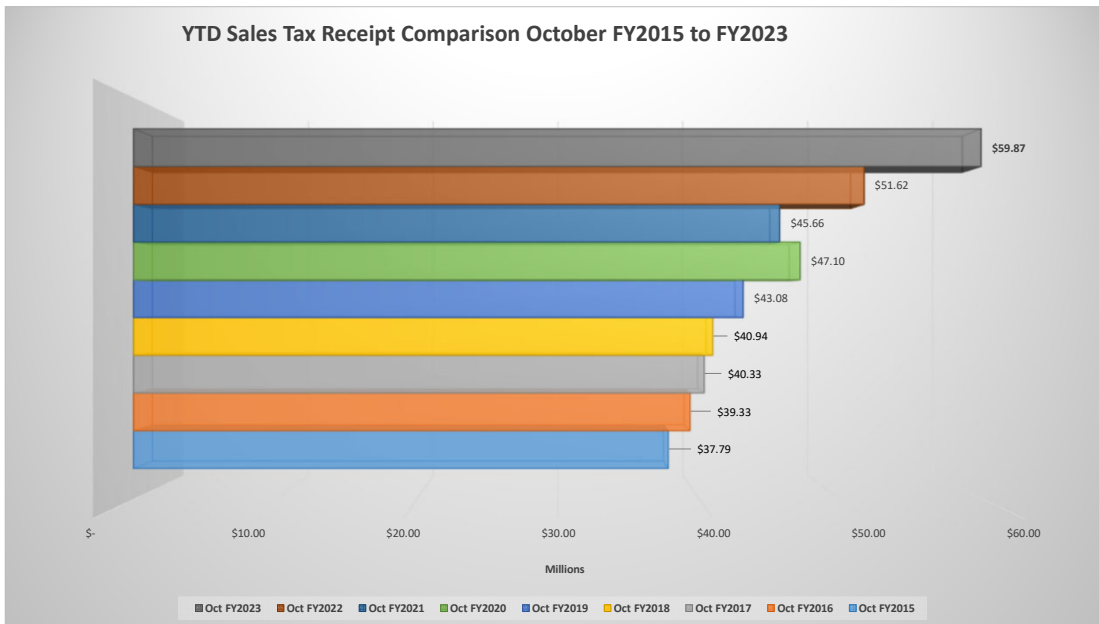
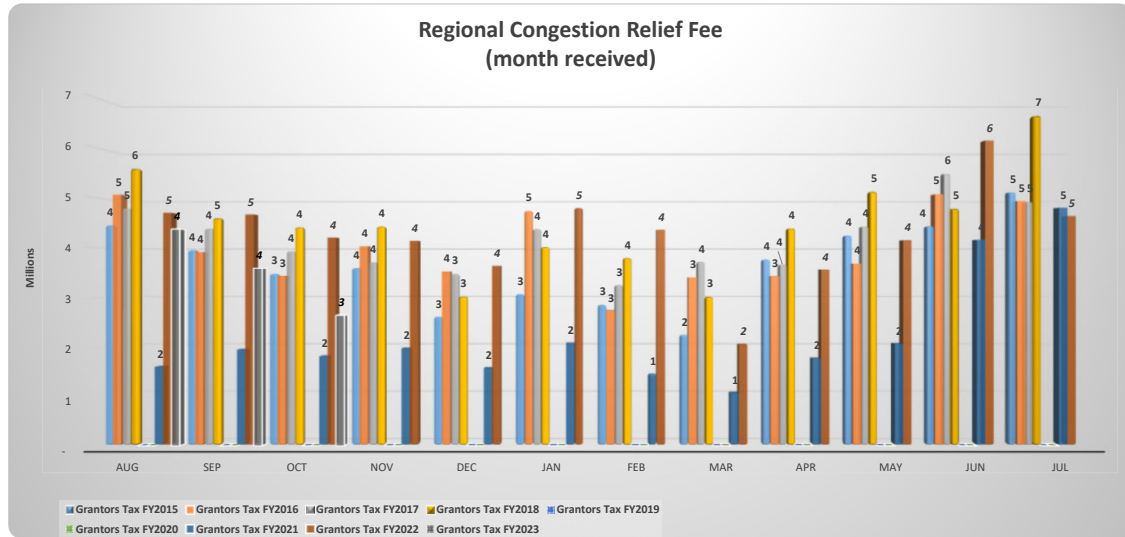
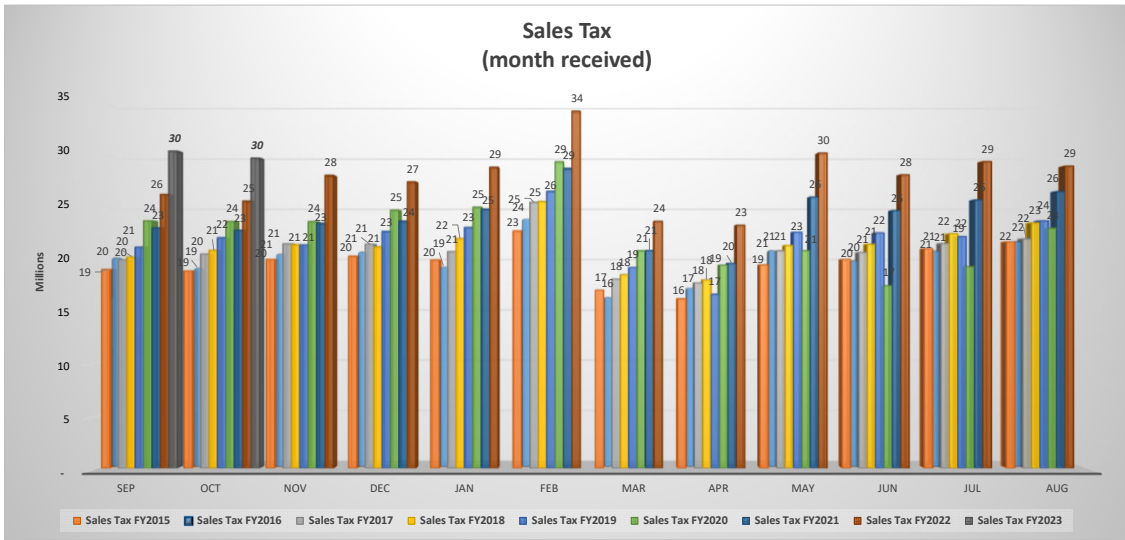
		Annualized			
Regional Sales Tax		Received	Revenue based	FY2023	Annualized
Transaction Months	2	To Date	on YTD Receipts	Budget	Actual To Budget
Total Sales Tax Revenue		\$ 59,866,850	\$ 359,201,102	\$ 313,399,565	\$ 45,801,537 14.6%
		Annualized			
Interstate Operation Enhance Program		Received	Revenue based	FY2023	Annualized
Transaction Months	1	To Date	on YTD Receipts	Budget	Actual To Budget
Interstate Operation Enhance Program		\$ -	\$ -	\$ 20,261,936	\$ (20,261,936) -100.0%
		Annualized			
Regional Congestion Relief Fee		Received	Revenue based	FY2023	Annualized
Transaction Months	3	To Date	on YTD Receipts	Budget	Actual To Budget
Total Regional Congestion Relief Fee		\$ 10,612,413	\$ 42,449,650	\$ 43,371,567	(921,917) -2.1%
		Annualized			
NVTD Transfer from COVA		Received	Revenue based	FY2023	Annualized
Transaction Months	2	To Date	on YTD Receipts	Budget	Actual To Budget
Total NVTD Transfer from COVA		\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ - 0.0%
Total Revenue Received		\$ 80,479,263	\$ 421,650,752	\$ 397,033,068	\$ 24,617,684 6.20%

Attachment B

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2023 30% DISTRIBUTION BY JURISDICTION**

Based on: Revenue Data Through October 2022

Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 8/31/2022	9/30/2022	Current Month Distribution	Total Funds Transferred
								Accrued Interest (1)	Prior Distributions		
								(+)			
City of Alexandria	\$ -	\$ 3,951,650.84	\$ 660,788.30	\$ 660,208	\$ -	\$ 5,272,647.32	\$ 1,581,794.20	\$ 1,088.55		\$ 1,582,882.75	
Arlington County	\$ -	\$ 5,274,957.38	\$ 1,158,311.10	\$ 880,746	\$ -	\$ 7,314,014.05	\$ 2,194,204.22	\$ 1,399.56		\$ 2,195,603.78	\$ 2,195,603.78
City of Fairfax	\$ -	\$ 1,234,875.70	\$ 142,012.90	\$ 245,409	\$ -	\$ 1,622,297.97	\$ 486,689.39	\$ 311.01		\$ 487,000.40	
Fairfax County	\$ -	\$ 24,986,457.51	\$ 4,688,338.30	\$ 4,200,272	\$ -	\$ 33,875,068.28	\$ 10,162,520.48	\$ 6,531.28	\$ 5,449,414.01	\$ 4,719,637.75	\$ 10,169,051.76
City of Falls Church	\$ -	\$ 499,465.89	\$ 46,230.30	\$ 92,878	\$ -	\$ 638,573.74	\$ 191,572.12	\$ 155.51	\$ 118,015.36	\$ 73,712.27	\$ 191,727.63
Loudoun County	\$ -	\$ 12,621,488.43	\$ 2,022,868.40	\$ 2,053,761	\$ -	\$ 16,698,117.65	\$ 5,009,435.30	\$ 3,265.64	\$ 2,625,378.12	\$ 2,387,322.82	\$ 5,012,700.94
City of Manassas	\$ -	\$ 1,317,075.98	\$ 89,985.10	\$ 230,532	\$ -	\$ 1,637,593.47	\$ 491,278.04	\$ 311.01	\$ 261,666.37	\$ 229,922.68	\$ 491,589.05
City of Manassas Park	\$ -	\$ 393,277.57	\$ 31,300.20	\$ 64,872	\$ -	\$ 489,449.48	\$ 146,834.84	\$ 155.51	\$ 75,598.90	\$ 71,391.45	\$ 146,990.35
Prince William County	\$ -	\$ 9,587,601.02	\$ 1,772,577.90	\$ 1,571,322	\$ -	\$ 12,931,500.86	\$ 3,879,450.26	\$ 2,488.11	\$ 2,065,093.81	\$ 1,816,844.56	\$ 3,881,938.37
Total Revenue	\$ -	\$ 59,866,850.32	\$ 10,612,412.50	\$ 10,000,000.00	\$ -	\$ 80,479,262.82	\$ 24,143,778.85	\$ 15,706.18	\$ 10,595,166.57	\$ 13,564,318.46	\$ 22,089,601.88
Interest 9/30/2022						\$ 80,479,262.82	\$ 24,143,778.85			\$ 11,172,029.20	\$ 24,159,485.03



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 1, 2022

SUBJECT: Monthly Operating Budget Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2023.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2023 through transfers from the Regional Revenue Fund.
- 3. Comments:** Through October 31, 2022, the FY2023 Operating Budget has produced the following:
 - a.** The Operating Budget was fully funded through quarterly transfers of \$886,850 from the Regional Revenue Fund.
 - b.** As of October 31, 2022, the attached Income Statement reflects the Authority utilized 26% of its FY2023 expenditure budget, through 33% of the fiscal year.
 - c.** As of October 31, 2022, all expense accounts remained within budget.
 - d.** The attached statement shows the total Operating Budget income and expenditure activity for FY2023 as of October 31, 2022.

Attachment: FY2023 Monthly Operating Budget as of October 31, 2022

11/01/22
09:46:44NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 10 / 22Page: 1 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	148,299.38	584,433.49	2,102,061.00	1,517,627.51	28
130	Health & Dental Benefits	18,271.90	89,218.25	375,414.00	286,195.75	24
131	Payroll Taxes	8,597.21	37,127.29	169,702.00	132,574.71	22
132	Retirement VRS	22,693.39	51,171.16	177,451.00	126,279.84	29
133	Life Insurance	4,210.22	8,124.00	28,168.00	20,044.00	29
134	Flex Spending/Dependent Care	93.16	186.32	1,165.00	978.68	16
135	Workers Comp		1,471.00	2,312.00	841.00	64
137	Disability Insurance	499.14	8,628.91	30,619.00	21,990.09	28
	Total Account	202,664.40	780,360.42	2,886,892.00	2,106,531.58	27
420000	Professional Services					
210	Audit & Accounting Services	18,000.00	18,000.00	68,500.00	50,500.00	26
220	Bank Service			750.00	750.00	
230	Insurance		11,249.00	9,240.00	-2,009.00	122
240	Payroll Services	341.71	1,545.31	3,283.00	1,737.69	47
260	Public Outreach & Regional Event Support		6,145.10	63,425.00	57,279.90	10
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services	8,750.00	8,750.00	36,955.00	28,205.00	24
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	10,606.25	18,412.39	80,420.00	62,007.61	23
265	Investment Custody Svc	5,020.00	5,020.00	25,000.00	19,980.00	20
	Total Account	42,717.96	69,121.80	300,273.00	231,151.20	23
430000	Technology/Communication					
310	Acctg & Financial Report Systems		35,348.55	88,245.00	52,896.45	40
320	HW SW & Peripheral Purchase		278.77	10,620.00	10,341.23	3
330	IT Support Svc Incl Hosting	479.84	9,759.18	46,220.00	36,460.82	21
335	GIS/Project Mgt/Modeling	4,500.00	-17,200.00	32,800.00	50,000.00	-52
340	Phone Service & Web Ex Chgs		4,000.24	16,872.00	12,871.76	24
350	Web Develop & Hosting		3,850.89	135,805.00	131,954.11	3
940	Computer HW SW & Peripheral	11,720.74	11,720.74		-11,720.74	
	Total Account	16,700.58	47,758.37	330,562.00	282,803.63	14
440000	Administrative Expenses					
410	Advertisement		1,037.65	4,000.00	2,962.35	26
411	Dues & Subscriptions		4,162.85	15,992.00	11,829.15	26
412	Duplication & Printing	284.63	1,717.92	13,610.00	11,892.08	13
413	Furniture & Fixture		8,083.46	7,800.00	-283.46	104
414	Hosted Meeting Expenses		775.48	5,000.00	4,224.52	16
415	Mileage/Transportation		499.99	11,000.00	10,500.01	5
417	Office Lease		72,667.42	236,696.00	164,028.58	31
418	Office Supplies		5,700.29	7,475.00	1,774.71	76
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	161.57	2,748.09	23,000.00	20,251.91	12
940	Computer HW SW & Peripheral		5,657.02		-5,657.02	
	Total Account	446.20	103,050.17	325,273.00	222,222.83	32

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Total Expenses	262,529.14	1,000,290.76	3,843,000.00	2,842,709.24	26
	Net Income from Operations	-262,529.14	-1,000,290.76			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			768,600.00	768,600.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			818,600.00	818,600.00	
	Total Other Expenses	0.00	0.00	818,600.00	818,600.00	
	Net Income	-262,529.14	-1,000,290.76			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Justin Wilson, Planning and Programming Committee Chair

DATE: December 1, 2022

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on November 21, 2022. The meeting was held at the NVTA office. Three Committee members attended in-person and one member attended virtually via Zoom. The meeting was livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of October 3, 2022, Meeting:**

The meeting summary for the October 3, 2022, meeting was approved unanimously.
 - B. **Approve the Recommendation to Adopt TransAction Update**

Mr. Jasper presented the feedback received on the Draft Plan and Project List from the Planning Coordination Advisory Committee (PCAC), Technical Advisory Committee (TAC), and the Committee in September and October. He walked the members through the enhancements and edits made in both the Draft Plan and Project List to incorporate the comments. Further, it was noted that the PCAC and TAC unanimously endorsed the Plan and Project List and recommended Authority adoption. The Committee members discussed the regional Bus Rapid Transit (BRT) system outlined in the Draft Plan and how to operationalize it. The proposed regional BRT Preliminary Deployment Plan (PDP) would be a major step to create the basis of a regional system and enable several jurisdictions and agencies to take the next step in its implementation. It was also discussed how reduction in greenhouse gas emission can be achieved with the available tools and projects in the Draft Plan and Project List, with Council Member Snyder noting that it could be emphasized more. Council Member Snyder emphasized the need to explore this option in the Draft Plan before presenting to the Authority for adoption.

Chair Wilson called for a motion to approve the recommendation to the Authority to adopt the TransAction Plan and associated Project List. Motion was made by Mayor Rishell and seconded by Chair Wheeler. The motion passed unanimously.

4. Discussion Items:

A. NVTA Update

Ms. Backmon informed the Committee that the next Authority meeting will be on December 8. She added that staff are working on the legislative program for 2023, and that there is still a balance of \$38.5 million remaining to be restored to the Authority from 2018 when \$102 million annually was diverted to WMATA State of Good Repair needs. The \$38.5 million is top of mind at the Authority. Other priorities of NVTA for the 2023 legislative program include protecting the dedicated revenue stream and powers to NVTA, protecting Virginia's dedicated transportation funding, and supporting the use of effective transportation technology.

5. Next Steps: The PPC will continue to be engaged in the TransAction Plan update and Six Year Program, as needed. There is no further meeting scheduled at this time.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Colbert, Planning Coordination Advisory Committee Chair

DATE: December 1, 2022

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on November 16, 2022, at 5:00 PM. The meeting was held virtually on Zoom platform, with eight members and one member-alternate present. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of October 26th, 2022, Meeting:**

The October 26, 2022, meeting summary was approved, with abstentions from members who did not attend the October 26, 2022, meeting.
 - B. **Approve the Recommendation to Adopt the TransAction Update:**

Mr. Jasper presented the feedback received on the Draft Plan and Project List from the Authority, Technical Advisory Committee (TAC), Planning and Programming Committee (PPC) and this Committee in September and October. During the discussion on the Draft Plan, a committee member questioned whether NVTA's funding legislation needs to be updated, NVTA Chief Executive Officer (CEO) Ms. Backmon stated that currently there is no such direction from Authority members. In addition, although Congestion Reduction Relative to Cost is the primary evaluation metric, TransAction evaluates projects in a holistic manner with three Core Values of equity, sustainability, and safety, and a set of ten performance measures.

Motion to recommend adoption was made by Council Member Friedrichs and seconded by Council Member Milan. The motion passed unanimously.
4. **Discussion Items:**
 - A. **NVTA Update:**

NVTA CEO Ms. Backmon updated members of the anticipated adoption of NVTA's 2023 draft legislative program at the December Authority meeting. Primary focus of this year's program is to protect transportation revenues for the Northern Virginia region.
5. **Next steps.** PCAC members will continue to be engaged in the update of NVTA's long-range transportation plan, TransAction, as needed.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Randy Boice, Technical Advisory Committee Chair

DATE: December 1, 2022

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on November 16, 2022, at 7PM. The meeting was held virtually over Zoom. Seven committee members attended, and the meeting was also livestreamed on YouTube.

3. **Action Items:**

A. Summary Notes of October 19, 2022, Meeting:

The meeting summary for the October 19, 2022, meeting was approved unanimously.

B. Approve the Recommendation to Adopt the TransAction Update

Mr. Jasper shared the feedback received from the Planning Coordination Advisory Committee, Technical Advisory Committee, Planning and Programming Committee, and Authority over the course of September and October meetings, in which this feedback was taken into consideration by NVTA Staff, and the Draft Plan and Project List was revised accordingly. Mr. Jasper added that the number of projects in the Project List has been reduced to 424 from 429 and the necessary re-analysis has been conducted. More specifically, three projects were removed as duplicates and two projects were transferred from the Project List (Build network) to the baseline (No-Build network). Additional modifications to the Draft Plan include clarification around the 54% emissions reduction as it relates to electric vehicle infrastructure, more information on the regional BRT system, incorporation of Section 7 (Uncertainty/Scenario Analysis) into Section 6 (Impacts), the removal of the chart showing scenario analysis relating to the Build network, the addition of a new summary of the scenario results in tabular format, and the renumbering of sections and revision of key takeaways.

Ms. Cavucci and Chairman Boice expressed their appreciation for the draft Plan's connection to and transparency concerning the three goals and Core Values. Mr. Harrington, consultant, explained the project numbering strategy and Mr. Jasper provided the relationship between Project IDs in TransAction and the Six Year Program.

Chairman Boice called for a motion to approve the recommendation to the Authority to adopt the TransAction Plan and associated Project List. Motion was made by Ms. Cavucci and seconded by Mr. Ciccarelli. The motion passed unanimously.

4. Discussion Item:

A. NVTA Update

Ms. Backmon added that staff are working on the legislative program for 2023, and that there is still a balance of \$38.5 million remaining to be restored to the Authority from 2018 when \$102 million annually was diverted to the WMATA State of Good Repair needs. The \$38.5 million is top of mind at the Authority. Other priorities of NVTA for the 2023 legislative program include protecting the dedicated revenue stream and powers to NVTA, protecting Virginia's dedicated transportation funding, and supporting the use of effective transportation technology.

Next Steps: The TAC will continue to be engaged in the update of TransAction and Six Year Program. The next scheduled meeting of the Committee is on December 21, 2022, at 7:00 PM at the NVTA offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Vice Chair David Snyder, Transportation Technology Committee Chair

DATE: December 1, 2022

SUBJECT: Transportation Technology Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Transportation Technology Committee (TTC).
2. **Background:** The Transportation Technology Committee met on November 30, 2022, at 8:30am. The meeting was held virtually and live streamed to YouTube.
3. **Action Item: Summary Notes of July 6, 2022, Meeting**
The meeting summary for the July 6, 2022, meeting was unanimously approved.
4. **Discussion Items:**
 - a. **Transportation Technology Committee (TTC) Membership Update**

The TTC was established by NVTA's Chief Executive Officer in 2019. Since that time the Committee has championed development of the inaugural Transportation Technology Strategic Plan (TTSP). As the Plan evolves, the work of the TTC will shift from fostering its development to guiding implementation and updates. This change also creates an opportunity for a refresh of TTC membership, which has resulted in four individuals joining the Committee:

 - Brad Stertz - Director of Government Affairs for Audi and Co-Founder and Chairman of PAVE
 - Chris Bast - Director of EV Infrastructure Investments, Electrification Coalition
 - Mike Fontaine - Associate Director, Virginia Transportation Research Council
 - Walter Alcorn - Supervisor, Hunter Mill District, Fairfax County

b. Transportation Technology Strategic Plan (TTSP) Progress Update

The Committee received an update on implantation of the TTSP. This has included outreach to the Virginia Department of Transportation (VDOT) Signal Operations Group that was undertaken in accordance with TTC guidance for staff to explore ways to facilitate advancement of transportation technology projects in the region. NVTA staff will begin attending quarterly meetings of Signal Manager's Meetings in 2023.

Outreach and education efforts are also underway, in accordance with the TTSP Action Plan. This includes participation in external events such as a Federal Highway Administration (FHWA) Listening Session on Emerging Trends and Technologies, and

development of a series of InNoVation Lunch and Learns. This series was designed to create opportunities for pragmatic information exchange about technologies or innovations that are feasible immediately or in the near future (1-5 years) and supported by the TTSP. The sessions held this fall and winter are targeted at practitioners in the region and not recorded or live streamed. However, staff is seeking feedback from attendees and may consider expanding the reach of similar events in the future if the Lunch and Learn concept is proven to be worthwhile.

Finally, staff informed the Committee that the Authority unanimously approved the updates to the TTSP during their November meeting that were previously endorsed by the TTC. The three endorsed and approved updates are:

- Expansion of scope for existing strategy #4, as well as a revision to its title;
- Expansion of existing strategy #8; and
- Addition of a 9th strategy.

NVTA staff will begin work to integrate these updates into the TTSP, which will also include updating its Action Plan, this winter. An updated version of the Plan will be posted to NVTA's Transportation Technology webpage upon completion. There was a robust discussion on recent research relating to technology and the desire to have a speaker from the utility industry who could address the capability of the grid to reliably serve the desired growth in electric private and transit vehicles.

c. TransAction Update

The TTC was informed that public comment and feedback from stakeholders has been incorporated into TransAction, the long-range transportation plan for Northern Virginia. NVTA's statutory committees have endorsed the final drafts of TransAction and its project list for adoption by the Authority, which is anticipated to take action in December 2022. There are currently 17 projects in the draft Plan that are designated specifically as technology related. Other projects, while not listed as technology focused, include relevant elements such as electric vehicles for transit purposes. It is hoped that the work of the TTC will help foster inclusion of advanced technologies in projects designated as highway, BRT, transit or bike/ped that will seek and receive 6-year program funding.

d. NVTA Updates

NVTA's 2023 Legislative Program is now under development. It includes four priorities, including to support use of effective transportation technology. The Authority is anticipated to adopt this program in December 2022.

- 5. Next Steps:** The next meeting of the Committee will be scheduled in coordination with the members.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 1, 2022

SUBJECT: Chief Executive Officer's Report

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

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

A virtual ribbon cutting for the launch of the Regional Multi-Modal Mobility Program, or RM3P, Data Exchange Platform (DEP) was conducted virtually on November 16th. Over 120 attendees from both the public and private sectors participated in the event which provided an overview of RM3P, followed by a meaningful introduction to the DEP itself. It was described as an expandable data ingestion system; automated data consolidation and storage system; and a powerful API for real-time and near real-time data distribution. (API stands for Application Program Interface, which is a set of protocols that facilitate one or more pieces of software communicating with one another.) The DEP will use the combination of these characteristics to serve as the core of RM3P, supporting all other Program Elements.

The RM3P team described how access to the DEP could be requested and walked attendees through an example use case, step by step. The event closed with Virginia Department of Transportation (VDOT) Chief Deputy Commissioner and RM3P Executive Committee Chair, Cathy McGhee, sharing her excitement for what has been accomplished through the DEP thus far, and her hopes that it could also become the foundation for more initiatives to come.

B. Herndon Metrorail Intermodal Access Improvements Ribbon-Cutting

On November 3, NVTA staff joined the Town of Herndon and Authority Member Senator Boysko for a ribbon-cutting ceremony to mark the opening of new vehicle/bus bay facilities that are part of the Herndon Metrorail Intermodal Access Improvements project. The multimodal project will encourage more ridership on rail as commuters will be able to easily and safely access the Herndon Metrorail Station, which is a part of the newly opened Silver Line Extension. NVTA invested \$1.1 million in regional revenues on this project impacting transit riders, motorists, pedestrians, and bicyclists alike.

C. Capital Region Transportation Forum

On November 9, I attended the Greater Washington Board of Trade and the Greater Washington Partnership's Capital Region Transportation Forum. There were two panel discussions, one focusing on transportation technologies and the future featuring Pierce Coffee, President, North America, Transurban; Tyler Duvall, CEO & Co-Founder, Cavnue; and Tracy Sayegh Gabriel, President & Executive Director, National Landing BID. The other panel discussion featuring James Ports, Maryland Secretary of Transportation; Sheppard Miller, Virginia Secretary of Transportation; Everett Lott, Director, District Department of Transportation; and Randy Clarke, General Manager/CEO, Washington Metropolitan Area Transit Authority (WMATA) which focused on regional collaboration and significant projects occurring in the DMV region.

D. Columbia Pike Multimodal Street Improvements Unveiled

On November 14, NVTA staff joined Arlington County for a fifth milestone celebration this year, unveiling Columbia Pike Multimodal Street Improvements to enhance connection within the region, from Fairfax County to the Pentagon and National Landing. \$12 million in NVTA regional funding was invested on this project.

E. Silver Line Ribbon Cutting

On November 15, NVTA joined federal government representatives, state and local government officials, and transportation leaders, all taking part in the milestone celebrations of the grand opening of the Silver Line Extension. NVTA staff attended the main event at Dulles International Airport's new Metro station, where Authority members Chair Phyllis J. Randall, Chairman Jeffrey C. McKay, and Jennifer DeBruhl provided remarks. NVTA staff also celebrated the new Ashburn and Innovation Center Metrorail Stations, the latter in which I provided remarks. NVTA invested \$69 million on Innovation Center Station, and in total, more than \$454M to fund 18 multimodal transportation projects in the Silver/Orange Line corridor.

F. I-66 Express Lanes Ribbon Cutting

On November 29, I attended the Ribbon Cutting Ceremony to celebrate the opening of the 66 Express Lanes. Many were in attendance including Governor Glen Youngkin, Secretary Sheppard Miller, Commissioner Stephen Brich, and Authority members Chairman Jeff McKay and Chair Ann Wheeler. The 66 Express Lanes project includes 22.5 miles of new express lanes from Route 29 in Gainesville to I-495 (the Capital Beltway) set to transform travel by providing faster and more reliable trips, and new multimodal travel options. On September 10, 2022, an initial nine-mile 66 Express Lanes segment opened to traffic ahead of schedule.

G. Diversity, Equity and Inclusion Communications Recognition.

The TransAction Update public engagement campaign that began in 2021 was named a finalist, and received an "Honorable Mention," in the "Diversity, Equity and Inclusion Communications" category, as part of PR Daily's Nonprofit Communications Awards. NVTA was recognized for the array of public participation opportunities during the

TransAction Update, including an interactive digital survey offered in English, Spanish and Korean for the first time; multi-language pop-up events held across Northern Virginia, including in historically underserved communities; diverse focus group meetings; live online chats with NVTA staff; a public comment period and public hearing; multi-language social media posts and engagement; and a TransAction Plan draft offered in three languages.

2. Monthly Factoid Talking Point:

- A.** In March 2021, NVTA staff established a Bus Rapid Transit (BRT) Planning Working Group to bring together planners across the Washington DC region who were involved in current or potential BRT initiatives. Participating jurisdictions and agencies included: NVTA member jurisdictions, transit agencies, VDOT, Department of Rail and Public Transportation (DRPT), Northern Virginia Transportation Commission (NVTC), Omniride, the National Capital Region Transportation Planning Board (TPB), WMATA, Montgomery County, Prince George’s County, and District Department of Transportation (DDOT). The scope of the BRT Planning Working Group was to inform members of current BRT and related initiatives, and to support the development of BRT components to be included in the draft TransAction and Project List.

3. Upcoming Events & Report Updates:

A. NVTA Standing Committee Meetings

- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, January 12, 2023, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, January 12, 2023, at 6:00pm.

B. NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, December 21st, 2022, at 7:00pm.

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

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

Attachment: Regional Funding Program Projects Status Report

NVTA Funding Program Project Status

Summary Report

As of November 30, 2022.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$3,120,908,894	1. Prince William County: .Virtual project information meeting for Route 28 Bypass project, on December 13, at 12 pm.
Total Amount Appropriated	\$1,873,560,727	NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/
Total Amount Reimbursed	\$674,861,224	For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Number of Individual Projects	122	
SPAs	162	
Currently Active	63	
Completed	55	
Not Yet Executed	44	
Substantive Status Updates (during October - November 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	Arlington County Board approved the VDOT license agreement and Sheraton easement acquisitions at the September Board meeting. Notice to proceed anticipated in March 2023.	10.0%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	Design team working on resolving 30% design comments received. Final 30% Design package scheduled to be resubmitted in December and work on the current phase to be completed by December 31, 2022.	63.5%
ART Operations and Maintenance Facilities (FY2018-23)	Construction underway. Design team responding to RFIs. Site lighting and utilities disconnected and capped. Pile installation along the channel wall has started.	7.5%
Loudoun County		
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY0218-23)	Phase 1 - North-bound bridge construction ongoing. Phase 2 - the environmental reevaluation was approved by VDOT on September 14, 2022; project schedule are being updated.	6.5%
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	Loudoun Water approved the relocation and betterment plan on September 14, 2022. The design team is working with Loudoun Water to develop an agreement for the proposed betterment.	6.4%
Prince William County		
North Woodbridge Mobility Improvements (FY2020-25)	Stormwater Management expansion plan have been approved. VDOT comments on 70% Design Plan are being addressed.	0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Construction plans for the bicycle-pedestrian portion of the project have been completed and approved. Construction of retaining walls and earthwork activities for new ramps and access road have begun.	26.2%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	A ribbon-cutting ceremony was held on November 3, at 11 am.	100.0%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	Town Council endorsed the Double Roundabout w/ At-grade Pedestrian Crossings on November 15, 2022, as their preferred alternative. Refinement of alternative and IAR draft underway.	43.1%
No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Glebe Road Corridor ITS Improvements (FY2015-16)	September 2022.	31.2%
VRE		
Manassas Park Station Parking expansion (FY2015-16/FY2017)	October 2022.	FY2015-16: 100.0% FY2017: 41.5%

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