



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, April 11, 2024, 7:00pm EST
2600 Park Tower Drive, First Floor Conference Room
Vienna, VA 22080

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

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Henderson, Board Secretary

Action Items

3. **Approval of March 14, 2024, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of March 14, 2024, Meeting Summary Minutes
4. **Adoption of the FY2025 Local Distribution Fund Budget**
Mayor Rishell, Finance Committee Chair
Recommended Action: Adoption of the 2025 Local Distribution Fund Budget
5. **Adoption of the FY2025 Regional Revenue Fund Budget**
Mayor Rishell, Finance Committee Chair
Recommended Action: Adoption of the 2025 Regional Revenue Fund Budget
6. **Adoption of FY2025 Operating Budget** Mayor Rishell, Finance Committee Chair
Recommended Action: Adoption of the 2025 Operating Budget
7. **Approval of the Programming Recommendations of the Additional FY2025-2030 CMAQ/RSTP Funds**
Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming
Recommended Action: Approval of Additional Programming Recommendations
- 8A. **Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds for Prince William County**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Transfer Recommendation
- 8B. **Blue Sheet Item - Approval of Letter of Endorsement for Fairfax County's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Endorsement Request

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](#).

Discussion/Information Items

- 9. **Governance and Personnel Committee Report – Update on 2024 General Assembly Session (*Verbal*)** Chair Randall, Chair
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
- 10. **Planning Coordination Advisory Committee (PCAC) Report** Mayor Colbert, PCAC Chair
- 11. **Technical Advisory Committee (TAC) Report** Mr. Boice, TAC Chair
- 12. **Chief Executive Officer’s Report** Ms. Backmon, Chief Executive Officer
- 13. **Chair’s Comments** Chair Randall

Closed Session

(If needed)

- 14. **Adjournment** Chair Randall

Correspondence

(Presented as needed)

Next Meeting: May 9, 2024, following the Public Hearing at 7:00pm
2600 Park Tower Drive, 1st Floor Conference Room



SUMMARY MINUTES

Thursday, March 14, 2024

7PM, EST.

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

Vice Chair Snyder called the meeting to order at 7:05PM.

2. Roll Call

Ms. Henderson, Board Secretary

- ✓ **Membership: Attendees** Vice Chair David Snyder, Supervisor James Walkinshaw, Chair Deshundra Jefferson, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Catherine Read, Senator Jennifer Boysko, Supervisor Patrick Herrity, Mayor Sheila Olem, Mr. Anthony Bedell, Ms. Mary Hynes (Remote - Medical), Mr. Jim Kolb, and Mr. Todd Horsley. **Non-Attendees** Chair Phyllis Randall, Board Member Matt deFerranti, Mayor Jeanette Rishell, and Mr. Bill Cutler.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi, Principal, Transportation Planning and Programming Keith Jasper, Communications and Public Affairs Manager Abigail Hillerich, Strategic Communications Specialist Sharara Faisal, Deputy Chief Financial Officer Peggy Teal, Senior Manager, Transportation Planning Sree Nampoothiri, Planning Analytics Manager Harun Rashid, Regional Transportation Planners Ian Newman and Hannah Pajewski, Executive Assistant to the CEO Amanda Sink and Board Secretary Lee Ann Henderson.
- ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County and Ms. Christina Zechman Brown-City of Alexandria.
- ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuire Woods Consulting LLC.

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

PRESENTATIONS

3. Travel Trends Update

Mr. Rashid, Planning Analytics Manager

- ✓ Mr. Rashid gave an update on the national trends in highway travel demand and transit ridership.
- ✓ Mr. Rashid noted that for the first time since 2019, the Vehicle Miles of Travel (VMT) were higher than before the pandemic and transit ridership has recovered to more than 77 percent of pre-pandemic levels.

DISCUSSION/INFORMATION ITEMS

9. Governance and Personnel Committee Report – Update on 2024 General Assembly

Session

Chair Randall, Chair

- ✓ Tracy Baynard stated that Senate Bill 158 giving clarity for the Technical Advisory Committee appointments passed.
- ✓ Ms. Baynard stated that the conference budget included that the State will match local contributions for FY2025 and FY2026 for WMATA out of the General Fund. There is also a two-year temporary lift of the 3% cap on subsidy increase. Language was included for WMATA to conduct a comparison of overhead costs comparing them with other transit providers. The budget also included toll relief for Hampton Roads and some funds for I-81 projects. There is also a two-year study to be conducted on transit in Northern Virginia, focusing heavily on WMATA in the first year. NVTA will serve on the Technical Advisory group for this study.
- ✓ She noted that House Bill 1071 passed allowing localities to reduce speeds below 25, but not less than 15 mph in certain areas.
- ✓ Senator Boysko noted that the message around pedestrian and bicycle safety is of great concern in the General Assembly and will continue to be discussed moving forward as legislators explore ways to increase safety measures. Senator Boysko recapped some activities of the General Assembly and noted that NVTA member phone calls to lawmakers were of great assistance in getting some laws passed.
- ✓ Vice Chair Snyder thanked Senator Boysko for her efforts in Richmond.

ACTION ITEMS

4. Approval of February 8, 2024, Meeting Summary Minutes

Chair Randall

- ✓ Supervisor Walkinshaw made a motion to approve the minutes, seconded by Chair Jefferson. The motion passed unanimously, with Senator Boysko and Mr. Kolb abstaining.

5. Approval of May 9, 2024, as the Public Hearing Date for the FY2024-2029 Six Year Program (SYP)

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that the public hearing would be held immediately prior to the regularly scheduled Authority meeting on May 9, 2024.
- ✓ The 24 regional candidate transportation projects have been evaluated and are now ready for formal public comment.
- ✓ Ms. Backmon stated that for the first time, projects have been evaluated for alignment with NVTA's Core Values of Equity, Safety, and Sustainability.
- ✓ Chair Jefferson made a motion, seconded by Mayor Davis-Younger to approve May 9, 2024, as the Public Hearing date for the FY2024-2029 Six Year Program (SYP). The motion was approved unanimously.

6. Approval of the FY2030 CMAQ/RSTP Funding Recommendations to the Commonwealth Transportation Board

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

- ✓ Ms. Backmon stated that the estimated amount available for distribution in FY2030 is estimated to be \$90 million to be matched by the Virginia Department of Transportation.
- ✓ She stated that it is anticipated that the Commonwealth Transportation Board (CTB) will take action at their June meeting on these recommendations.
- ✓ Senator Boysko made a motion, seconded by Mayor Read, to approve the FY2030 CMAQ/RSTP Funding Recommendations to the Commonwealth Transportation Board. The motion was approved unanimously.

7. Approval of Prince William County's Van Buren Road North Extension: Route 234 to Cardinal Drive Standard Project Agreement (SPA) 2022-319-1

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that this project was included in the most recent Six Year Program (SYP) FY2022-FY2027 and Prince William County is ready to move forward with this project.
- ✓ Chair Jefferson made a motion to approve the Standard Project Agreement for Prince William County's Van Buren Road North Extension: Route 234 to Cardinal Drive. The motion was seconded by Mayor Davis-Younger and approved unanimously.

8. Approval of Letter of Endorsement for Town of Herndon's Safe Streets and Roads for All (SS4A) Program Grant Application

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated the Town of Herndon is seeking to develop a Safety Action Plan.
- ✓ Senator Boysko made a motion to approve the Letter of Endorsement for the Town of Herndon's Safe Streets and Roads for All (SS4A) Program Grant Application. The motion was seconded by Chair Jefferson and approved unanimously.

Discussion/Information Items

10. Finance Committee Update

Mayor Rishell, Committee Chair

- ✓ Mr. Longhi stated that the proposed FY2025 operating budget, the 30% budget, and the 70% budget will be presented to the full Authority at the April meeting.
- ✓ He stated revenues are trending positively, interest rates are currently in the Authority's favor and there are no issues with the operating budget.

11. Planning Coordination Advisory Committee (PCAC) Report Mayor Colbert, Committee, Chair

- ✓ Ms. Backmon stated the PCAC met for the first time since 2022 and the report is provided in the packet.

12. Technical Advisory Committee

Mr. Boice, Committee Chair

- ✓ Ms. Backmon stated the TAC met for the first time since 2022 and the report is provided in the packet.

13. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that NVTVA is moving to 2600 Park Tower Drive, Vienna, Virginia, directly across from the Dunn Loring Metro Station. She stated that staff will be in temporary offices in the building while work is being done on the permanent space on the sixth floor.
- ✓ She stated that the Authority plans to submit a SMART SCALE application on behalf of the City of Alexandria/Arlington County for the I-395/Shirlington Rotary interchange impairment project.
- ✓ She noted that NVTVA has held four virtual focus groups with NoVA residents related to the willingness to use a regional bus rapid transit (BRT) system. Keith Jasper, Principal, Transportation Planning and Programming, stated the focus groups were structured so that they could get perspectives from both transit users and non-transit users.

14. Adjournment

- ✓ There being no further business before the Authority, Vice Chair Snyder adjourned the meeting at 7:57PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Mayor Rishell, Chair, NVTA Finance Committee

DATE: April 4, 2024

SUBJECT: Adoption of the FY2025 Local Distribution Fund Budget

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2025 Local Distribution Fund Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2025 Local Distribution Fund Budget, as presented.*
3. **Background:** The Local Distribution Fund Budget is where the accounting for monthly Local Distribution Fund, or 30%, disbursements occur. Specific budget lines from the attached report are:
 - A. **Carryforward:** This budget anticipates no carryforward as all funds are fully disbursed annually.
 - B. **Revenue:** The Authority's principal four sources of revenue are shown at 30% of what is expected to be received. CoVa Interest is interest earned on NVTA funds prior to their transfer to the Authority's investment and banking accounts.
 - C. **Distribution to Member Jurisdictions:** This is the amount expected to be transferred to member jurisdictions. This distribution is the sole expense in the budget.
 - D. **Budget Balance:** There is no anticipated remaining budget balance. All Local Distribution Fund revenues are distributed each fiscal year. This results in a zero-carryforward balance and a zero-ending fund balance each fiscal year.
4. **Proposed Budget Assumptions:** The attachment shows the proposed FY2025 Local Distribution Fund Budget.
 - A. The funds in the Local Distribution Fund are restricted as required by the Code of Virginia.
 - B. Actual distributions to each jurisdiction will be contingent upon their timely completion of the annual certification process and will be determined by the actual revenues received based on direct and accredited transactions within the jurisdiction.
 - C. All prior fiscal year accruals and Commonwealth revenue adjustments of Local Distribution Fund revenues will be distributed to the appropriate jurisdiction in FY2025 in accord with the Code of Virginia.

Attachment: Proposed FY2025 Local Distribution Budget (30%)

**Northern Virginia Transportation Authority
Proposed FY2025 Local Distribution Budget (30%)**

	Adopted FY2024 Budget	Proposed FY2025 Budget
Carryforward	\$ -	\$ -
<u>Revenue</u>		
Sales Tax	\$ 97,341,582	\$ 100,823,258
Transfer Interstate Operations & Enhancement Program	5,895,949	6,399,962
Grantor's Tax	14,217,463	15,535,235
Commonwealth NVTD Transfer	6,000,000	6,000,000
CoVa Interest	37,500	105,000
Total Revenue	\$ 123,492,493	\$ 128,863,455
<u>Expenditures</u>		
Distribution to Member Jurisdictions	\$ 123,492,493	\$ 128,863,455
Total Expenditures	\$ 123,492,493	\$ 128,863,455
Budget Balance	\$ -	\$ -

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Mayor Rishell, Chair, NVTA Finance Committee

DATE: April 4, 2024

SUBJECT: Adoption of the FY2025 Regional Revenue Fund Budget

-
1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2025 Regional Revenue Fund Budget as recommended by the Finance Committee.
 2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2025 Regional Revenue Fund Budget, as presented.*
 3. **Background:** The Regional Revenue Fund Budget is the source for transportation project funding by the Authority. The budget details are contained in an attached report with indexing in the Notes column to this staff report.
 - A. **Revenue:** The Authority's principal four sources of revenue are shown at 70% of what is expected to be received. Additional revenues are:
 - I. **CoVa Interest:** This is interest earned on NVTA funds prior to their transfer to the Authority's investment and banking accounts.
 - II. **Investment Portfolio Earnings:** This is the estimated earnings (excluding unrealized gains or losses) from the Authority's internally managed investment portfolio.
 - B. **Expenditures:**
 - I. **Debt Service - Principal:** The principal payment required on the Authority's outstanding bonds.
 - II. **Debt Service - Interest:** The interest payment required on the Authority's outstanding bonds.
 - III. **Modeling License and Support:** Cost of the software licenses to support the Authority's computer modeling and geographic information system functions.
 - IV. **Recommended Project Appropriation Requests:** Starting in September of 2023, member jurisdictions and agencies were advised at least monthly of the opportunity to request FY2025 project appropriations. The deadline for requests was January 31, 2024. The total requested and NVTA staff recommended project funding is \$298,800,000. The requests received are:
 - a. **Loudoun County:** Construct Crosstrail Blvd, Sycolin Rd. to Dulles Greenway (2020-304-1) \$36,700,000.
 - b. **Loudoun County:** Evergreen Mills Rd. Widening Northstar Blvd. to Stone Springs Blvd. (2020-305-1) \$18,000,000.

- c. **Arlington County:** CC2DCA Intermodal Connector, Crystal City to Ronald Reagan National Airport (2020-311-1) \$18,000,000.
 - d. **Prince William County:** University Blvd. Extension: Devlin Rd. to Wellington Rd. (2022-322-1) \$53,000,000. Note: This is a forward appropriation from the FY2026-2027 program. Prince William County staff have determined the project timing can be accelerated.
 - e. **Fairfax County:** Rolling Rd. Widening: Hunter Village Dr. to Old Keene Mill Rd. (2020-014-3) \$27,700,000.
 - f. **Fairfax County:** Fairfax County Pkwy. Widening: Lee Hwy. (Route 29) to Nomes Ct. (2020-016-4) \$37,400,000.
 - g. **Fairfax County:** Fairfax County Pkwy. Widening, Nomes Ct. to Route 123 (2022-326-1) \$108,000,000. Note: This is a forward appropriation from the FY2026-2027 program. Fairfax County staff have determined the project timing can be accelerated.
 - h. **Note on Forward Appropriations:** As noted in previous budget discussions, forward appropriations use the Authority's cash flow to advance project timing without issuing debt. Finance staff have worked closely with PBMares, LLC, the Authority's independent external auditor, to develop a mechanism to ensure forward appropriations do not overcommit future revenues to current programs. This process would normally result in an amount in the Future Financing/Future Appropriation Finance (if required) budget category. Self-funding the advancement of projects is calculated to save the Authority approximately \$194 million over 20 years compared to traditional debt funding strategies. A consequence of this funding strategy is that any future revenue diversions will likely require project cancellations. Since sponsors of projects in the FY2024/25 Six Year Program Update have not requested the full amount approved for those fiscal years, no entry in this category is required.
- V. **Net Revenue-Restricted for the FY2020-FY2025 Six Year Program Commitments:** This represents funding approved in the FY2020/25 Six Year Program for which appropriations have not been requested. These are considered restricted funds which can only be used for the Authority approved projects.
 - VI. **Transfer Out to Operating Fund:** Transfer from the Regional Revenue Fund to support the Authority's FY2025 Operating Budget, as permitted in the Code of Virginia, and in lieu of jurisdictions using their funds on a per capita basis.
 - VII. **Restricted Fund Balance - Carryforward to Six Year Program Update:** These funds represent positive revenue variances and investment portfolio income, which will be used in the PayGo determination for the FY2028/29 update to the Six Year Program.
 - VIII. **Working Capital Reserve:** This is a NVTa policy required, and credit rating agency noted reserve to insulate project and operational funding from variances and disruptions in revenues.
 - IX. **Debt Service Reserve:** This reserve is required by the Authority's bond covenants.

Attachment: Proposed FY2025 Regional Revenue Fund Budget

**Northern Virginia Transportation Authority
Proposed FY2025 Regional Revenue Fund Budget**

	Adopted FY2024 Budget	Proposed FY2025 Budget	Notes
Revenue 70% Regional Funds			
Sales Tax	\$ 227,130,358	\$ 235,254,270	3.A.
Interstate Operations & Enhancement Program (IOEP) Transfer	13,757,213	14,933,244	3.A.
Grantor's Tax	33,174,079	36,248,882	3.A.
Commonwealth NVTD Transfer	14,000,000	14,000,000	3.A.
CoVa Interest	87,500	245,000	3.A.I.
Bond Proceeds	-	-	
Future Financing/Future Appropriation Finance (if required)	-	-	3.B.IV.h.
Investment Portfolio Earnings	35,000,000	35,000,000	3.A.II.
Total Revenue	\$ 323,149,151	\$ 335,681,396	
Expenditures			
Debt Service - Principal	\$ 3,255,000	\$ 3,405,000	3.B.I.
Debt Service - Interest	2,295,000	2,142,250	3.B.II.
Professional Services - Bond Issuance Costs			
Modeling License & Support	45,645	46,645	3.B.III.
TransAction Update (BRT-PDP, SYP/CRRC/LTB Tech Support)	2,000,000		
Recommended Project Appropriation Requests	19,874,000	298,800,000	3.B.IV.
Total Expenditures / Six Year Program Commitments	\$ 27,469,645	\$ 304,393,895	
Net Revenue-Restricted for the FY2020-FY2025 Six Year Program Commitments	\$ 295,679,506	\$ 31,287,501	3.B.V.
Transfers & Carryforward			
Transfer Out to Operating Fund	\$ (4,283,343)	\$ (5,025,647)	3.B.VI.
Restricted Fund Balance - Carryforward to Six Year Program Update	112,794,261	94,900,000	3.B.VII.
Total Available for Project Assignments Carryforward	\$ 108,510,918	\$ 89,874,353	
Cumulative Regional Revenue Reserve Balances			
Working Capital Reserve	\$ 120,000,000	\$ 120,000,000	3.B.VIII.
Debt Service Reserve (Held by Trustee)	5,551,000	5,551,000	3.B.IX.
Cumulative Reserve Balances	\$ 125,551,000	\$ 125,551,000	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

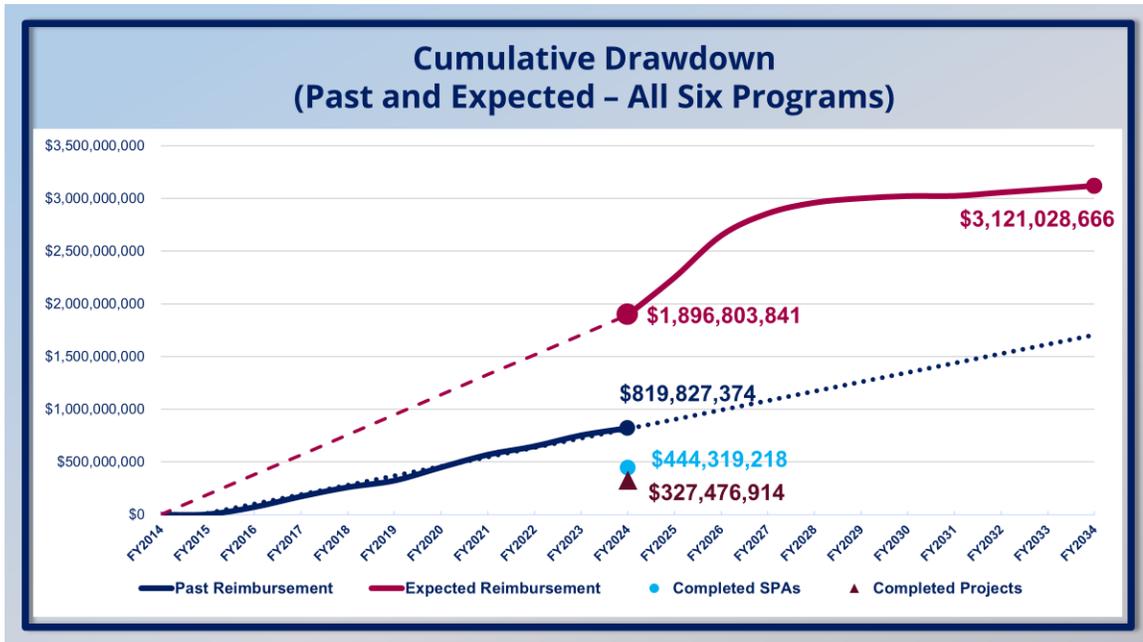
FROM: Mayor Rishell, Chair, NVTA Finance Committee

DATE: April 4, 2024

SUBJECT: Adoption of the FY2025 Operating Budget

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2025 Operating Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority adoption of the proposed FY2025 Operating Budget detailed in Attachment 1.*
3. **Discussion:** The Operating Budget is the central accounting point for operating and administrative expenses of the Authority. The proposed Operating Budget is presented in two categories. The first category is base budget escalations triggered by inflation, contract terms and required service extensions, less prior one-time funding. The second category is for new initiatives which will have supporting narratives and estimates. The attached budget report (Attachment 1) is indexed to this staff report by matching citations in the Budget Note column.
 - A. **Base Budget Escalations:**
 - I. **Salaries:** Annual performance-based salary increases for staff are targeted to be in line with member jurisdictions overtime. Since jurisdiction budgets are concurrently in development, we present a budget increase that will not be exceeded, and which may be modified based on member jurisdiction market and performance increases once those budgets are passed. Over the last several years member jurisdictions have passed budgets with compensation increases that were higher than the adopted NVTA budget. This year we propose the not to exceed percentage to be 7% based predominantly on recent inflation rates and prior member jurisdiction budget actions. At the Finance Committee request, staff worked with member jurisdictions to develop the chart included as Attachment 2. This chart shows the potential compensation changes employees were eligible for in FY2023/24.
 - II. **Benefits:** Health insurance, retirement and other benefits are based on actual costs such as the Annually Required Contribution determined by the Virginia Retirement System (VRS) and the Commonwealth of Virginia - Local Choice Health Insurance rates.
 - III. **Public Outreach:** Every two years, as the Authority adopts an update to the Six Year Program, an independent external economic study is conducted to document the economic impact of the activities of the Authority. This causes a jump in this budget line on those two-year cycles.

- IV. **Financial Advisor Services:** This contract was renegotiated based on the minimal services required since the Authority does not anticipate the need to utilize debt financing for projects in the near future.
 - V. **Technology/Communication:** These reductions are the result of one-time funding for the website refresh and PIMMS in FY2024. Additionally, a Bloomberg (investment terminal) subscription has been cancelled due to the departure of our investment consultant.
 - VI. **Local Travel/Commuter Benefits:** No funding changes are requested in this budget category. The name of the category has been changed to reflect commuter benefits to support employee use of transit with NVTA's relocation near a Metro station.
 - VII. **Office Lease:** As discussed with the Finance Committee, the use of the negotiated lease concessions will not be determinable until after the first quarter of FY2025. Therefore, the full-face amount of the lease cost is budgeted to mitigate the cash flow gaps between expenses incurred and the receipt of concession funds from the landlord. Once the lease transition is completed and transactions settled, NVTA staff will present to the Finance Committee a final reconciliation of the Lease Transition account as well as a staff recommendation for the remaining balance. All transaction activity, which may span two fiscal years, will be included in the Authority's annual independent audit.
 - VIII. **Professional Development:** This budget line has not increased since FY2020. Since that time the Authority has added 5 additional staff, many of whom have professional certifications to maintain in alignment with ensuring their professional skills remain current. Additionally, funding is proposed to develop continuing education capacity for staff members wishing to take position related courses through local universities or remote learning.
 - IX. **Professional Outreach:** As part of the growing recognition of the Authority's impact on regional transportation issues and national recognition for innovation, the Chief Executive Officer and senior staff are now frequently asked to provide presentations and participate in regional and national transportation venues. This budget category recognizes this increased activity and separates it from professional development.
- B. New initiatives:** In preparation for an upcoming update to the Authority's Five-Year Strategic Plan, it is necessary to continue to build capacity to serve the citizens and businesses of Northern Virginia who entrust their tax dollars to NVTA. In addition to traditional multimodal infrastructure improvements, the Authority is increasingly called on to emphasize alternative/complementary congestion reducing solutions that enable Northern Virginians to reduce their dependency on driving, particularly driving alone. Additionally, as visualized in the chart below, it has become clear that resources provided through HB2313, starting over ten years ago, are taking much longer to materialize into capacity increasing transportation solutions than to accrue as revenue. The following initiatives will provide the full benefit of the resources entrusted to the Authority.



- C. New Initiatives Summary.** A full multiyear program description is included in Attachment 3, the following provides key points.
- I. Enhance analysis and reporting of NVTA-funded projects and their transportation system impacts. Increase the pace of project delivery. (Enhance current and future regional impacts of approved transportation projects through working with member jurisdictions, regional partners, stakeholders, the business and military communities, as well as citizens)
 - II. Establish an NVTA federal/state grant recipient program. (Revenue diversification.)
 - III. Establish a transportation technology pilot deployment plan. (Congestion reduction solution diversification.)
 - IV. Establish a list of up to six pre-qualified on-call consultants and academic institutions through a formal procurement process. (Aid member jurisdictions and agencies in maximizing the prompt utilization of project funds to benefit the citizens and businesses in Northern Virginia.)
 - V. Establish independent/objective research programs, supporting the development of regional transportation policies and the prioritization of future Authority investments in transportation. (Develop regional transportation policies and projects, consistent with NVTA’s strategic vision.)
- D. Resource requirements:** Senior management and key staff in the Authority’s planning and financial functions are heavily committed to day-to-day responsibilities, many of which could be undertaken by staff with less career seniority, or a different skill set. To address the requirements of current growth demands and undertake the initiatives noted above as well as those connected to the future update of the Authority’s Five-Year Strategic Plan, the following positions are proposed:

- I. **Project Delivery and Grants Manager:** responsible for coordinating all Transportation Planning and Programming (TPP) tasks related to Standard Project Agreement (SPA) management, reimbursement requests, project status tracking/reporting, special oversight analyses, and supporting TransAction (TA)/Six Year Program (SYP)/Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT) as well as establishing and leading a future state/federal grant program (in conjunction with the Finance/Administration team).
 - II. **Regional Transportation Planner:** support the Project Delivery and Grants Manager and provides additional capacity to support tasks related to an expanding scope of TransAction such as transportation resiliency, commercial freight, policy development and project prioritization.
 - III. **Business and Fiscal Analyst:** In addition to working with the Planning team, this position will provide financial generalist duties such as bringing additional capacity and experience to grants management, project funding/utilization, procurement, human resources/benefit management, internal and external policy compliance and financial statement preparation.
4. **Next Steps:** NVTA Policy 10 - Financial Management contains a guideline which calls for the Authority adoption of budgets two months prior to the start of a fiscal year. This effectively results in the budget adoption occurring by April.

Attachments:

1. Base/Proposed FY2025 Operating Budget
2. Percentage of Pay Increases for Member Jurisdictions FY2023/24
3. Strategic Vision for NVTA Transportation Planning and Programming (TPP)

Northern Virginia Transportation Authority Base/Proposed FY2025 Operating Budget							
INCOME:	Adopted Budget FY2024	DRAFT Base Budget FY2025	Base-Prev Bdg Change \$	Budget Note	Draft Base Budget w/FY2025 Initiatives	Budget Note	Initiatives+ Base Bdgt Change \$
Budget Carryforward including Operating Reserve	\$ 818,600	\$ 966,991	\$ 148,391		\$ 966,991		\$ 148,391
330000 Other Income							
Total Income	\$ 818,600	\$ 966,991	\$ 148,391		\$ 966,991		\$ 148,391
EXPENDITURES:							
410000 Personnel Expenditures							
110 Salaries & Wages	\$ 2,220,795	\$ 2,444,052	\$ 223,257	3.A.I	\$ 2,789,052	3.B.II	\$ 568,257
130 Health & Dental Benefits	383,809	388,977	5,168	3.A.II	479,391	3.B.II	95,582
131 Payroll Taxes	171,171	191,100	19,929	3.A.I	218,222	3.B.II	47,051
132 Retirement VRS	193,402	203,852	10,450	3.A.II	221,288	3.B.II	27,886
133 Life Insurance	30,656	32,749	2,093	3.A.II	37,372	3.B.II	6,716
134 Flex Spending/Dependent Care	1,165	1,224	59		1,440	3.B.II	275
135 Workers Comp	2,397	2,686	289	3.A.II	3,066	3.B.II	669
137 Disability Insurance	22,388	23,520	1,132	3.A.II	26,770	3.B.II	4,382
Subtotal Personnel Costs	\$ 3,025,782	\$ 3,288,160	\$ 262,378		\$ 3,776,601		\$ 750,819
420000 Professional Service							
210 Audit & Accounting	\$ 58,750	\$ 61,000	\$ 2,250		\$ 61,000		\$ 2,250
220 Bank Service	750	750	-		750		-
230 Insurance	12,375	15,145	2,770		15,145		2,770
240 Payroll & Human Resources Service	5,920	6,778	858		8,728	3.B.II	2,808
260 Public Outreach & Regional Event Support	49,640	68,456	18,816	3.A.III	68,456		18,816
261 Legal Services/Bond Counsel	75,000	75,000	-		75,000		-
262 Financial Advisor Services	36,955	10,000	(26,955)	3.A.IV	10,000		(26,955)
263 Bond Trustee Fees	2,700	2,800	100		2,800		100
264 Legislative Services	85,000	87,125	2,125		87,125		2,125
265 Investment Custody Fees	25,000	25,000	-		25,000		-
Subtotal Professional Services	\$ 352,090	\$ 352,054	\$ (36)		\$ 354,004		\$ 1,914
430000 Technology/Communication							
310 GL Financial Reporting & Invest Monitoring/Mgt Systems	\$ 113,035	\$ 83,980	\$ (29,055)		\$ 83,980		\$ (29,055)
330 IT Support Svc Incl Hosting	46,220	50,295	4,075		54,177	3.B.II	7,957
335 GIS/Project Monitoring & Management/Modeling	183,300	35,650	(147,650)		35,650		(147,650)
340 Phone Service	18,035	18,338	302		20,858	3.B.II	2,822
350 Web Development & Hosting	138,090	8,200	(129,890)		8,200		(129,890)
940 HW SW & Peripheral Purchase	1,000	2,000	1,000		12,575	3.B.II	11,575
Subtotal Technology/Communication	\$ 499,681	\$ 198,463	\$ (302,218)	3.A.V	\$ 215,440		\$ (284,241)
440000 Administrative Expenses							
410 Advertisement	\$ 3,000	\$ 3,000	\$ -		\$ 6,400	3.B.II	\$ 3,400
405 Building/Office Related Expenses	3,000	1,000	(2,000)		1,000		(2,000)
411 Memberships & Subscriptions	20,725	23,460	2,735		25,400	3.B.II	4,675
412 Duplication & Printing	13,500	13,550	50		13,550		50
414 Hosted Meetings	5,500	6,200	700		6,200		700
415 Local Travel/Commuter Benefits	11,000	11,000	-	3.A.VI	11,300	3.B.II	300
416 Misc Expenses	-	-	-		-		-
417 Office Lease	244,375	465,769	221,393	3.A.VII	465,769		221,393
418 Office Supplies	7,600	6,015	(1,585)		6,765	3.B.II	(835)
419 Postage & Delivery	700	700	-		700		-
420 Professional Development	10,900	25,680	14,780	3.A.VIII	28,680	3.B.II	17,780
421 Professional Outreach	12,100	22,810	10,710	3.A.IX	22,810		10,710
945 Office Furniture & Fixtures	-	-	-		17,580	3.B.II	17,580
Subtotal Administrative Expenses	\$ 332,400	\$ 579,184	\$ 246,783		\$ 606,154		\$ 273,753
Expenditure Subtotal	\$ 4,209,953	\$ 4,417,860	206,908		\$ 4,952,198		\$ 742,245
Operating Reserve (20%)	\$ 841,991	\$ 883,572	\$ 41,582		\$ 990,440		\$ 148,449
Equipment Replacement Reserve & Replenishment	50,000	50,000	-		50,000		-
Reserve Subtotal	\$ 891,991	\$ 933,572	\$ 41,582		\$ 1,040,440		\$ 148,449
Total Expenditures	\$ 5,101,943	\$ 5,351,433	\$ 248,489		\$ 5,992,638		\$ 890,694
Transfer From Regional Revenue Fund	\$ 4,283,343	\$ 4,384,442	\$ 100,099		\$ 5,025,647		\$ 742,304

One Time Costs of Initiatives: \$ 31,555
 Net FY24 to FY25 Base Budget Growth: \$ 859,139

4/3/2024

Percentage of Pay Increases for Member Jurisdictions FY2023/24

Jurisdictions/Localities	% of Increase (Salary)				FY2023 Totals	FY2024 Totals
	FY2023		FY2024			
Fairfax County	Market Rate Adjustment of 4.01% Applied to Scales and Pay. Merit Increase of 2.5% to 4%	Arl. Co. HR Survey	Market Rate Adjustment of 5.44% average pay increase of 7.5% , Max Increase 8.44%(Pg 4)	FY2024 Adopted Budget	6.51% to 8.01%	7.50%
Arlington County	5.25% merit increase for General employees 5.0% increase to the minimum and maximum of General Employee grades/ranges	Arl. Co. HR Survey	4.5% merit increase for General employees \$2,000 (gross) one-time bonus for all qualifying staff (Pg 66)	FY2024 Adopted Budget Arl.Co.HR Survey	5.25% Merit Plus \$1,600 Bonus, 5% MRA scale adjustment	4.74% Merit, 4.5% Scale Adjustment. Plus \$2,000 Bonus
Loudoun County	a 5% merit increase for eligible general workforce employees, and a 4 percent scale adjustment to the general workforce pay plan due to a corresponding adjustment in personnel vacancy savings	FY2023 Adopted Budget	a 6% merit increase for eligible general workforce employees, and salary scale adjustments to ensure that County salaries continue to keep pace with those in our competitive market and address the inflationary environment. (Pg 17)	FY2024 Adopted Budget	9% Comprised of 5% merit and 4% MRA	6% Merit. Possible MRA Scale Adjustment of Additional 4%
Prince William County	6% Merit Increase	FY2023 Adopted Budget	Total 9%.Market Rate Adjustment of 6%. Funding is included to support a 3.0% pay for performance increase for General Service personnel . Annual pay for performance/year of service adjustments of 3.0% are included in each remaining year of the Five-Year Plan (FY25-28). (Pg 16)	FY2024 Adopted Budget Arl.Co.HRSurvey	6%	6%, 4% Scale Adjustment
City of Alexandria	5% Merit, Based on Step + 4.5% Market		5% Merit, Based on Step +2% Market, 2% Scale adjustment	Arl. Co. HR Survey	9.5% possible increase. Scale adjustment, plus 3 additional steps added to scales	7% to 9%
NVTC	6%		6%		6%	6%
City of Falls Church	4%	City of Falls Church FY2023 Adopted Budget	6% merit increase (Pg 5)	FY2024 Adopted Budget	4%	6%
City of Manassas Park	12%	FY23 Draft Budget	Proposed Pay Raise 4.4% (Pg 5)	FY24 Draft Budget	12%	6%
Vienna	7%	Town Staff	5%	Town Staff	7%	5%

FY2025 Operations Budget

Strategic Vision for NVTA Transportation Planning and Programming (TPP)

June 30, 2023, marked the end of NVTA's first decade with a dedicated revenue stream. During that decade NVTA adopted two updates to TransAction, the long-range transportation plan for Northern Virginia, and funded 122 regional transportation projects to the tune of \$3.1 billion from the Regional Revenue Fund through six separate funding programs. Further, NVTA funded hundreds of local (and some regional) transportation projects by distributing close to \$1 billion from the Local Distribution Fund to its member jurisdictions.

These accomplishments, and many others, are testament to NVTA's leadership and the excellence of its staff, and are guided by NVTA's vision and core values:

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.

As NVTA completes its first decade of revenue, its primary responsibilities of transportation planning and programming have become increasingly 'mainstreamed'. The overarching strategy for NVTA's second decade of revenue envisions maintaining and enhancing performance for these mainstreamed primary responsibilities while expanding NVTA's range of services to address other urgent and unmet regional transportation priorities. NVTA's proven leadership and demonstrated track record over the past decade mean it is uniquely placed to fulfill this strategy in the next decade on behalf of the region.

The overarching strategy identifies numerous topics, many of which are interrelated. The strategy envisions:

- In addition to traditional multimodal infrastructure improvements, NVTA will increasingly emphasize alternative/complementary congestion reducing solutions that enable Northern Virginians to reduce their dependency on driving, particularly driving alone, such as:
 - Build-out of a regional Bus Rapid Transit (BRT) system or components thereof.
 - Deployment and operation of transportation technology systems and approaches such as the Regional Multimodal Mobility Program (RM3P), Transit Signal Priority (TSP), and autonomous transit shuttles.
 - Decarbonization of the transportation system.
 - Implementation of regional or corridor-based incentive and pricing mechanisms.
 - Complete Streets, Mobility Hubs, street grid systems, and bicycle/pedestrian improvements, either as standalone projects or as part of larger road or public transportation improvements, such as a regional BRT system.
- NVTA will lead the region in matters affecting regional transportation, demonstrating that NVTA is not solely defined by the projects that it funds:
 - Better articulate the value of the regional transportation system and its relationship with economic vitality and accessibility for all.
 - Enhance cybersecurity of the regional transportation system.
 - Examine the regional transportation impacts of major land use decisions.

- NVTA will vigorously protect its existing NVTA revenue streams and secure new federal and state revenue streams to expand its capacity to address the transportation needs of Northern Virginia.
- Working with member jurisdictions, regional partners, stakeholders, the business and military communities, and citizens, NVTA will review its current transportation planning and programming processes and upgrade these where necessary to better suit the emerging regional transportation needs in the next decade.
- NVTA will continue to maintain the highest standards of transparency and accountability, including:
 - Demonstrate alignment of NVTA investments and other activities with NVTA’s Core Values – equity, safety, and sustainability.
 - Proactively prioritize NVTA’s investments to leverage NVTA revenue streams.
 - Enhance regular monitoring and status reporting of NVTA-funded projects.
 - Analyze and report on the transportation system impacts of NVTA-funded projects.
- NVTA will continue to strive to elevate its regional, state, and national profile, particularly among its peers and within the professional transportation community and become an employer of choice for transportation professionals.

While the new decade will bring new challenges and opportunities, some things will not change. Notably, the region’s collaborative and coordinated approach to transportation is a hallmark of Northern Virginia and NVTA will continue to be at the forefront of this.

Near-term Initiatives

While the vision outlined above is expected to unfold over the next decade, the following initiatives have a more pressing priority in the near-term. Specific initiatives for consideration in the FY2025 budget cycle are discussed in more detail below – but all initiatives will be multi-year efforts.

- 1. Increase and deploy new transportation funds outside of current revenue sources.**
 - a. WHAT: tap into federal and state transportation revenue sources and diversify beyond NVTA’s current revenue streams.
 - b. WHY: increase overall transportation revenues available to NoVA.
 - c. HOW: establish and staff an in-house federal/state transportation funding program to submit grant requests and implement successful applications. This will partly entail freeing up NVTA’s most experienced transportation planning staff to help establish this new program while bringing in new staff to both backfill and run the new program. NVTA’s Finance and Administration team will lead the initialization of the program to ensure NVTA is compliant with federal requirements.
 - d. URGENCY: immediate.
- 2. Enhance analysis and reporting of NVTA-funded projects and their transportation system impacts.**
 - a. WHAT: transition from a limited and/or reactive analysis/reporting posture to a more proactive and enhanced approach, effectively elevating this activity to the equivalent of NVTA’s two existing primary responsibilities, i.e., transportation planning and programming.
 - b. WHY: apart from the NoVA Gateway dashboard, NVTA’s programmatic monitoring and reporting of the projects that it funds lacks detail, varies from project to project and

from sponsor to sponsor, and does not meet the expectations set within the Standard Project Agreement (SPA). Due to ongoing resource constraints caused by focusing on higher priorities, NVTA's approach does not include mechanisms to identify scope, schedule, or budget risks, and tends to be both reactive and minimal. NVTA's reporting of the transportation system impact of these projects is limited to one-time high-level talking points at ribbon cuttings, with no ongoing monitoring program in place after projects reach completion. While precise details of methodologies for monitoring transportation system impact will be defined at a later stage, they are likely to include trends in person throughput and delay. The desired outcomes of enhanced monitoring and reporting are to protect NVTA's investments and support enhanced project evaluations for future Six Year Program updates.

- c. HOW: establish and staff enhanced monitoring and reporting processes. This will partly entail freeing up NVTA's most experienced transportation planning staff to help establish this new program while bringing in new staff to both backfill and run the new program. Analyses of transportation system impact may in the future utilize NVTA's regional transportation model, commercial probe data, and other data sources.
- d. URGENCY: immediate.

3. Develop regional transportation policy.

- a. WHAT: identify potential regional transportation policy topics that are consistent with NVTA's vision and develop/implement corresponding regional transportation policies that complement NVTA's transportation planning and programming processes.
- b. WHY: leverage NVTA's funding of traditional transportation infrastructure using policy development powers provided in NVTA's founding legislation.
- c. HOW: prior to the start of the next TransAction update, anticipated in early CY2025, coordinate with RJACC members to identify, define, and prioritize potential regional transportation policy topics through a data-driven process, drawing upon existing and newly commissioned research. An overarching focus will be to explore policy topics that could reduce Northern Virginians' dependence on driving alone. Research could include peer analyses, incentive/pricing mechanisms to encourage use of, and fund, alternative transportation modes, impact analyses of technology initiatives (e.g., RM3P, Transit Signal Priority), policy analysis/impacts, etc. Detailed policy development and analysis would commence after vetting and approval by NVTA, most likely as part of the next TransAction update, which is anticipated to be adopted in CY2027.
- d. URGENCY: immediate.

4. Plan, deploy, and sustain transportation technology across the region.

- a. WHAT: expand the deployment of transportation technologies that support NVTA's vision, are complementary to traditional infrastructure-based approaches, and will reduce our dependence on driving alone.
- b. WHY: leverages NVTA's demonstrated commitment to initiatives such as the Transportation Technology Strategic Plan (TTSP), the Regional Multimodal Mobility Program (RM3P), and NVTA-funded transportation technology projects to embrace to potential role that transportation technology can play in the region, e.g., first/last mile autonomous shuttle solutions, regional approach to transit signal priority, and potential

incentive/pricing mechanisms to facilitate (and fund) new transportation options in NoVA.

- c. HOW: proactively build new in-house capacity and capabilities, in conjunction with state, regional, and local partners. This will involve a combination of additional staff and funding to support pilot deployments and/or for matching funds.
- d. URGENCY: immediate.

5. Enhance the next TransAction update and subsequent Six Year Program updates.

- a. WHAT: evolve TransAction and the Six Year Program processes to provide a more robust pathway to achieving NVTA's vision.
- b. WHY: ensure NVTA invests wisely in high quality and cost-effective transportation solutions that will stand the test of time given the uncertainties and opportunities that currently affect long-range transportation planning, and the ever-increasing number and cost of projects included in the TransAction unconstrained project list.
- c. HOW: add new TransAction features including scenario analyses that address a post-pandemic new normal, findings from the PDP-BRT, commercial freight needs, technology and other innovative approaches that are complementary to traditional infrastructure solutions, resilience of the multimodal transportation system, and related regional transportation policies. Add a regional project classification process in TransAction that will support the project selection recommendations in subsequent Six Year Program updates. This initiative will be led by TPP's Principal, Senior Manager, and Planning Analytics Manager, provided they are 'freed up' by proposed staff additions.
- d. URGENCY: next 1-2 years, as part of the next TransAction update. In the longer term, NVTA should consider acquisition of commercial databases, such as anonymized probe data, to help refine project evaluations and/or deepen our understanding of transportation system impacts.

6. Fully incorporate NVTA's Core Values into TransAction, the Six Year Program, and other work products and services.

- a. WHAT: continue to ensure that all aspects of NVTA's transportation planning, programming, and other activities are aligned with NVTA's Core Values of equity, safety, and sustainability. Core Values define how NVTA's wants to achieve its vision and transportation goals.
- b. WHY: consistent with NVTA's vision.
- c. HOW: further incorporate Core Values into all NVTA work products, using feedback from experience gained and from researching approaches across the region, state, and nation. This initiative will be led by TPP's Principal, Senior Manager, and Planning Analytics Manager, provided they are 'freed up' by proposed staff additions.
- d. URGENCY: ongoing

Precursor Requirement – On-call List

Before any of the following specific initiatives can advance, NVTA staff (both TPP and Finance/Administration teams, supported by external advisors as needed) must first establish a list of up to six pre-qualified on-call consultants and academic institutions through a formal procurement process. Establishing this on-call list will be undertaken within current NVTA staff resources, is anticipated to take up to six months to complete and could potentially commence prior to FY2025 assuming NVTA approves

the proposed TPP initiatives. Creating the on-call list can be undertaken by current NVTA staff and does not commit NVTA to any specific initiative, financially or otherwise.

Establishing the on-call list will enable external staff resources and expertise to be available to NVTA staff to meet time-sensitive deadlines, provide specialized assistance, and manage short-term peaks in workload. The on-call list is intended to be used solely for specific initiatives A through C described below, and not for other day-to-day priorities. If NVTA is successful with grant applications, the on-call list can be used to swiftly outsource related project workload.

The on-call list will likely seek firms and universities with a demonstrated record in relevant skill areas such as successful grant-writing in a transportation environment, transportation technology (planning and deployment), transportation research, and community engagement. It is envisioned that the performance of on-call list firms will be regularly reviewed, and the list will be updated every 3-5 years.

Specific Initiatives for FY2025

It is noted that the following specific initiatives A through C and the four proposed positions listed further below are interdependent and should be considered in a holistic manner. Three proposed high priority initiatives with associated budget requests have been identified for CY2025.

- A. Establish an NVTA federal/state grant program (see item #1 above),** to support federal and state grant applications. Examples of relevant federal grant programs include Congestion Relief Program, Carbon Reduction Program, RAISE, INFRA, SMART, ATTAIN/ATTIMD, BRIC, NEVI/Charging Infrastructure, Mega, and PROTECT. The primary example of a relevant state program is Smart Scale.

Since grant applications typically involve deadlines of 2-3 months, the spike in resources needed to prepare grant applications cannot be accommodated within NVTA's limited staff resources without disrupting or delaying other responsibilities, such as TransAction, Six Year Program, the PDP-BRT, or programmatic monitoring/reporting.

In the event of a successful application, grant-funded work may be led by NVTA staff in conjunction with an entity from the on-call list. Alternatively, if NVTA submits the application on behalf of a regional partner, perhaps because NVTA represents the most competitive applicant, grant funds may be passed through to that regional partner. These decisions will be specific to each opportunity and funding program.

NVTA in conjunction with state, regional, and local partner agencies would prepare and submit **up to four grant applications** where these are consistent with NVTA's strategic vision and where NVTA's application would likely be in a competitive range relative to other applicants. This initiative would require **up to \$150k** in FY2025 and would utilize the on-call list.

- B. Establish independent/objective research program (see item #3 above),** to support the development of regional transportation policies and prioritize future NVTA investments in transportation projects.

Like the bi-annual economic impact analysis funded by NVTA, conduct **up to four research topics**. Research topics could include peer analyses, impact analyses of technology initiatives (e.g., RM3P, TSP), policy analysis/impacts, etc. Research topics would be managed by the appropriate TPP manager. This initiative would require **up to \$250k** in FY2025 and would utilize the on-call list.

- C. Establish transportation technology pilot deployment plan (see items #1 and #4 above)**, to support specific transportation technology pilot deployments, or to serve as matching funds for such pilot deployments. This initiative could be standalone, i.e., a direct NVTA initiative, or related to federal/state grants. Funds could explore the value of promising near-term transportation technologies, such as autonomous transit shuttles to address first/last mile opportunities, real time traveler information systems to avoid congested travel conditions, complementary enhancements to existing systems such as RM3P or TSP, addressing data information gaps through enhanced detectors to monitor use of bicycle/pedestrian facilities or for transportation resiliency purposes. The focus of this initiative is pilot deployments not permanent ones and, as such, the expectation is for uses that may be experimental in nature.

NVTA in conjunction with state, regional, and local partner agencies would develop **up to two pilot deployments** where these are consistent with NVTA's strategic vision. This initiative would require **up to \$300k** in FY2025 and would utilize the on-call list. In FY2025, these funds could be used as matching funds secured through federal grants.

Current Resource Constraints

Resource constraints fall into two categories:

- Capacity: TPP's Principal, Senior Manager, and Planning Analytics Manager are the staff best qualified to lead the proposed initiatives. However, these key staff are also heavily committed to NVTA's day-to-day transportation priorities such as managing NVTA's primary responsibilities of TransAction and the Six Year Program, the PDP-BRT, PIMMS enhancements, SPA management and reimbursement requests, project status monitoring and reporting, data analytics/modeling, etc.
- Capability: current TPP staff possess a great blend of transportation planning and programming skills, including planning data analytics and transportation modelling. However, several new capabilities are needed in the next decade such as experience and expertise in the fields of managing grant-funded projects and transportation technology development and deployment.
- Proposed new staff positions are outlined in more detail below, but can be summarized as follows:
 - Two additional staff in FY2025.
 - One additional staff in each of FY2026 and FY2027.
- Together, these four new positions will free up senior staff time to focus on new strategic initiatives while allowing existing and proposed staff to ensure that NVTA's day-to-day transportation priorities continue without disruption. This approach has the added benefit of providing enhanced career pathways for all TPP staff.

Proposed Staff Additions

In order to free up capacity for TPP managers to launch the proposed strategic initiatives outlined above, four additional positions are proposed in the next three fiscal years. As noted above, the following four proposed positions are interdependent with specific initiatives A through C and should be considered in a holistic manner.

- **Project Delivery and Grants Manager (FY2025):** responsible for establishing and leading a future state/federal grant program management (in conjunction with the Finance/Administration team), coordinating all TPP tasks related to SPA management, reimbursement requests, project status tracking/reporting, special oversight analyses, and supporting TA/SYP/PDP activities as needed. Would need to demonstrate prior grant program and project management experience and strong familiarity with expected tasks; will report to Senior Manager, TPP. **(See items #1-4 above)**
- **Regional Transportation Planner (FY2025):** support the Grant/Programmatic Monitoring Manager and provide additional capacity to support tasks related to expanded scope of TransAction such as transportation resiliency, commercial freight, and potentially policy development and project prioritization. Will initially report to Senior Manager, TPP but will eventually transition to a new Grant/Programmatic Oversight group within the TPP team (like the Planning Analytics group), reporting to the Grant/Programmatic Oversight Manager. **(See items #1-4 above)**
- **Transportation Technology Manager (FY2026):** responsible for leading and expanding all NVTA's transportation technology initiatives in a new Transportation Technology group within the TPP team. This will include leading NVTA technology projects and/or coordinating with federal, state, regional, and local agencies on planning and implementing such projects, as well as continuing to update the TTSP and implement its associated Action Plan, coordinating with the Grant/Programmatic Oversight Manager to apply for and manage future state/federal grants, and closely monitoring NVTA-funded technology projects. Would need to demonstrate prior project management experience in relevant fields; will report to Principal, TPP. **(See item #4 above)**
- **Regional Transportation Planner (FY2026/27):** support the Transportation Technology Manager and provide additional capacity to support tasks related to expanded scope of TransAction such as transportation technology, CASE vehicles, incentives/pricing mechanisms, and potentially related policy development and project prioritization. Will report to Transportation Technology Manager. Would need to demonstrate prior experience in relevant fields. **(See item #4 above)**

Appendix (for in-depth justification purposes as needed)

Programmatic monitoring and status reporting of projects funded by NVTA, including their characteristics, and transportation impacts.

- During its first decade, NVTA has transitioned from a largely manual system for submitting funding applications, SPA management, and processing of reimbursement requests to one that is now largely electronic through its highly successful and cost-effective Program Information Monitoring and Management System (PIMMS). PIMMS has enabled the development of a public-facing dashboard, which itself is being upgraded to incorporate projects funded with NVTA's local revenues, as well as an analysis of multimodal lane miles related to NVTA-funded projects (regional and local revenues.) Building on these successes is essential, as the volume of regular SPA and reimbursement activity will continue to grow. Currently, total reimbursement is approximately 40 percent of total appropriated funding and only 25 percent of all approved funding through the FY2025 to FY2027 funding Program. Several specific needs have been identified:
 - Monitor an increasing number of approved project SPAs, both prior to SPA execution (currently 41) and following SPA closeout until the useful life of the project has been reached (currently 64). These project SPAs typically fall outside of NVTA's regular monitoring process, which focuses on active project SPAs (currently 57 out of 162 SPAs).
 - NVTA's regular project status monitoring process is limited to a simple monthly check-in via PIMMS, although project sponsors sometimes skip these check-ins and/or provide only minimal information. Starting with NVTA's 'mega projects' with regional revenue allocations greater than \$100 million, project status monitoring will become more in-depth with a greater understanding of schedule, cost, and other risks, and tracking interdependencies with other projects. This will be achieved in part through regular quarterly in-person project review meetings between NVTA and project sponsor/administration staff. Such a targeted approach has proved to be effective in the past but was ultimately unsustainable as staff resources were necessarily deployed to other responsibilities and other urgent priorities.
 - In-depth analysis of completed, active, and future SPAs to better understand the factors that influence anticipated project completion (at the time of original approval) versus actual progress. This analysis will highlight experiences by project type and sponsor, highlighting both best practices for other project sponsors to follow, and enhanced data to support project readiness analyses for future NVTA SYP update cycles.
- Other than ribbon cuttings, and to some extent Long Term Benefit, no attempt is currently made to monitor or analyze the transportation system impacts of the projects NVTA funds, nor transportation system performance in general, although this has been a long-term goal. It is envisioned that a future dashboard upgrade could serve as a one-stop shop for such information, as well as quarterly travel trends tracked on a continuous basis.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 4, 2024

SUBJECT: Approval of the Programming Recommendations of the Additional FY2025-2030 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of additional FY2025-2030 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding recommendations to the Commonwealth Transportation Board (CTB).
- 2. Suggested Motion:** *I move Authority approval of additional FY2025-2030 CMAQ and RSTP funding recommendations to the Commonwealth Transportation Board, as presented in the attachment.*
- 3. Background:** At its March 14, 2024, meeting, the Authority approved recommendation to the CTB of the FY2030 CMAQ/RSTP programming allocations.

In 2023, Federal Highway Administration (FHWA) launched the Carbon Reduction Program (CRP) to provide \$6.4B in formula funding nationally for FY2022 through FY2026. The CRP provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from on-road transportation. Virginia Department of Transportation (VDOT) allocated some of these funds to the Commuter Operations program administered by Metropolitan Washington Council of Governments (MWC0G) and plan to allocate additional funds for the Regional Multimodal Mobility Program (RM3P). Due to short obligation deadlines for the CRP, some of the funding for the first few fiscal years was allocated to the Richmond Highway Bus Rapid Transit project in Fairfax County. An equal amount of CMAQ and RSTP funds were released from that project for the region to allocate to other projects. In addition, further adjustments from the federal government resulted in changes in CMAQ and RSTP funds available in different fiscal years.

The net change was an **addition of:**

CMAQ funds	\$16,392,479
<u>RSTP funds</u>	<u>\$33,333,712</u>
<u>Total funds</u>	<u>\$49,726,191</u>

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

NVTA staff worked with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to identify projects where these additional funds are to be allocated. The RJACC approved the changes at its March 28, 2024, meeting.

Per Authority recommendation, the additional FY2025-2030 CMAQ and RSTP allocations will be sent to the Commonwealth Transportation Board (CTB) for inclusion in the Six Year Improvement Program (SYIP). It is anticipated that the CTB will take action on the SYIP at the June 2024 meeting.

Attachment(s): NVTA's proposed recommendation for additional FY2025-2030 CMAQ and RSTP funds



Northern Virginia Transportation Authority
Recommendation For Allocating Additional CMAQ and RSTP Funds

Total CMAQ + RSTP Funds Recommended for Allocation: \$ 49,726,191

Recommended Additional CMAQ Allocations

UPC	Description	Jurisdiction/ Agency	FY25	FY26	FY27	FY28	FY29	FY30
100420	Bicycle Sharing Initiative	Alexandria		\$ 103,864				
106562	ITS Integration - Phase Iv	Alexandria	\$ 1,763,616					
T25324	Duke Street BRT Transitway Operations	Alexandria				\$ 396,411	\$ 783,988	
	Mount Vernon Avenue North	Alexandria						\$ 47,177
T24287	Commuter Services Program FY25 - FY27	Arlington	\$ 2,114,852	\$ 1,137,512				
T26828	Commuter Services Program - Arlington FY28	Arlington				\$ 522,972		
T28056	Traffic Signal Optimization - Ph8	Arlington					\$ 197,644	
	South George Mason Drive Multimodal Improvements	Arlington						\$ 81,228
T21448	Fairfax Countywide Transit Stores FY19 - FY24	Fairfax	\$ 269,869					
T24210	Fairfax Countywide Transit Stores FY25 - FY27	Fairfax		\$ 150,001				
T24210	Fairfax Countywide Transit Stores - FY26-FY28	Fairfax				\$ 79,031		
115550	#Smart20 - Richmond Highway- Bus Rapid Transit - VDOT O/S	Fairfax					\$ 131,763	
	Purchase Of Electric Buses For Fairfax Connector	Fairfax						\$ 134,926
106986	Herndon Parkway Improvements At Worldgate Drive Extension	Herndon	\$ 1,335			\$ 61,460		
106986	Herndon Metrorail Intermodal Access Improvements Phase II	Herndon		\$ 185,399				
T28071	Town-Wide ADA Sidewalk And Trail Improvements	Herndon					\$ 18,823	\$ 9,435
T25366	Lease Commuter Parking Spaces At Lowes Island FY27-FY29	Loudoun					\$ 5,647	
112296	Loudoun County Metro Station - Bicycle And Pedestrian Access	Loudoun	\$ 101,490					
T23869	Route 15 Roundabout And Braddock Road	Loudoun		\$ 897,733				\$ 47,885
T26689	High Priority Sidewalk And Pedestrian Improvements (HPSPI)	Loudoun				\$ 66,000		
T22715	Manassas Traffic Signal Optimization & S/Ware Equip Upgrade	Manassas	\$ 192,914					\$ 11,794
T22573	Stonewall Park Trail Extension (Ph1)	Manassas		\$ 58,888				
T26862	Bus Stop Enhancements - Citywide Manassas	Manassas				\$ 22,580	\$ 37,646	
T26774	Manassas Park Signalization	Manassas Park				\$ 56,451		
T28076	Manassas Park Trails Construction	Manassas Park					\$ 49,059	\$ 6,016
T21033	WMATA Replacement Buses FY24 - FY26	WMATA	\$ 1,365,638	\$ 926,447				
T25368	WMATA Replacement Buses (FY27 - FY29)	WMATA				\$ 358,244	\$ 564,698	\$ 70,765
T21459	Bus Replacement (Omniride Express And Commuter Buses)	PRTC	\$ 1,610,404	\$ 584,757		\$ 317,416	\$ 775,577	\$ 73,124
	TOTAL		\$ 7,420,118	\$ 4,044,601	\$ -	\$ 1,880,565	\$ 2,564,845	\$ 482,350

CMAQ Congestion Mitigation and Air Quality Improvement Program

RSTP Regional Surface Transportation Program



Recommended Additional RSTP Allocations

UPC	Description	Jurisdiction/ Agency	FY25	FY26	FY27	FY28	FY29	FY30
T24287	Commuter Services Program FY25-FY27	Arlington	\$ 133,240	\$ 27,230	\$ 188,246			
T26828	Commuter Services Program - Arlington FY28	Arlington				\$ 117,257	\$ 1,376,854	\$ 321,222
T23633	Smart Mobility Implementation - New Project	Alexandria		\$ 152,767	\$ 91,724			
06964/TBI	City Of Alexandria Transportation Master Plan	Alexandria					\$ 166,630	
	Dash Technologies	Alexandria						\$ 246,777
112479	Soapstone Connector New Roadway	Fairfax	\$ 3,387,456					
120800	Richmond Highway Corridor Improvements - Ph2	Fairfax		\$ 1,433,985				
107187	Richmond Highway Corridor Improvements	Fairfax						
115550	#Smart20 - Richmond Highway- Bus Rapid Transit - Road Work	Fairfax			\$ 2,502,722			
106742	Frontier Drive Extension	Fairfax				\$ 1,408,488	\$ 4,516,216	
	Frontier Drive Extension (Franconia-Springfield Metrorail Station To Loisdale Road)	Fairfax						\$ 2,438,775
T23924	Multimodal Transportation Improvements	City of Fairfax		\$ 1,370	\$ 75,253	\$ 34,027		
T28038	Bridge (Roadway) Rehabilitation Program - Fairfax City	City of Fairfax					\$ 182,404	\$ 71,375
100411	Pedestrian, Bicycle, Bridge And Traffic Calming Improvements	City of Falls Church	\$ 68,059	\$ 17,562	\$ 42,067	\$ 22,171	\$ 105,766	\$ 39,279
50100	#Smart18 - Widen E Elden St From Van Buren St To FxCo Pkwy	Herndon	\$ 84,204	\$ 144			\$ 199,956	
T25325	Sterling Road Multi-Modal Improvements (UPC T25325)	Herndon				\$ 20,884		\$ 37,017
119480	Rte 15 Bypass Interchange At Edwards Ferry & Fort Evans Rd	Leesburg	\$ 237,584	\$ 118,447	\$ 172,941	\$ 72,803	\$ 379,326	\$ 142,499
112296	Loudoun County Metro Station -Bicycle & Pedestrian Access	Loudoun	\$ 839,207					
124397	Route 7 Improvements (Route 9 To The Dulles Greenway)	Loudoun		\$ 241,540	\$ 1,025,106			\$ 904,850
T26689	High Priority Sidewalk And Pedestrian Improvements (HPSPI)	Loudoun				\$ 325,724	\$ 2,745,446	
T22573	Stonewall Park Trail Extension (Ph1)	Manassas	\$ 83,398					
T24168	Dean Drive Widening	Manassas		\$ 39,420	\$ 72,008	\$ 41,766	\$ 220,228	
T28789	Transportation Plan Update - City Of Manassas	Manassas					\$ 50,000	
	Sudley Road Bike Facilities	Manassas						\$ 76,912
T26863	Route 28 – Centreville Road Corridor Improvement Project	Manassas Park				\$ 13,720		
T28088	Mathis Avenue Extension Study	Manassas Park					\$ 66,653	
	Euclid Avenue Northern Extension	Manassas Park						\$ 24,678
118313	University Blvd Extension (Progress Court To Devlin Road)	Prince William		\$ 456,845				
119364	Rte 123 And Old Bridge Road Intersection Improvements	Prince William			\$ 1,092,097	\$ 533,039		
121761	Devlin Road Widening	Prince William					\$ 2,720,633	
	Route 15 Improvements with Railroad Overpass	Prince William						\$ 1,125,715
	TOTAL		\$ 4,833,148	\$ 2,489,310	\$ 5,262,164	\$ 2,589,879	\$ 12,730,112	\$ 5,429,099
TOTAL CMAQ + RSTP			\$ 12,253,266	\$ 6,533,911	\$ 5,262,164	\$ 4,470,444	\$ 15,294,957	\$ 5,911,449

CMAQ Congestion Mitigation and Air Quality Improvement Program

RSTP Regional Surface Transportation Program

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 4, 2024

SUBJECT: Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Prince William County

1. **Purpose:** To seek Northern Virginia Transportation Authority approval to recommend reallocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Prince William County.
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of \$472,000 Congestion Mitigation Air and Quality Improvement Program (CMAQ) funds from UPC T21486 to UPC 122042 for Prince William County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
 - A. **Transfer requiring Authority approval:** On March 28, 2024, Prince William County requested a transfer of \$472,000 from UPC T21486 (John Marshall Highway/Route 55 Sidewalk) to UPC 122042 (Ellicott Street Sidewalk / Occoquan Greenway Connection)

This additional funding is needed for the Transportation Alternatives Program (TAP) project that will construct sidewalks and crosswalks within the Town of Occoquan and connect to the Occoquan Greenway Trail System. At its meeting on March 28, 2024, the RJACC recommended approval of the request. This transfer requires Authority approval.
 - B. **Additional transfer request:** On March 28, 2024, Prince William County requested a transfer of \$1,000,000 of CMAQ funds from UPC T21486 (John Marshall Highway/Route 55 Sidewalk) to UPC 112463 (Prince William Parkway Sidewalk).

A recently approved development has proffered to construct sidewalk on John Marshall Highway and the CMAQ funding is no longer needed for this project. Prince William Parkway Sidewalk project will construct a sidewalk over I-95 to connect to the Horner Road Commuter Lot. The receiving project has been previously approved by the Authority, so only RJACC approval of this transfer recommendation request is required. At its meeting on March 28, 2024, the RJACC approved this request.

Attachments:

- A. Prince William County Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



April 3, 2024

Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTa)
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

RE: Request to Transfer CMAQ Funds

Ms. Backmon,

Prince William County requests the approval of the NVTa RJACC for the transfer of Congestion Mitigation Air Quality (CMAQ).

Prince William County requests the transfer of a total of \$1,472,336 in CMAQ funds from the following donor project account:

- John Marshall Highway (Route 55) Sidewalk project - UPC T21486

The funds are requested to be transferred to the following project:

- Prince William Parkway Sidewalk- UPC 112463
- Ellicott Street Sidewalk / Occoquan Greenway Connection - UPC 122042

A recently approved development has proffered to construct a sidewalk on John Marshall Highway and CMAQ funding is no longer needed to implement this project. \$1,000,000 of the funding is requested to be transferred to the Prince William Parkway Sidewalk, which is an active project with a funding need to construct a sidewalk facility over I-95 and connect to the Horner Road Commuter Lot. This project has been previously approved for CMAQ funding and the transfer request only requires RJACC approval.

The remaining \$472,336 of the funding is requested to be transferred to the Ellicott Street Sidewalk/Occoquan Greenway Connection project. This is an active Transportation Alternatives Program (TAP) project with a funding need that will construct sidewalks and crosswalks within the Town of Occoquan and connect to the Occoquan Greenway Trail system in Prince William County. This project has not previously been approved for CMAQ funding and will require approval from the Authority.

If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,



Ricardo Canizales
Director of Transportation

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 2/29/2024

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,472,336

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
T21486	John Marshall (Route 55) Sidewalk Project	CMAQ	N	FY2024	\$472,336.00	122042	Ellicott Street Sidewalk / Occoquan Greenway Connection	N					

TOTAL OF TRANSFER - \$472,336

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

April 11, 2024

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for Prince William County.

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On March 28, 2024, Prince William County requested a transfer of \$472,000 from UPC T21486 (John Marshall Highway/Route 55 Sidewalk) to UPC 122042 (Ellicott Street Sidewalk / Occoquan Greenway Connection).

This additional funding is needed for the Transportation Alternatives Program (TAP) project that will construct sidewalks and crosswalks within the Town of Occoquan and connect to the Occoquan Greenway Trail System.

On April 11, 2024, the Authority approved the requests noted above.

Additionally, on March 28, 2024, Prince William County requested a transfer of \$1,000,000 of CMAQ funds from UPC T21486 (John Marshall Highway/Route 55 Sidewalk) to UPC 112463 (Prince William Parkway Sidewalk).

A recently approved development has proffered to construct sidewalk on John Marshall Highway and the CMAQ funding is no longer needed for this project. Prince William Parkway Sidewalk project will construct a sidewalk over I-95 to connect to the Horner Road Commuter Lot. The receiving project has been previously approved by the Authority, so only RJACC approval of this transfer recommendation request is required. At its meeting on March 28, 2024, the RJACC approved this request.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Ric Canizales, Director of Transportation, Prince William County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 8, 2024

SUBJECT: Approval of Letter of Endorsement for Fairfax County's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant Application

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Fairfax County's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant application.
- 2. Suggested Motion:** *I move Authority approval of the letter of endorsement for Fairfax County's Fairfax County's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant application.*
- 3. Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTA serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. On April 5, 2024, NVTA received a request for endorsement from Fairfax County on their application under the U.S. Federal Transit Administration's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant program.
 - Low or No Emission Grant Program - 5339(c) and Grants for Buses and Bus Facilities Competitive Program 5339(b)**

On February 8, 2024, FTA announced the availability of \$1.5 billion in Fiscal Year 2024 funding to support state and local efforts to buy or modernize buses, improve bus facilities, and support workforce development. The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

- **Program Criteria:**

Projects will be evaluated primarily on the responses provided in the supplemental form including the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in vehicles and/or supporting facilities. Further, the benefits of the projects, including reduce energy consumption, reduce harmful emissions, reduce direct carbon emissions, safety, system condition, enhanced access and mobility, planning and local/regional prioritization, local financial commitment, project implementation strategy, and technical, legal and financial capacity.

4. Project Scope Under Fairfax County’s Application:

The County intends to submit a grant application for up to \$71.1 million to purchase 72 replacement buses for the Fairfax Connector. The grant application supports Fairfax County Department of Transportation’s (FCDOT) Zero-emission Bus Transition Plan, which includes the procurement of 60 diesel-electric hybrids as a ‘bridge’ strategy that allows for lower emission buses to be placed in service while bus garages are equipped with the required charging infrastructure to support zero-emission ones. Additionally, 12 diesel buses are needed to replace buses unavailable in a hybrid model.

The Board of Supervisors and the County of Fairfax County have adopted a policy goal for carbon neutrality in facilities, fleet vehicles and county operations by 2040. The county submitted a successful application to the Authority in its FY 2022-2027 Six Year Program for eight Electric Buses to run Fairfax Connector service between Tysons and Franconia. This application will complement that effort. The next generation hybrid buses provide an ultra-low emissions running option improving air quality for densely populated areas. These buses will enable Fairfax Connector to maintain existing service levels with a reduced environmental impact and significantly advance the Connector’s part in meeting the emissions goal.

Attachments:

- A. Fairfax County’s Request for Endorsement Letter**
- B. Draft Letter of Endorsement for Fairfax County’s Application**



County of Fairfax, Virginia

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

April 5, 2024

Ms. Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, VA 22810

Reference: Request for NVTa Support of Fairfax County Applications for the Low and No Emissions and Bus and Bus Facilities Discretionary Grant Programs

Dear Ms. Backmon:

I am writing to request the Northern Virginia Transportation Authority's assistance by providing a letter of support for the Fairfax County application to the Federal Transportation Administration's FY 2024 Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant Programs, which is due April 25, 2024.

The County intends to submit a grant application for up to \$71.1 million to purchase 72 replacement buses for the Fairfax Connector. The grant application supports FCDOT's Zero-emission Bus Transition Plan, which includes the procurement of 60 diesel-electric hybrids as a 'bridge' strategy that allows for lower emission buses to be placed in service while bus garages are equipped with the required charging infrastructure to support zero-emission ones. Additionally, 12 diesel buses are needed to replace buses unavailable in a hybrid model.

The Board of Supervisors and the County of Fairfax County have adopted a policy goal for carbon neutrality in facilities, fleet vehicles and county operations by 2040. As you are aware, the County submitted a successful application to the Authority in its FY 2022-2027 Six Year Program for 8 Electric Buses to run Connector service between Tysons and Franconia. This application will complement that effort. The next generation hybrid buses provide an ultra-low emissions running option improving air quality for densely populated areas. These buses will enable Fairfax Connector to maintain existing service levels with a reduced environmental impact and significantly advance the Connector's part in meeting the emissions goal.

If you have any questions or need additional information, please call Sara Allred at (703) 787-4972 or Scott Patchan at (703) 324-7589. Thank you for your time and consideration.

Sincerely,

Noelle Dominguez
Chief, Coordination and Funding Division

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





Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

April 11, 2024

The Honorable Pete Buttigieg
Secretary of Transportation, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: NVTA Endorsement of Fairfax County's Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the Fairfax County's 2024 Low or No Emission Grant Program and Bus and Bus Facilities Discretionary Grant Application. Funding from this grant for this project will significantly help emission reduction, quality of life, and multimodal connectivity.

Fairfax County's grant application is applying for up to \$71.1 million to purchase 72 replacement buses for the Fairfax Connector. The grant application supports Fairfax County Department of Transportation's (FCDOT) Zero-emission Bus Transition Plan, which includes the procurement of 60 diesel-electric hybrids as a 'bridge' strategy that allows for lower emission buses to be placed in service while bus garages are equipped with the required charging infrastructure to support zero-emission ones. Additionally, 12 diesel buses are needed to replace buses unavailable in a hybrid model.

The Board of Supervisors and the County of Fairfax County have adopted a policy goal for carbon neutrality in facilities, fleet vehicles and county operations by 2040. The next generation hybrid buses provide an ultra-low emissions running option improving air quality for densely populated areas. These buses will enable the transit provider, Fairfax Connector, to maintain existing service levels with a reduced environmental impact and significantly advance the Connector's part in meeting the emissions goal.

NVTA's long-range multimodal transportation plan, TransAction and the Transportation Technology Strategic Plan (TTSP) fully support conversion of transit fleet to low or zero emission vehicles, modernization of facilities, and installing charging/fueling infrastructure. Therefore, this is a regional priority for NVTA. As a commitment to the regional emission reduction efforts, NVTA had approved \$10 million for eight Electric Buses to run Fairfax Connector service between Tysons and Franconia in its FY2022-2027 Six Year Program in July 2022. This federal application will complement that effort. The improvements will help to reduce congestion, improve safety, and reduce Greenhouse Gas Emissions. All these project impacts align well with NVTA's Core Values of Equity, Safety, and Sustainability.

Thank you for your consideration of Fairfax County's application as well as your time and attention.

Best Regards,

Phyllis J. Randall, Chair

Cc: Gregg Steverson, Acting Director, Fairfax County Department of Transportation
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT
Monica Backmon, Chief Executive Officer, NVTA



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

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 Colbert, Chair, Planning Coordination Advisory Committee

DATE: April 4, 2024

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 March 27, 2024, at 6:30 PM. This was a virtual meeting held on Zoom, with 11 members present. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of February 28, 2024, Meeting:** The February 28, 2024, meeting summary was approved.
4. **Discussion Items:**

FY2024-2029 Six Year Program Update: Dr. Nampoothiri presented an overview of the Six Year Program process at NVTA, describing the framework of a set of quantitative and qualitative metrics to make project funding recommendations. In this meeting, he shared analyses results for all these metrics for candidate projects in the FY2024-2029 program. He stressed that projects are primarily ranked with their Congestion-Reduction-Relative-to-Cost (CRRC) scores. Before the main presentation, there was a brief introduction to NVTA's long range planning (TransAction) and associated Six Year Programming (SYP) process, especially how each funding program is related with TransAction updates. After the presentation, in response to a committee member's query, NVTA staff clarified how applicants' staff were engaged during each step of the evaluation process.

 - A. **NVTA Update:** Ms. Backmon mentioned NVTA's new address is 2600 Park Tower Drive, Vienna, and the next Authority meeting will be held in-person at this new office location. She then reminded committee members of the public comment period for the current FY2024-2029 SYP program, which is scheduled from March 28 to May 19, 2024.
5. **Next steps:** PCAC members will continue to be engaged in the FY2024-2029 funding program and the BRT planning process as needed. Due to the lack of substantive action items, after a discussion among committee members, the April 24 meeting was cancelled. The next scheduled meeting of the PCAC is on May 22, 2024, at 6:30 PM to be held in-person at the new NVTA Offices at 2600 Park Tower Drive in the first floor conference room.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: April 4, 2024

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 TAC met on March 20, 2024, at 7 PM. The meeting was held virtually over Zoom. Eight committee members attended the meeting, and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of February 21, 2024, Meeting:** The meeting summary for the February 21, 2024, meeting was approved unanimously.
 - B. **Approve the CY2024 Revised Meeting Calendar:** The calendar was approved with the June meeting scheduled for the 20th of June – the third Thursday of the month.
4. **Discussion Items:**
 - A. **FY2024-2029 Six Year Program Update:** Dr. Nampoothiri presented the status of the FY2024-2029 Six Year Program. This included a short recap of the project selection process' multiple components, the summary of all applications, long term benefit, and the projects' ranking on Congestion Reduction Relative to Cost (CRRC). Following Dr. Nampoothiri's presentation of candidate project evaluation results, the Committee discussed various aspects of the results including the legal requirement of giving priority to CRRC in funding decisions, details about long term benefit, weights for the ten performance measures in TransAction Rating, and specifics of certain projects.
 - B. **NVTA Update:** Mr. Jasper informed that the NVTA has physically moved to an interim space at 2600 Park Tower Drive, Vienna, VA 22180 pending build-out of the full suite on the 6th floor. NVTA anticipates moving to the sixth floor in the late Summer of 2024. The TAC can use the conference room facilities of the building, and logistical details on accessing the building will be shared. The June 20th TAC meeting will be the meeting when the Committee will need to make funding recommendations.

- 5. Next steps:** The next scheduled meeting of the TAC is on May 15, 2024, at 7:00 PM to be held in-person at the new NVTA Offices at 2600 Park Tower Drive in the first-floor conference room.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 4, 2024

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.

2. **Discussion Items:**

A. FY2024-2029 Six Year Program (SYP): The Authority issued a Call for Regional Transportation Projects in May 2023 with an application deadline of 5 p.m., July 28, 2023, and a deadline of 5 p.m., October 27, 2023, for governing body resolutions. A total of 24 eligible applications from 10 applicants with a total request of \$947.2 million were evaluated. This SYP cycle will use 70% Regional Revenues from FY2028 and FY2029. The NVTA Finance Committee will make a recommendation to the Authority on expected available funds in Spring 2024. The last SYP cycle (FY2022-2027) approved \$625 million for 20 regional transportation projects. Adoption of the FY2024-2029 SYP is anticipated in July 2024.

The public comment period for the FY2024-2029 SYP started on March 28, 2024, and will run through May 19, 2024, 11:59 p.m. All quantitative and qualitative evaluation results, summary of applications, individual project description forms, and location map are available on NVTA's Six Year Program [webpage](#) for public review. A comment form, located here <https://forms.gle/ECwX5cK5e6PiFF8JA>, is linked on the same webpage. As approved by the Authority, a public hearing will be held on May 9, 2024, 7 p.m., prior to the regular Authority meeting. The hearing will be held virtually and in person at 2600 Park Tower Dr., Vienna, VA 22180 in the first-floor conference room. Registration is required for providing testimony. Registration can be done at <https://forms.gle/DdLjWtShXkp6fYmf6>.

B. NVTA's SMART SCALE Application: On behalf of Arlington County and City of Alexandria, NVTA's SMART SCALE Round 6 Pre-Application for I-395 Shirlington Rotary & Glebe Rd Interchange Improvements project was submitted on Friday, March 29. The project, which encompasses both jurisdictions, aims to address safety and operational issues at the rotary and at the I-395 exit/entrance ramp leading to the rotary. Through May 31, Virginia Department of Transportation (VDOT) will review the pre-applications to meet VTrans Mid-term Needs, which will determine eligibility for SMART SCALE funding. The application will then be refined in greater detail with the full application deadline on August 1. After VDOT's review and public comment period, the

Commonwealth Transportation Board (CTB) is expected to adopt the Six Year Improvement Program (SYIP) with SMART SCALE Round 6 project funding in June 2025.

C. Transportation Planning Board's (TPB) Travel Forecast Subcommittee: Harun Rashid, NVTA Planning Analytics Manager, is the chair of the TPB's Travel Forecast Subcommittee (TFS). The mission of the TFS is to "provide guidance to, review of, and oversight to the COG/TPB information, analysis, and forecasting systems, and to serve as a forum for coordinating and enhancing such systems throughout the greater Washington region". At the recent March 22 TFS meeting, TPB staff provided updates on two items; Air Quality Conformity (AQC) analysis as a part of TPB's long-range plan Visualize 2050 update, and TPB's development/implementation activities for the next generation (Generation 3, or GEN3) travel simulation model. The AQC analysis, and the overall Visualize 2050 update process, was in a public comment period from March 1 to March 30 where inputs were solicited on the updated project list. For GEN3 travel model, staff has initiated the usability testing phase, which is anticipated to last for a year. After a successful acceptance/implementation of the new model by TPB staff, there will be an official release and associated training opportunities. These updates were followed by a presentation from a commercial Big-Data trip analytics vendor called Teralytics Studio.

During the round-table discussion of current modeling efforts around the region, Mr. Rashid updated the group on NVTA's Preliminary Deployment Plan for a regional Bus Rapid Transit system (PDP-BRT) and its associated travel model enhancements and analyses.

D. TAGS Board Meeting Presentation: Keith Jasper, Principal, Transportation Planning and Programming, presented to TAGS Board at their April 3rd Board meeting. TAGS is a non-profit, public-private transportation management association that plays a key role in the transportation improvement plan for rapidly growing Greater Springfield. Mr. Jasper presented NVTA's Six Year Program process and the current work of the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT), particularly highlighting associated engagement opportunities, especially with the business community.

3. NVTA Outreach Events: See attached report for the NVTA outreach recap (Attachment A).

4. Upcoming Events & Report Updates:

A. NVTA Standing Committee Meetings

- I. Governance and Personnel Committee (GPC):** The NVTA GPC is scheduled to meet Thursday, May 9, 2024, at 5:30 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
- II. Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, May 9, 2024, at 6:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
- III. Planning and Programming Committee (PPC):** The NVTA PPC is scheduled to meet virtually on Monday, April 8, 2024, at 5:00 pm.

B. NVTA Statutory Committee Meeting

- I. Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, May 15, 2024, at 7:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
- II. Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled for Wednesday, May 22, 2024, at 6:30 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.

5. CMAQ-RSTP Transfers: CMAQ and RSTP transfers requested since the last Chief Executive Officer's report are presented in Attachment B.

6. Regional Projects Status Report: The updated Regional Projects Status Report (Attachment C) provides a narrative update for each project and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report:
<https://thenovaauthority.org/funded-projects/>

Attachments:

- A.** NVTA Outreach Recap
- B.** CMAQ-RSTP Transfers
- C.** Regional Funding Program Project Status Report



CEO Report Outreach Recap

Women Transportation Seminar (WTS)

Policy Symposium

March 7 & 8, 2024



Monica Backmon, CEO, attended WTS's two day Policy Symposium with 25 speakers including leadership across the U.S. Department of Transportation, Federal Transit Administration, Federal Railroad Administration, Federal Motor Carrier Safety Administration, National Highway Traffic Safety Administration, Joint Office of Energy and Transportation, and the Women's Bureau, U.S. Department of Labor.

Metro Fleet of the Future Reception

March 19, 2024



On March 19th, Amanda Sink, Executive Assistant to the CEO, attended Metro's Fleet of the Future Reception on behalf of NVRTA. Speakers included Randy Clarke, WMATA General Manager and CEO; Paul C. Smedberg, WMATA Board Chair; Yamada Shigeo, Japanese Ambassador to the United States; Rep. Steny Hoyer (D-MD); Polly Trottenberg, U.S. Deputy Secretary of Transportation; Giuseppe Marino, group CEO, Hitachi Rail; Chris Stoddart, president, North American Bus & Coach, New Flyer; and Paul P. Skoutelas, APTA President and CEO

Town of Dumfries Recognition

March 19, 2024



In celebration of Women's History Month, the Town of Dumfries honored Monica Backmon as an individual who has made significant contributions to the community and beyond. Her dedication to improving transportation in Northern Virginia, particularly through projects such as the Route 1 Fraley Boulevard Widening project, has not only enhanced the quality of life for the town's residents, but has also set a precedent for innovative transportation solutions across the region.



Heavy Construction Contractors Association Leadership Roundtable: Women in Infrastructure

March 20, 2024



Monica Backmon, CEO, spoke on a panel focused on strong women in leadership positions within the industry. 2023 statistics show women make up 11% of the workforce in the construction industry, with civil/infrastructure construction ranking even lower. The panel highlighted how women in leadership roles in infrastructure-related positions face unique challenges, experiences and opportunities. Panelists included Lisa Wagman Glezer, President of Wagman Construction, and Kristy Black, owner of Black Hydrovac.



Kick-off meeting of the RM3P Dynamic Incentivization

March 27, 2024



A kick-off presentation for the third RM3P program element to get underway Dynamic Incentivization (DI) occurred on March 27th, with in-person and virtual attendees.

The DI 'soft launch', in which Northern Virginians will be able to directly interact with RM3P for the first time, will take place in early CY2025. DI is an innovative collaboration between VDOT, DRPT, NVTA, and many stakeholders across the region. Funding for RM3P (\$15 million) was secured following a successful NVTA SMART SCALE application on behalf of the region in August 2018.

Examining New Opportunities to Advance Gender Justice Across the Transportation Sector

March 27, 2024



***Panelist included: Ann McNeill, Founder, National Association of Black Women in Construction (NABWIC) and President & CEO of MCO Construction
April Rai, President & CEO, Conference of Minority Transportation Officials
Dr. Destiny Deguzman (nee Thomas), Founder and CEO, Thrivance Group
Ebony Wimbush, President & CEO, Airport Minority Advisory Council (AMAC)
Hilary Norton, Commissioner and Executive Director, California Transportation Commission (CTC) and Executive Director & Founder, FASTLinkDTLA
Sara Stickler, President & CEO, Women's Transportation Seminar (WTS)
Veronica Vanterpool, Acting Administrator, Federal Transit Administration***

Monica Backmon, CEO, attended the U.S. Department of Transportation (USDOT) event reflecting on advancements in Gender Justice in the transportation sector. Two panels included industry leaders at the forefront of applying a Gender Justice lens and implementing strategies that intend to positively shift outcomes for women, girls, and gender diverse people across the sector.

Prince William County Future of the Region

March 28, 2024



On March 28th, Monica Backmon attend Prince William Chamber of Commerce's Future of the Region where Chair Jefferson, Mayor Rishell and Mayor Davis-Younger provided remarks on the future of the region. They discussed economic growth, education, housing, and infrastructure within their localities. They also highlighted NVTAs investments throughout the cities and county and the importance of connecting communities through modal options.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 4, 2024

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County

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

On March 28, 2024, Prince William County requested the following reallocation:

- Transfer of \$139 of RSTP funds from UPC 90499 (Purcell Road: Realignment and Safety Improvement) to UPC 14693 (Construct Interchange at Route 1/123 – PE/ROW Only)

The donor project is complete and the surplus funds are requested to be transferred to a Virginia Department of Transportation (VDOT) administered project that currently has a funding deficit. Both projects have been previously authorized by the Authority, so only RJACC approval of this transfer request is required.

At its meeting on March 28, 2024, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuttler
Request Letter from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



February 29, 2024

Richard Roisman, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Transfer Regional Surface Transportation Program (RSTP) Funds

Mr. Roisman,

Prince William County requests the approval of the NVTA RJACC for the transfer of RSTP funding. Prince William County requests the transfer of a total of \$139 in RSTP funds from the following balance account:

- Purcell Road: Realignment and Safety Improvement (UPC 90499)

The funds are requested to be transferred to the following project:

- Construct Interchange at Route 1/123- PE/ROW Only (UPC 14693)

The donor project (UPC 90499) is a completed project and the request is to transfer the balance to a Virginia Department of Transportation (VDOT) administered project in Prince William County that currently has a deficit. Both projects have been previously authorized for RSTP funding and only RJACC approval is required for this transfer.

If you have questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ricardo Canizales', with a long horizontal stroke extending to the right.

Ricardo Canizales
Director of Transportation

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 2/29/2024

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$139

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
90499	Purcell Road: Realignment and Safety Improvement	RSTP	N	FY2024	\$139.00	14693	Construct Interchange at Route 1/123 - PE/ROW Only	Y					

TOTAL OF TRANSFER - \$139

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

April 11, 2024

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Prince William County.

Dear Mr. Cuttler:

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

On March 28, 2024, Prince William County requested the following reallocation:

- Transfer of \$139 of RSTP funds from UPC 90499 (Purcell Road: Realignment and Safety Improvement) to UPC 14693 (Construct Interchange at Route 1/123 – PE/ROW Only)

The donor project is completed, and the surplus funds are requested to be transferred to a Virginia Department of Transportation (VDOT) administered project that currently has a funding deficit. Both projects have been previously authorized by the Authority, so only RJACC approval of this transfer request is required.

The RJACC approved the request on March 28, 2024, and the NVTA was informed at their April 11, 2024, meeting. The NVTA does not object to this reallocation.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Ric Canizales, Director of Transportation, Prince William County

NVTA Funding Program Project Status
Summary Report

As of April 1, 2024.			
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): 1. <u>Fairfax County</u> : Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive - A ribbon cutting has been scheduled for May 22, 2024. 2. <u>Loudoun County</u> : Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive - A virtual public information meeting has been scheduled for April 18, 2024 from 6-7 PM. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/	
Total Revenue Allocated	\$3,121,078,666		
Total Amount Appropriated	\$2,030,549,169		
Total Amount Reimbursed	\$855,961,301		
Total Number of Individual Projects	122		
Number of Standard Project Agreements (SPAs)	162		Revenue Allocated
Closed out, project completed	45		\$365,457,635
Closed out, project ongoing	20		\$116,912,752
Executed, funded phase underway	50		\$1,264,810,112
Executed, funded phase not started	9		\$239,274,000
Appropriated, no SPA yet	6	\$44,094,670	
Approved, no appropriation yet	32	\$1,090,529,497	
Substantive Status Updates (during February 2024 - March 2024)**			
Project Title (program year)	Updated Status	% Reimbursed	
Arlington County			
Lee Highway Corridor ITS Enhancements (FY2017)	Coordination with VDOT on Permitting, and evaluating the VDOT permitting comments. Ordering signal pole materials for construction.	13.5%	
Loudoun County			
Belmont Ridge Road Widening (Truro Parish Dr to Croson Ln) (FY2015-16)	Construction continues. Substantial Completion is delayed, now anticipated by October 2024.	10.6%	
Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road (FY2018-23)	Final plans submitted to VDOT February 2024, awaiting approvals. Land acquisition follows approvals.	9.2%	
Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267) (FY2020-25)	Coordination continued with Dominion Energy on obtaining an agreement for the road to cross their transmission easement. Land Acquisition phase proposed completion in October 2024.	NVTA SPA not Executed	
Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard (FY2020-25)	The Loudoun County Board of Supervisors approved the design contract for the project at the February 20, 2024, Business Meeting.	NVTA SPA not Executed	
Prince William County			
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Project on track for completion late Spring 2024.	90.4%	
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	The last phase of construction to connect Route 234 to Prince William Parkway and widening of Route 234 is underway. Asphalt for shared use path will be poured in March.	78.9%	
Van Buren Road North Extension: Route 234 to Cardinal Drive (FY2022-27)	Public hearing was held March 14, 2024. Draft Environmental Assessment was approved.	0.0%	
City of Alexandria			
West End Transitway Northern Segment Phase 1 (FY2015-16; 2018-23)	The milestone for the 60% design plans submission is further delayed, from February to April 2024. Right-of-Way phase has begun March 2024.	FY2015-16: 45.9% FY2018-23: 0.0%	
Alexandria Duke St Transitway (FY2018-23)	Staff received final report and is addressing outstanding planning issues primarily with the service road edge features in Segment 3 between Cambridge Rd and Moncure Dr. Expect to finalize by June 2024.	13.7%	

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

NVTA Funding Program Project Status
Summary Report

Town of Herndon		
East Elden Street Improvements & Widening (FY2015-16)	VDOT's latest Project cost estimate showed a significant funding gap. The duct bank portion of the project is eliminated. The widening and other improvements are re-evaluated to move forward with.	24.7%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	VDOT has reviewed the IAR and deemed it ready for approval. Additional design work is underway, and surveying will be completed by mid-May.	60.6%
Ongoing Projects Only - No Updates for This Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Boundary Channel Drive Interchange (FY2014)	Dec-23	100.0%
Crystal City Streets (FY2017)	Oct-23	59.1%
Glebe Road Corridor ITS Improvements (FY2015-16)	Dec-23	31.2%
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	Feb-23	26.1%
Intelligent Transportation System Improvements (FY2018-23)	Dec-23	18.3%
Rosslyn Multimodal Network Improvements (FY2020-25)	Oct-23	0.0%
CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (FY2018-23)	Jan-24	NVTA SPA not Executed
Fairfax County		
Frontier Drive Extension & Interchange Improvements (FY2015-16; 2018-23)	Nov-23	FY2015-16: 100.0% FY2018-23: 0.0%
Rock Hill Road Bridge (FY2018-23)	Jul-23	NVTA SPA not Executed
Richmond Highway (Route 1)/CSX Underpass Widening (FY2018-23)	Jul-23	NVTA SPA not Executed
Fairfax County Parkway Widening: Nomes Court to Route 123 (FY2022-27)	Sep-23	NVTA SPA not Executed
Loudoun County		
Route 7 Improvements: Route 9 to Dulles Greenway (FY2022-27)	Sep-23	NVTA SPA not Executed
Prince William County		
University Boulevard Extension: Devlin Road to Wellington Road (FY2022-27)	Dec-23	NVTA SPA not Executed
City of Alexandria		
West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (FY2022-27)	Sep-23	NVTA SPA not Executed

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

NVTA Funding Program Project Status
Summary Report

Ongoing Projects Only - No Updates for This Current Cycle (Continued - Page 2)		
Project Title (program year)	Last Update Received	% Reimbursed
City of Fairfax		
Intersection Improvements at Eaton Place/Chain Bridge Road (FY2018-23)	Nov-23	0.0%
Roadway Network Northfax West (FY2018-23; 2020-25)	Dec-23	FY2018-23: 51.3% FY2020-25: 0.0%
Old Lee Highway Multimodal Improvements Phase 1 (FY2018-23)	Oct-23	NVTA SPA not Executed
Government Center Parkway Extension (FY2020-25)	Oct-23	NVTA SPA not Executed
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	Oct-23	77.7%
Downtown Falls Church Multimodal Improvements (FY2020-25)	Dec-23	0.0%
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	Aug-23	0.0%
Town of Herndon		
Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27)	Nov-22	NVTA SPA not Executed
Town of Vienna		
Mill St NE Parking Garage (FY2018-23)	Jan-24	NVTA SPA not Executed
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	Feb-24	11.1%
VRE Crystal City Station Improvements (FY2015-16; 2018-23)	Feb-24	FY2015-16: 98.6% FY2018-23: 43.9%
Manassas Park Station Parking Expansion (2015-16; 2017)	Feb-24	FY2015-16: 100.0% FY2017: 89.9%
WMATA		
Blue Line Traction Power Upgrades (FY2017)	Feb-24	87.8%
VPRA		
Franconia-Springfield Passenger Rail Bypass (FY2020-25)	Jan-24	NVTA SPA not Executed

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