



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, July 9, 2020

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted on WebEx and Live Streamed via YouTube

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Sen, Interim Clerk
3. **Adoption of Resolution 20-03 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** Council of Counsels
4. **Minutes of the June 11, 2020 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

5. **COVID-19: Transportation Impacts and Opportunities** Mr. Jasper, Principal Planner

Action Items

6. **Appointment of Daniel Robinson to the Council of Counsels**
Ms. Backmon, Executive Director
Recommended action: Appointment of Mr. Robinson to the Council of Counsels
7. **Approval of the Withdrawal/Cancellation of the VRE Lorton and Rippon Station Projects** Mr. Longhi, CFO
Recommended action: Approval of the Withdrawal/Cancellation of the Projects
8. **Adoption of the FY2020-2025 Six Year Program** Ms. Backmon, Executive Director
Recommended action: Adoption of the FY2020-2025 Six Year Program

Discussion/Information Items

9. **Planning and Programming Committee Report** Mayor Wilson, Chair

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| 10. Finance Committee Update | Mayor Parrish, Chair |
| i. Investment Portfolio Report | Mr. Longhi, CFO |
| ii. Monthly Revenue Report | Mr. Longhi, CFO |
| iii. Operating Budget Report | Mr. Longhi, CFO |
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| 11. Planning Coordination Advisory Committee Report | Mayor Colbert, Chair |
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| 12. Technical Advisory Committee Report | Mr. Boice, Chair |
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| 13. Executive Director's Report | Ms. Backmon, Executive Director |
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| 14. Chair's Comments | |

Closed Session

- 15. Adjournment**

Correspondence

Next Meeting: September 10, 2020 at 7:00pm
NVTA Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

**RESOLUTION 20-03 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC
COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF
EMERGENCY DURING COVID – 19 PANDEMIC**

JULY 9, 2020 MEETING ELECTRONICALLY

July 9, 2020

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority finds that it has a responsibility to demonstrate to the public, through the Authority’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

3.

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Authority to assemble in a single location on July 9, 2020, to discuss and transact the business of the Authority listed on the July 9, 2020 Authority Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Authority hereby finds that meeting by electronic means is authorized because the items on the July 9, 2020, Authority Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the July 9, 2020, Authority Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 9th day of July, 2020.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

MINUTES

Thursday, June 11, 2020
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Via WebEx and Live Streamed

1. **Call to Order** Chair Randall
✓ **Chair Randall called the meeting to order at 7:09 PM.**

2. **Roll Call** Chair Randall
✓ Voting Members: Chair Randall; Mayor Parrish; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Meyer; Mayor Wilson; Mayor Rishell; Council Member Snyder; Delegate Roem; Delegate Watts; Ms. Hynes; Mr. Kolb.
✓ Non-Voting Members; Mayor Wood, Ms. Cuervo, Mr. Horsley.
✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Peggy Teal (Assistant Finance Officer); Richard Stavros (Investment and Debt Manager); Erica Hawksworth (Communication and Public Affairs Manager); Dev Sen (Financial Analyst); various jurisdictional and agency staff.

3. **Minutes of the May 14, 2020 Meeting**
Chairman McKay moved approval of the May 14, 2020 minutes; seconded by Mayor Rishell. Motion passed with abstentions by Delegate Watts as she was not present in the previous meeting (12-0-1 vote).

Action Items

4. **Adoption of Resolution 20-02 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** NVTa Council of Counsels
Recommended action: Adoption of Resolution 20-02 for Electronic Meetings During COVID-19 Pandemic
✓ Chair Randall made the motion to adopt Resolution 20-02 to Find the Need to Conduct Meeting by Electronic Communication Means during the Governor's declared State of Emergency during COVID-19 Pandemic; seconded by Delegate Roem. Motion passed unanimously (13-0 vote).

- ✓ After the resolution was adopted, Chair Randall welcomed Delegate Vivian Watts, one of the Authority's newest members, who attended the business meeting for the first time.

5. Approval of Standard Project Agreement for the Town of Leesburg--Regional Funding 2018-056-1 (Route 15 Bypass and Battlefield Parkway Interchange Project)

Mr. Longhi, CFO

Recommended action: Approval of Standard Project Agreement

Chair Randall moved the approval of the proposed Standard Project Agreement 2018-056-1 Town of Leesburg (Interchange at Route 15 Bypass and Battlefield Parkway), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director to sign on behalf of the Authority; seconded by Board Member Cristol. Motion passed unanimously (13-0 vote).

6. Approval of Reallocation of Prince William County's FY2020 RSTP funds from Route 234/Route 1 Interchange – PE & ROW Only (UPC 13525) to Smoketown Road/Opitz Boulevard Pedestrian Improvement Project (UPC 107528)

Ms. Backmon, Executive Director

Recommended action: Approval of RSTP Transfer Request for Prince William County

Ms. Backmon informed the Authority that the RSTP transfer request for Prince William County was recommended by RJACC at their May 28th meeting.
Chair Wheeler moved the approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County's Route 234/Route 1 Interchange – PE & ROW Only to Smoketown Road/Opitz Boulevard Pedestrian Improvement Project; seconded by Mayor Parrish. Motion passed unanimously (13-0 vote).

Discussion/Information Items

7. FY2020-2025 Six Year Program Update

Ms. Backmon, Executive Director

Ms. Backmon informed the Authority of the status of the FY2020-2025 Six Year Program, including public comments and testimony received during the public comment period and noted:

- ✓ At the March 12th meeting, the Authority authorized the release of 41 candidate projects for public comment.
- ✓ The public comment period started on March 13th and ended on May 24th with a Public Hearing held on May 14th.

- ✓ Given the COVID-19 pandemic, NVTa conducted the Public Hearing virtually, live-streaming via Facebook Live. This was the Authority's first-ever Public Hearing conducted in this manner.
- ✓ She further added that citizens pre-registered to give testimony over the phone with one citizen attending in person.
- ✓ Testimony was provided by 27 speakers.
- ✓ Approximately 1,000 public comments were received on the 41 candidate projects.
- ✓ She further noted that the majority of the comments received by the May 24, 2020, deadline, were associated with just four of the 41 candidate projects:
 - Arlington W&OD Trail Enhancements (NOV-002) – mostly supportive of the application but with concerns expressed related to environmental considerations, alternatives analysis, insufficient community engagement, and need;
 - Van Buren Road North Extension: Route 234 to Cardinal Drive (PWC-25) – opposition and support were broadly equal in number;
 - West Falls Church Access to Transit and Multimodal Connectivity (CFC-006) – comments expressed were overwhelming in support of the application; and
 - Downtown Falls Church Multimodal Improvements (CFC-005) – comments expressed were overwhelming in support of the application but the total was approximately one third of the other City of Falls Church application (CFC-006).
- ✓ A number of comments were received after the May 24th deadline. Due to time constraints, these were not included in the summary report. However, NVTa staff will post these comments as part of the public record and they will be included in the analysis.
- ✓ At the May 14th business meeting, the Authority approved \$522,151,962 as the amount of funding available for the FY2020-2025 Six Year Program.
- ✓ She further discussed the next steps related to NVTa staff recommendations for Six Year Program. The Planning Coordination Advisory Committee (PCAC), Planning and Programming Committee (PPC), and the Technical Advisory Committee (TAC) are meeting in June to review and comment on those recommendations.
- ✓ The PPC will develop a final set of recommendations for consideration for the Authority at its June 19th meeting. The PPC recommendations will be posted on the Authority's website by June 24th.
- ✓ With that, Ms. Backmon continued review of the summary of project comments.
- ✓ She further added that Public Comment is an important part of the process.
- ✓ Chair Randall asked members if there were any questions or comments to discuss with Ms. Backmon:
 - Chairman McKay asked how comments in the survey submitted by Senator Surovell were being computed as there appeared to be over 300 combined comments. Ms. Backmon answered that NVTa staff is in the process of validating the comments noting that there are some duplicates.

- Ms. Backmon further added that these comments were compiled and submitted outside of the process identified by the Authority, complicating the verification process. She encouraged the submission of comments through the processes as identified by the Authority.
- Chair Randall and Chairman McKay stated that the Authority should consider as part of future funding programs, whether comments received after the published deadline or in a format that's not prescribed by the Authority, should be included as part of the public record.
- Council Member Snyder thanked all of the citizens for providing comments.
- Delegate Roem asked to briefly describe the public comments received for Van Buren Road North Extension: Route 234 to Cardinal Drive (For and Against), to which Ms. Backmon shared examples of the supporting and opposing comments received by going through some the comments included in the meeting packet.
- Board Member Cristol noted that she is available to take any questions regarding the NOVA Parks Authority W&OD Trail Enhancements Project located in Arlington County and expressed the County's support for the recommended design level funding for the project.
- Chair Randall asked Board Member Cristol about the vote of support that Arlington County took on the W&OD Trail Enhancement Project.
- Board Member Cristol responded that the NOVA Parks Authority asked the County to endorse and support the project application which was received. However, the County also asked for additional public engagement which the recommended design funding will facilitate.
- Council Member Snyder spoke in general about safety issues concerning the trail project related to the separation of bicycle traffic and pedestrians. He noted a separate but similar project in Falls Church has been well received by the public.
- Delegate Watts asked if the W&OD Trail Enhancement Project would be undertaken by Arlington County. Ms. Backmon responded that while the NOVA Parks Authority sought endorsement from the Arlington County Board, the project will be undertaken by NOVA Parks.
- Ms. Hynes added that she had a conversation with the NOVA Parks Authority and hopes they will do a safety analysis as part of the design.

8. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

- ✓ No verbal report given.

9. Technical Advisory Committee Report

Mr. Boice, Chair

- ✓ No verbal report given.

- 10. Planning and Programming Committee Report** Mayor Wilson, Chair
- ✓ Mayor Wilson informed the Authority that the PPC met on June 1st and discussed the Six Year Program Update and TransAction Update.
 - ✓ He further informed the Authority that PPC will be meeting on June 19th and will develop Six Year Program recommendations for the Authority's consideration at that meeting.
 - ✓ Mayor Wilson invited all Authority Members to attend the virtual Friday night meeting.
- 11. Executive Director's Report** Ms. Backmon, Executive Director
- ✓ Ms. Backmon encouraged the Authority members to attend the NVTA Planning and Programming Committee meeting on June 19, 2020.
- 12. Chair's Comments**
- Chair Randall concluded the meeting thanking all present for their participation.
- 13. Adjournment:** Meeting adjourned at 8:00pm.

Next Meeting: July 9, 2020 at 7:00pm
NVTA Offices



COVID-19: Transportation Impacts and Opportunities

Northern Virginia Transportation Authority Meeting
July 9, 2020

Agenda

- **Overall Goals**
- **Scenario Analysis & Context**
- **Scenario Definitions**
- **Scenario Results & Comparison**
- **Conclusions**



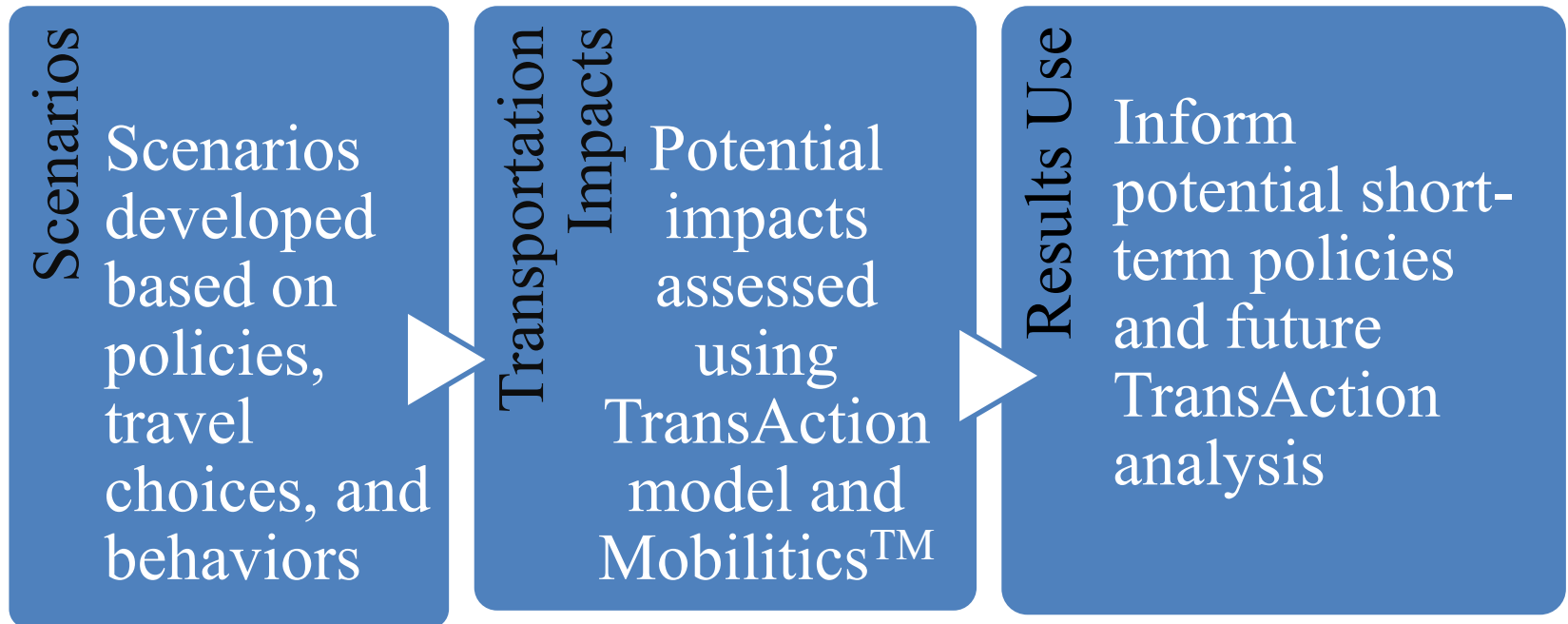
NVTA's
TransAction

Overall Goals

- Explore impacts to operating conditions & future transportation project investment considerations
 - Model different recovery scenarios to compare impacts
 - Use this analysis to structure future planning efforts

Scenarios & Impacts

Analyze plausible possible future scenarios, not intended to predict the future or imply any preferences

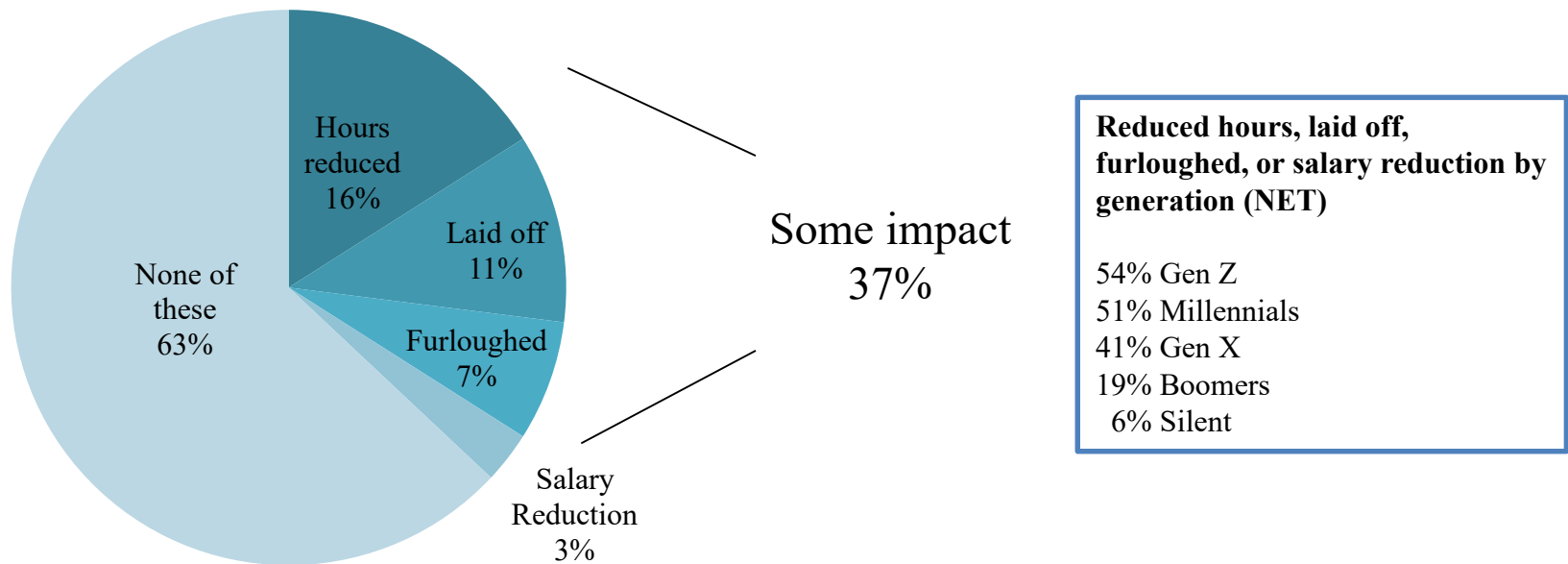


Background

- Through response to and recovery from COVID-19, trip behavior has been impacted starting in March 2020
- As a result:
 - Telework increased
 - Schools and many businesses closed
 - Travel decreased throughout the region
 - Safety concerns about transit and shared-rides

National Trends: Employment

Gen Z, Millennials, and Gen X are feeling the brunt of the economic impact from job or wage impacts due to COVID-19; decreasing their sense of personal security, happiness, productivity, success and sense of accomplishment.



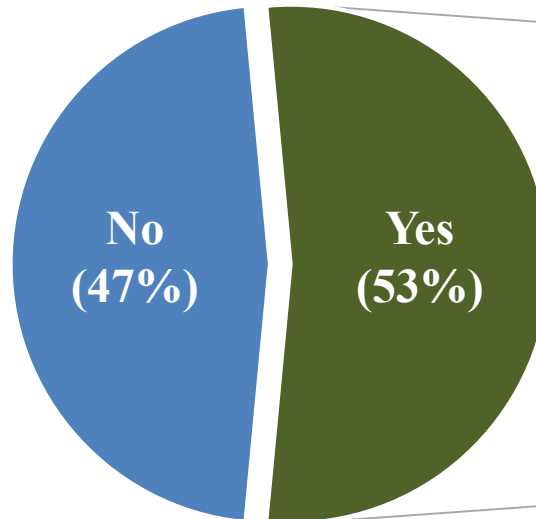
BASE: All Respondents (n=1,001)

Q1046C. Which of the following has happened to you in the past month?

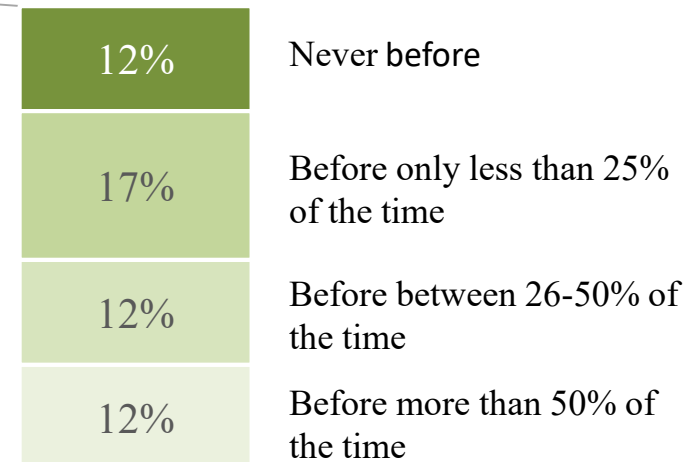
Source: Heart+Mind June 5th Roundtable

National Trends: Working from Home

Q: Are you currently working from home?



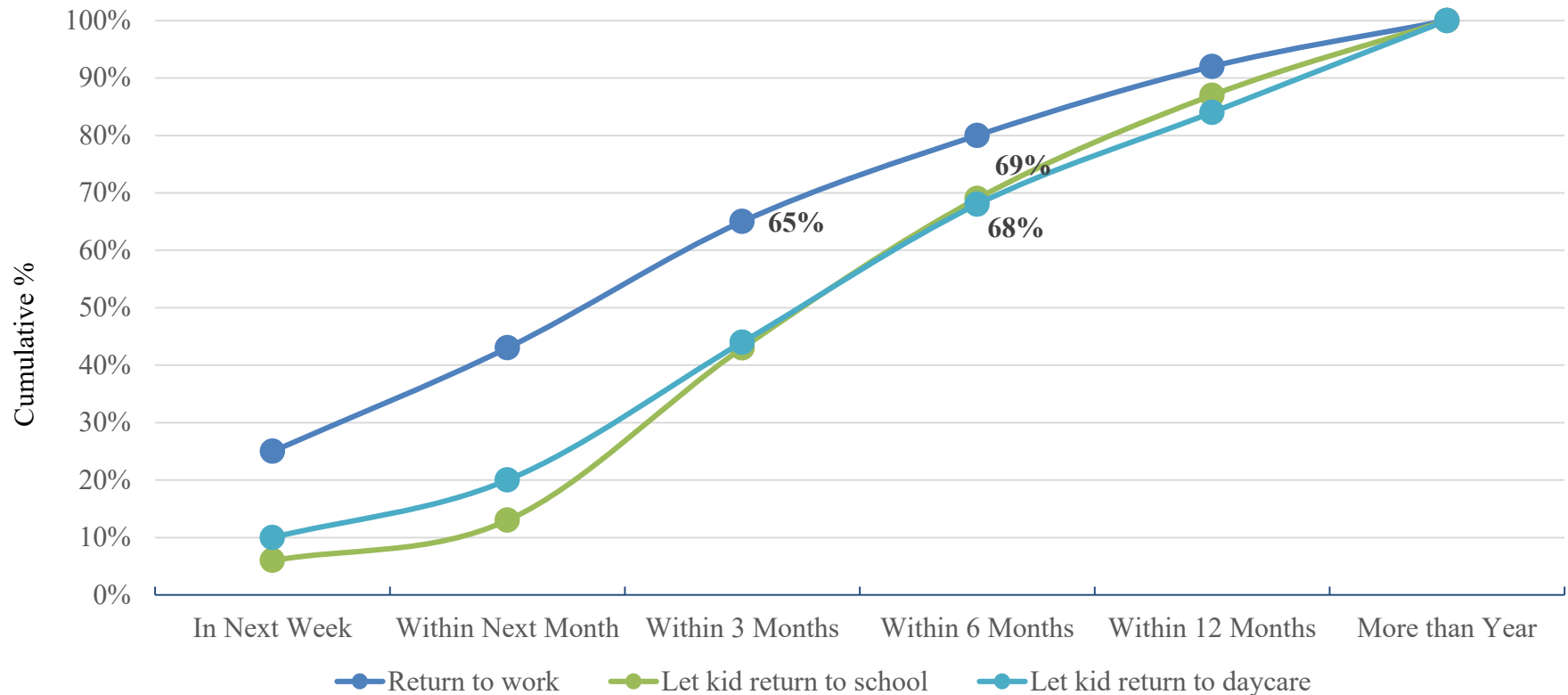
Q: Thinking of your job before the coronavirus outbreak, how often were you able to work from home?



Source: Heart+Mind May 27th Roundtable

National Trends: Work Will Return Well in Advance of Childcare

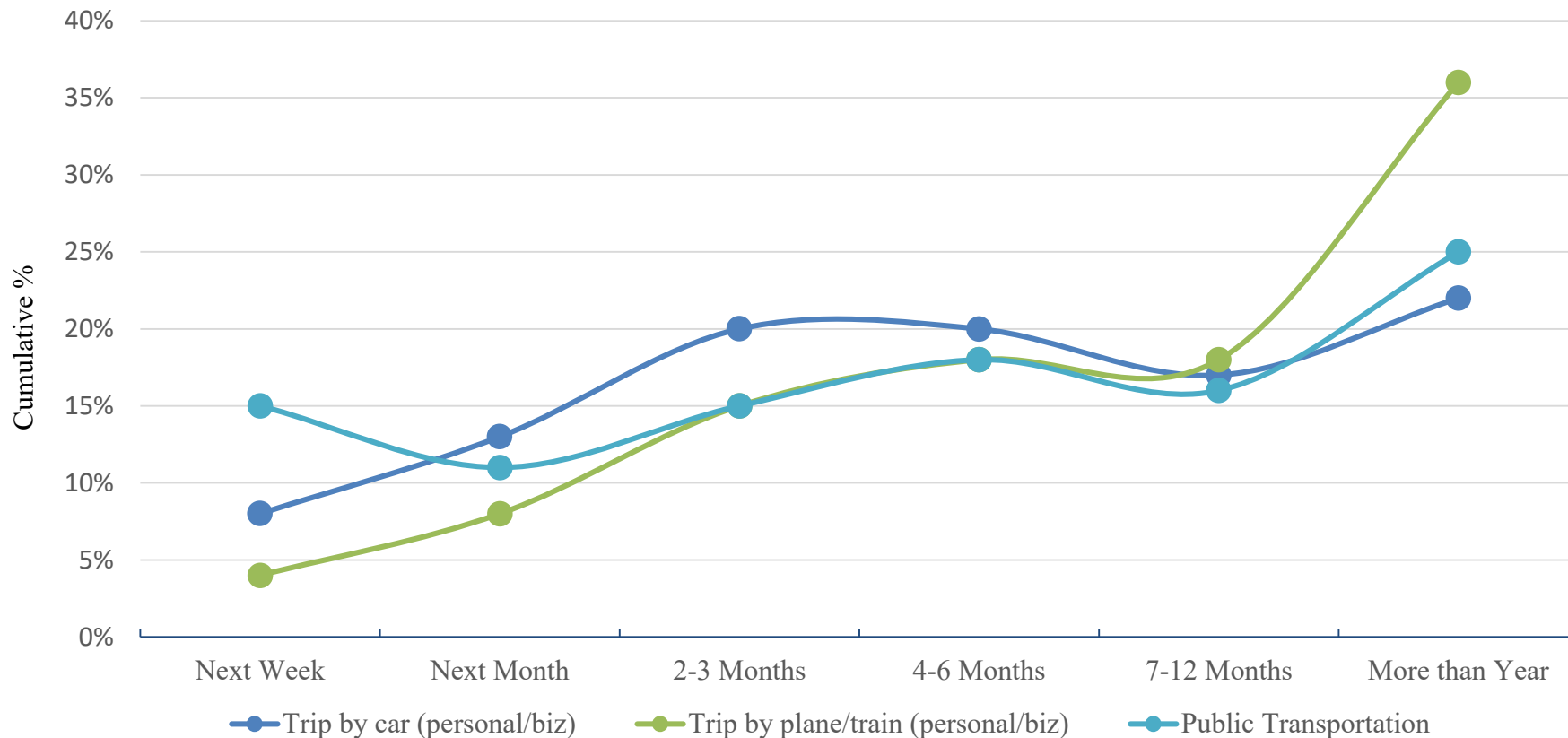
Q: When are you likely to do each of the following?



Source: Heart+Mind June 19th Roundtable

National Trends: Public Transit Lags Behind Car Trips

Q: When are you likely to do each of the following?

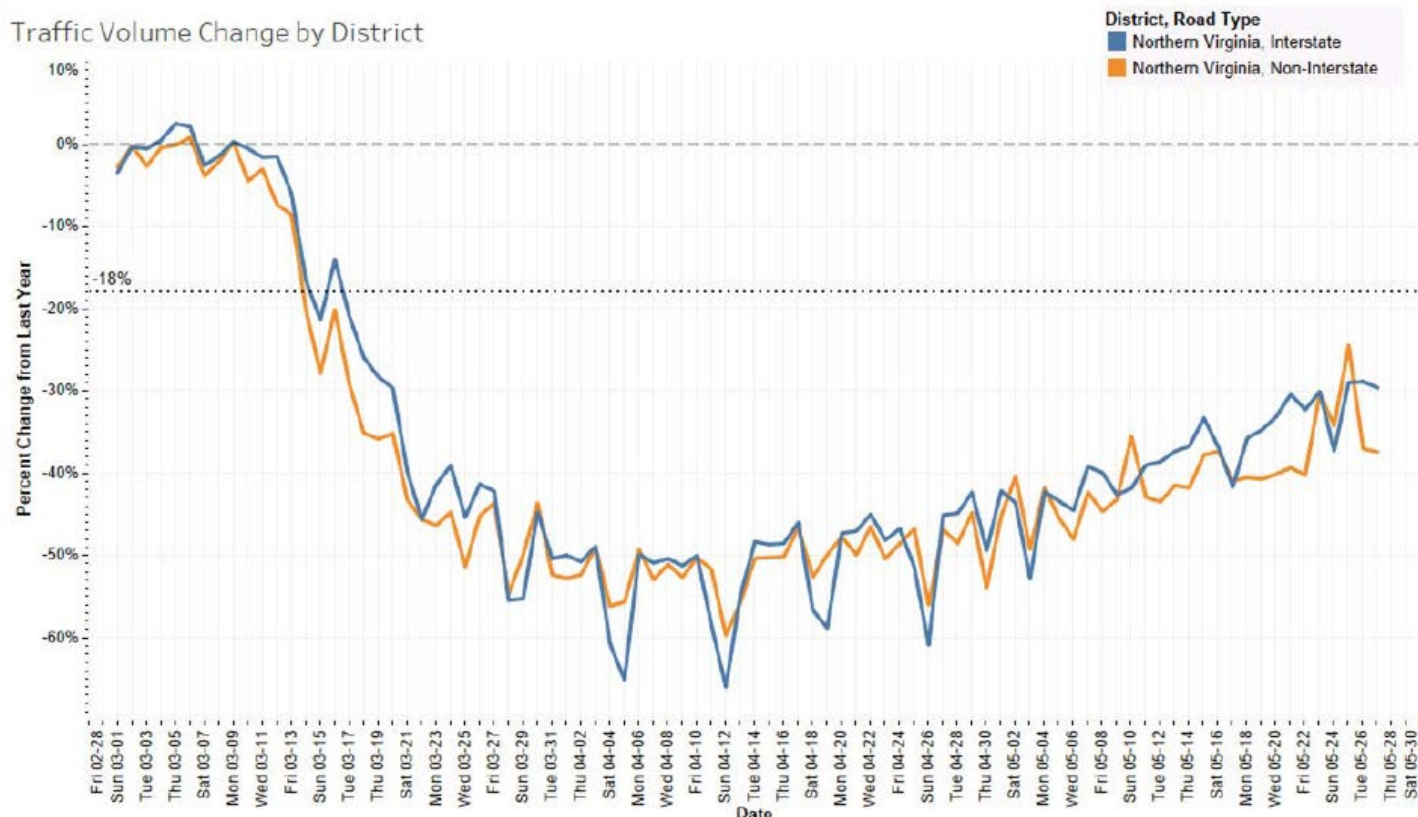


Source: Heart+Mind June 19th Roundtable

Regional Trends: VDOT Volume Trends

All Vehicles Daily Volume Change in Northern Virginia

Traffic Volume Change by District

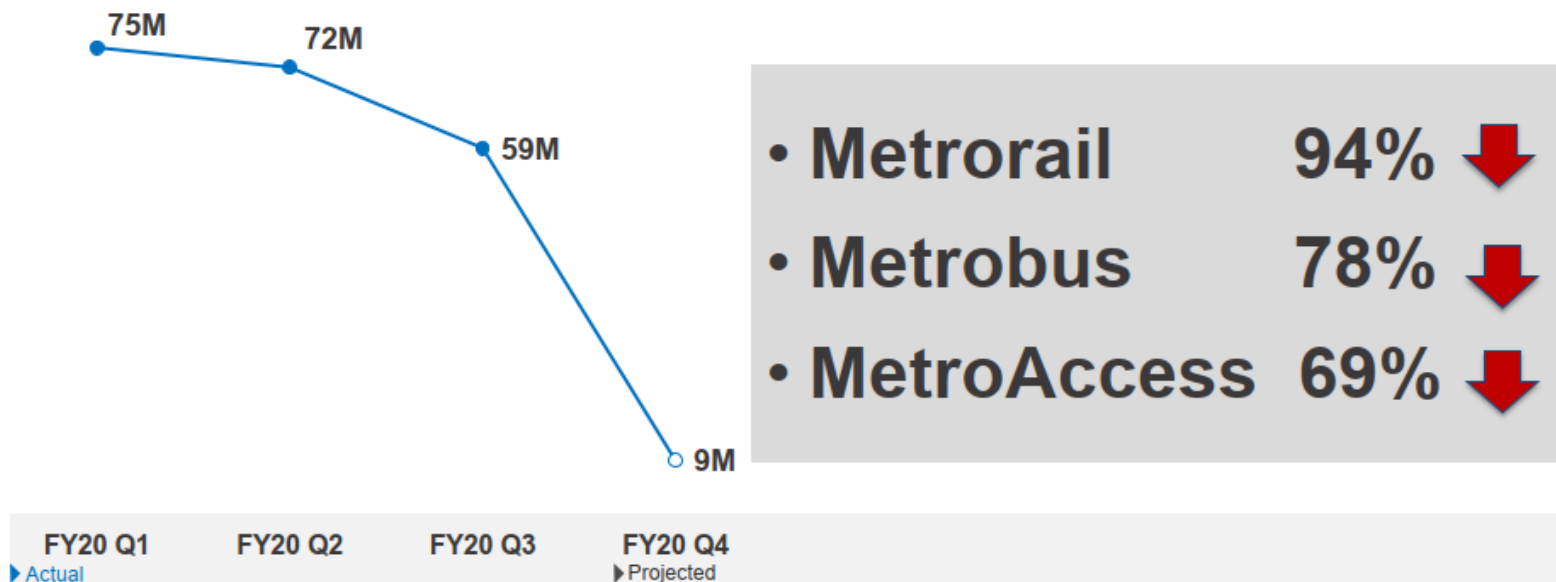


Mid-April shows the lowest daily volume at -55% compared to 2019 levels

Source: VDOT data presented at the Commonwealth Transportation Board June 17th Meeting

Regional Trends: WMATA Ridership

Ridership Decline of 88% from Q4 FY2020 Budget



Northern Virginia Reopening Phases

- Phase 1 (started 5/29)
 - Continued social distancing & teleworking
 - Non-essential businesses, like restaurants and salons, reopened with limited capacity
- Phase 2 (started 6/12)
 - Social gatherings increase from 10 to 50 people
 - Restaurant and beverage establishments may offer indoor dining at 50% occupancy & certain recreation/entertainment venues without shared equipment may open with restrictions

Northern Virginia Reopening Phases

- Phase 3 (started 7/1)
 - Limit the occupancy of physical spaces to ensure adequate physical distancing may be maintained
 - Encourage telework, when not feasible move/stagger workstations to maintain 6 feet of distance
- Phase 4 “New Normal” – June 2021-2025

Scenario Definitions

Scenario	Short Term (2020-2021)	“New Normal” (2025)
Quick Recovery	Economy recovers by fall and most people are back to work and school	Overall travel is about 95% of pre-COVID levels
Active Transportation	Gradual recovery where more people drive alone or take active transportation (walking/biking)	Active transportation remains higher than 2019; overall travel about 90% of pre-COVID levels
Second Pandemic Wave in October	A second stay at home advisory issued in October, with an increase in job loss and teleworking and a decrease in transit ridership	Most significant impact on overall travel, returning only to about 85% of pre-COVID levels
Cautious Recovery	Most gradual recovery with low school attendance and business related travel is reduced, & E-commerce increases	Overall travel lower than Quick Recovery Scenario at about 90% of pre-COVID levels

Scenario Comparison: Assumptions

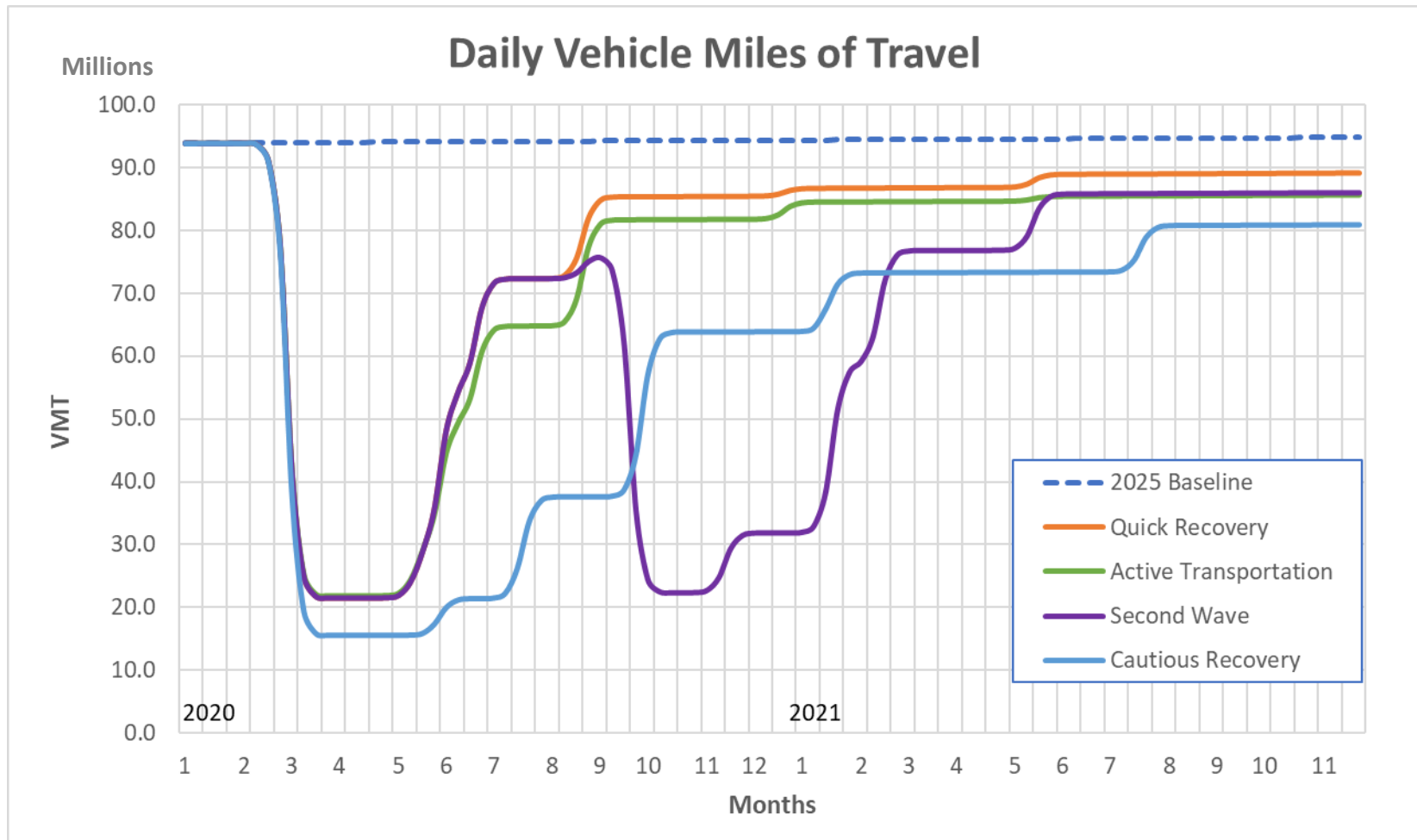
	Quick Recovery		Active Transportation		Second Wave		Cautious Recovery	
	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal
Telework*	10%	10%	20%	15%	50%	10%	25%	15%
Jobs Lost*	3%	0.5%	5%	1%	10%	6%	8%	2%
School Attendance	90%	95%	90%	95%	0%	100%	40%	90%
Transit Safety Perception	85%	100%	75%	95%	25%	95%	40%	100%
Active Transportation	Pre-COVID Mode Share		60% trips <5 mi are walk/bike. Mode share increases 30%.		Pre-COVID Mode Share		Pre-COVID Mode Share	

**Compared to pre-COVID levels*

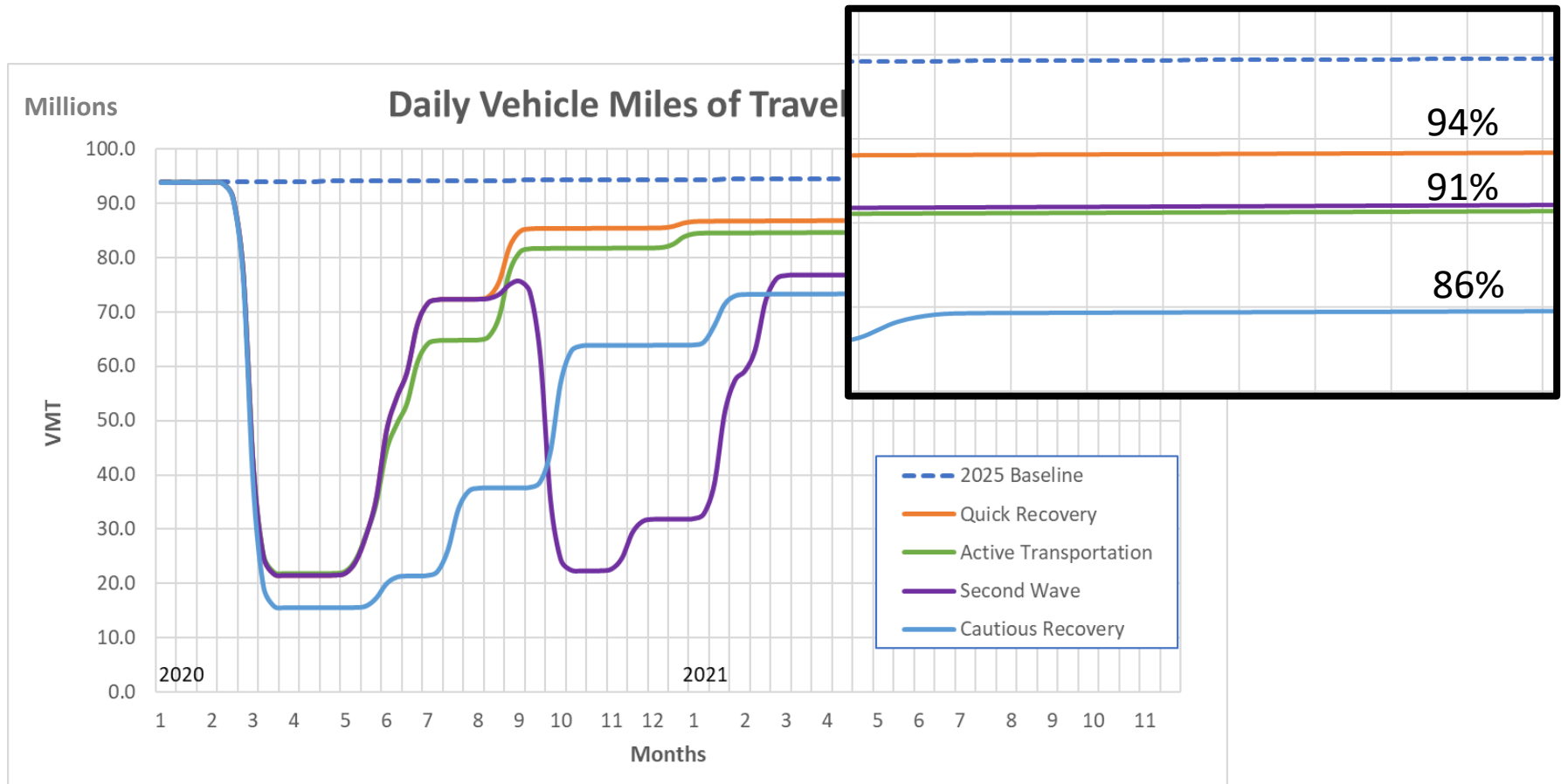
Short Term Impacts

Jan 2020 to June 2021

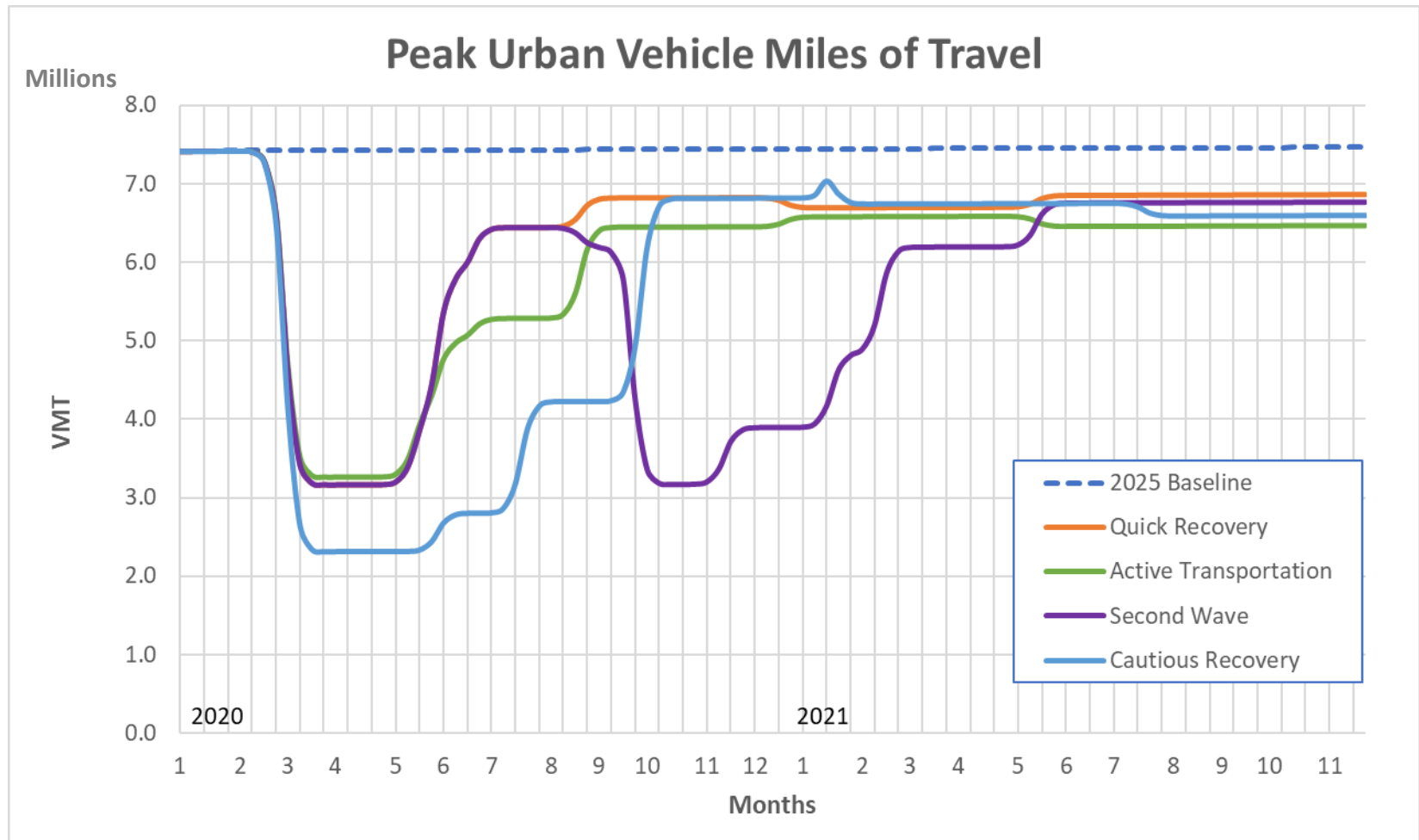
Impact on Vehicle Miles Traveled (VMT)



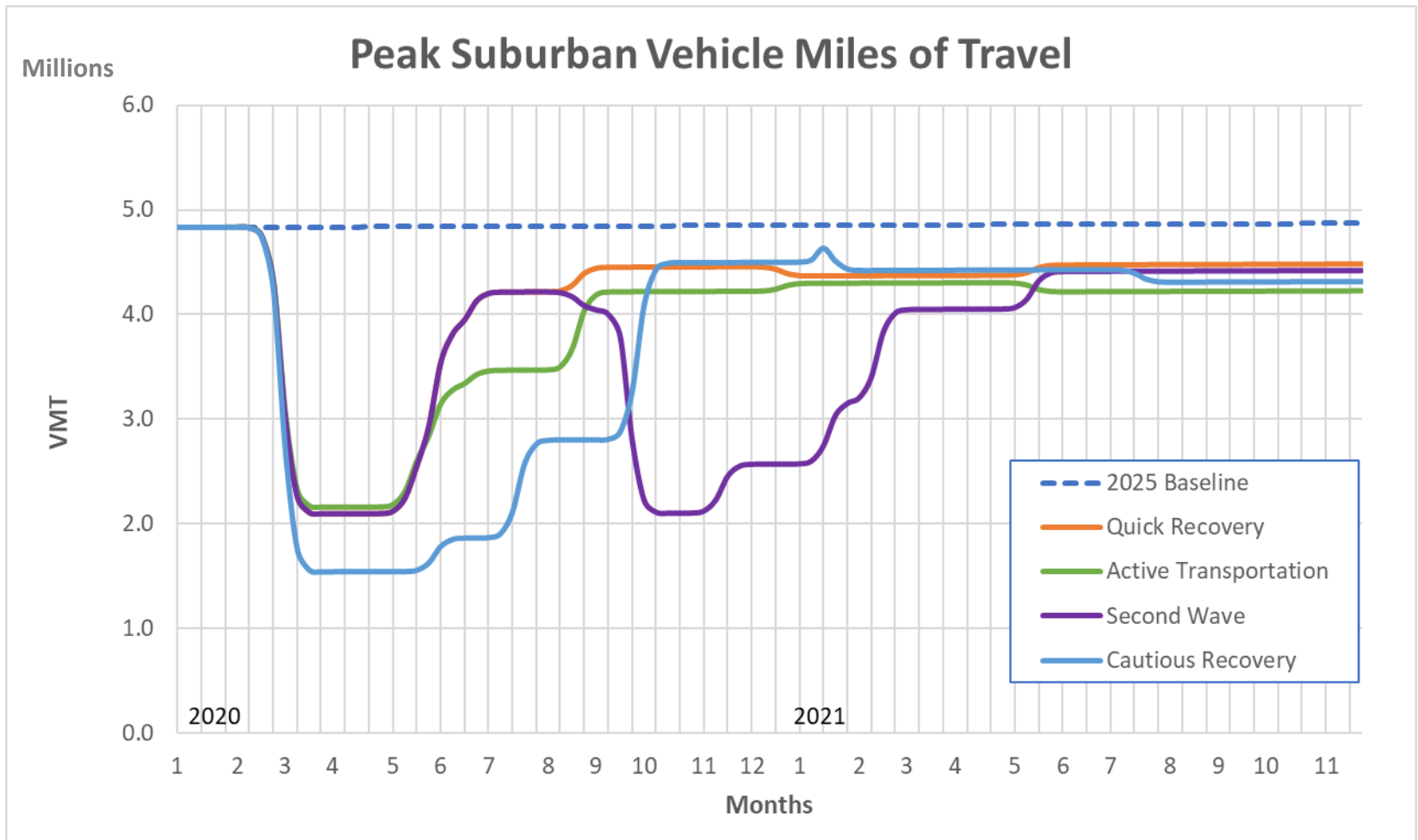
Impact on Vehicle Miles Traveled (VMT)



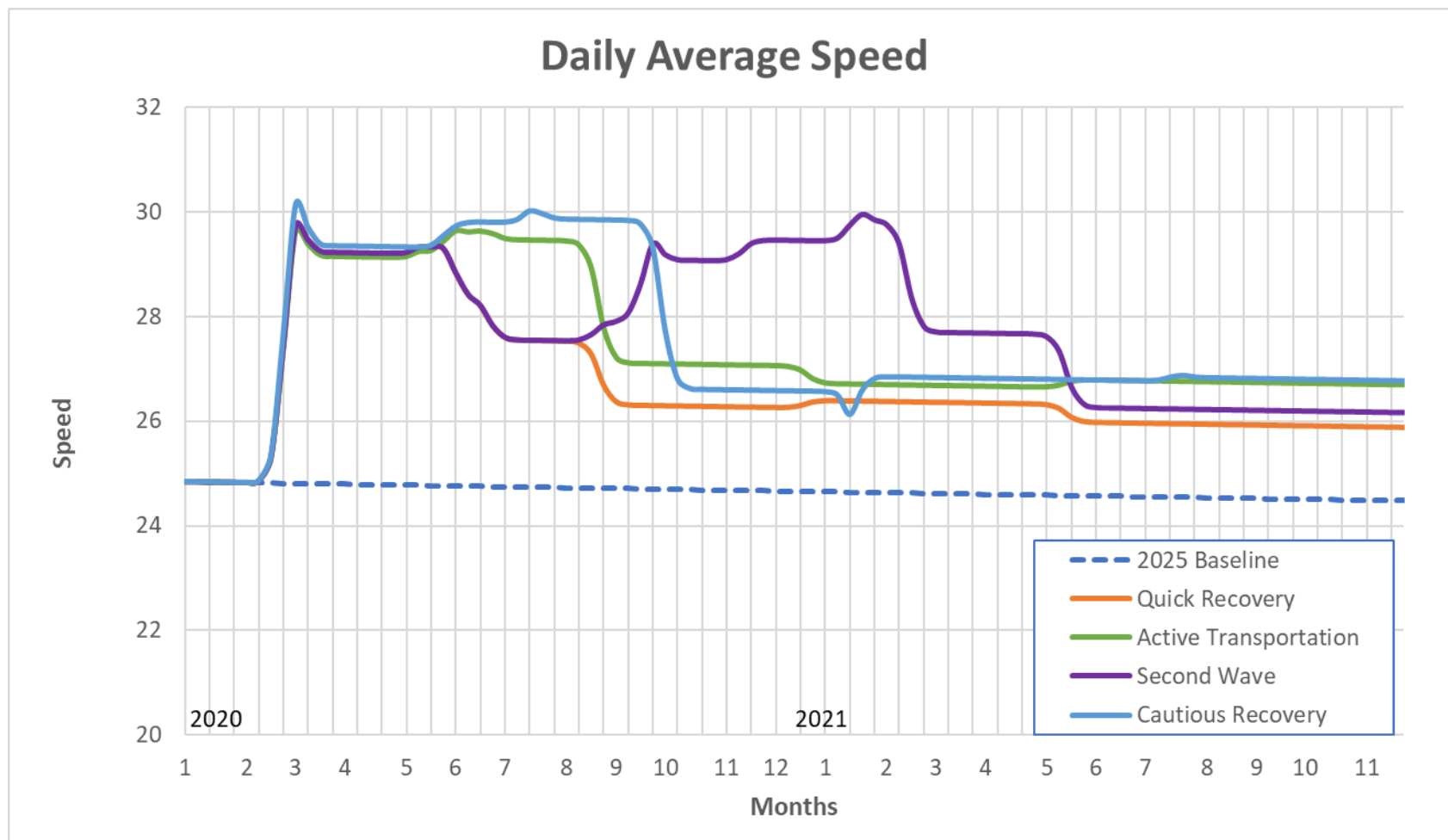
Impact on VMT by Subarea



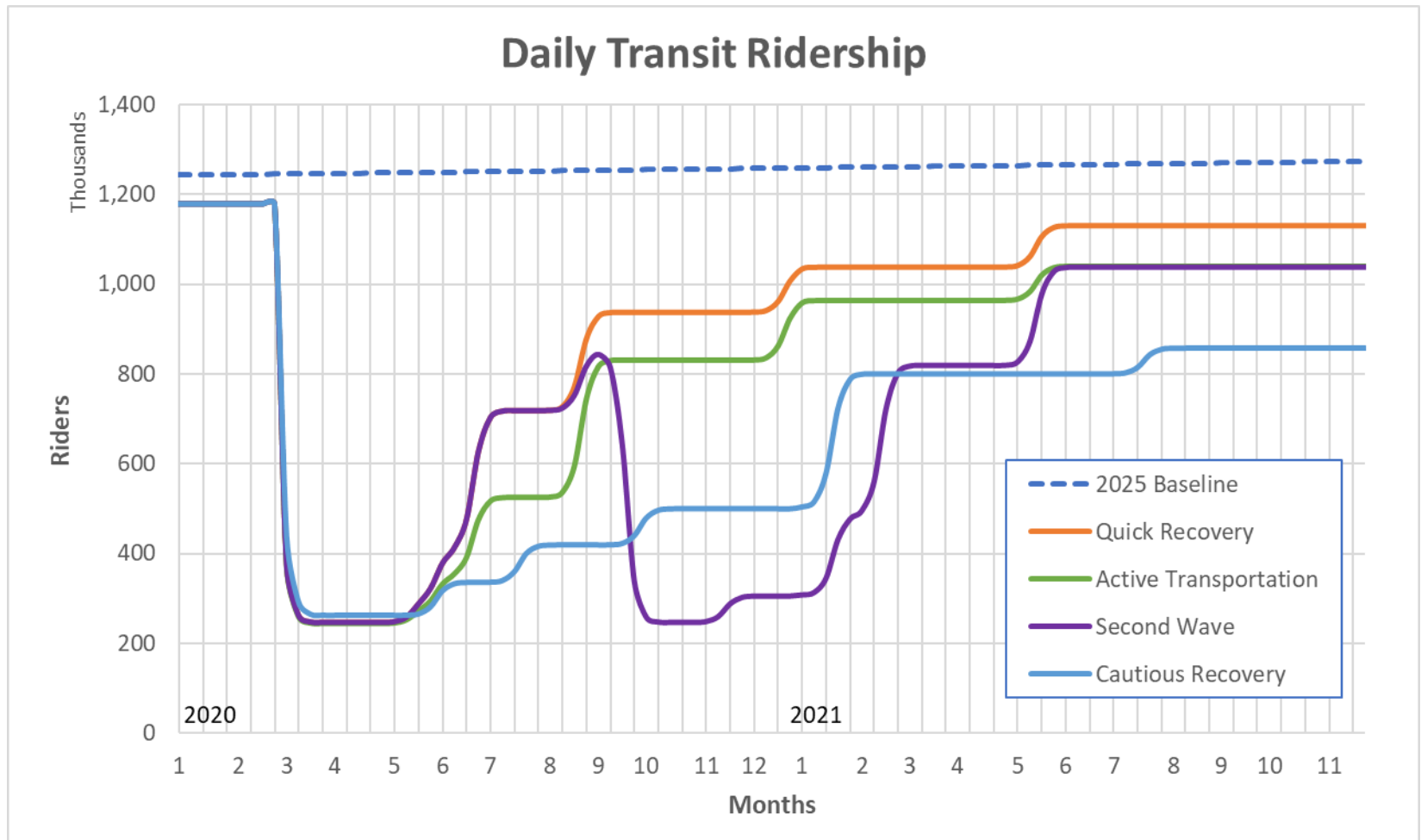
Impact on VMT by Subarea



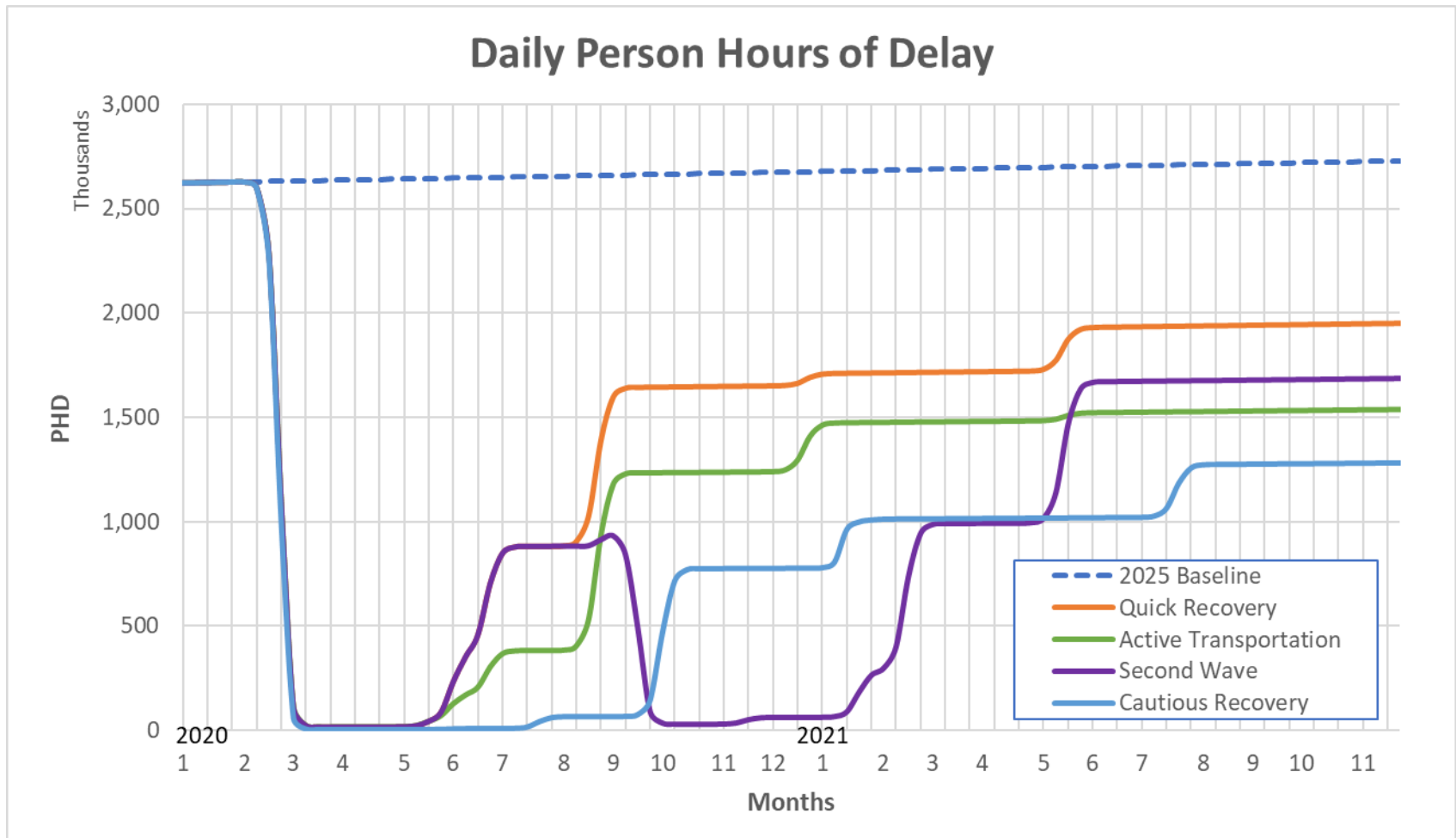
Impact on Vehicle Speed



Impact on Transit Ridership



Impact on Person Hours of Delay



“New Normal” Impacts

Horizon Year: 2025

2025 Transportation Network Performance

- Evaluate the scenarios using TransAction performance metrics
- Multi-modal measures that address accessibility and mobility in the region
 - Congestion
 - Transit ridership
 - VMT, etc.

Findings: Selected Measures (2025)

Measures (Weekday)	Base 2025 Conditions	Quick Recovery (%Change)	Active Transportation (%Change)	Second Wave (%Change)	Cautious Recovery (%Change)
Auto Trips	6,883,071	-16%	↓ -46%	-24%	-38%
Transit Trips	618,202	-15%	-36%	-22%	↓ -37%
Transit Share%	8.2%	+0.1%	↑ +1.4%	+0.2%	+0.1%
Transit Boardings	889,648	-15%	-33%	-22%	↓ -37%
Miles of Travel (Person)	116,060,798	-16%	-30%	-24%	↓ -38%
Hours of Travel (Person)	4,040,851	-31%	-49%	-42%	↓ -55%
Hours of Delay (Person)	1,472,169	-57%	-81%	-72%	↓ -85%
Transit Crowding	1,564	-34%	-58%	-58%	↓ -66%

Findings: VMT by Jurisdiction (2025)

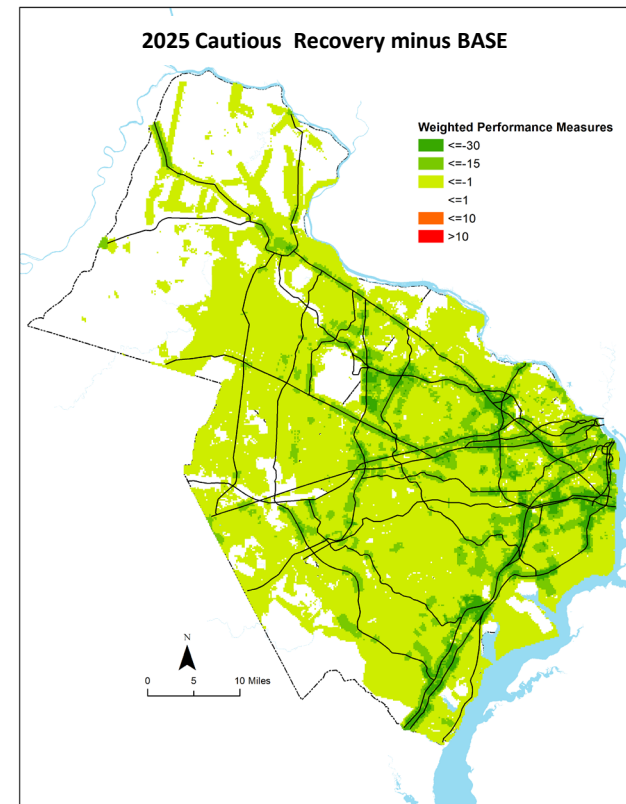
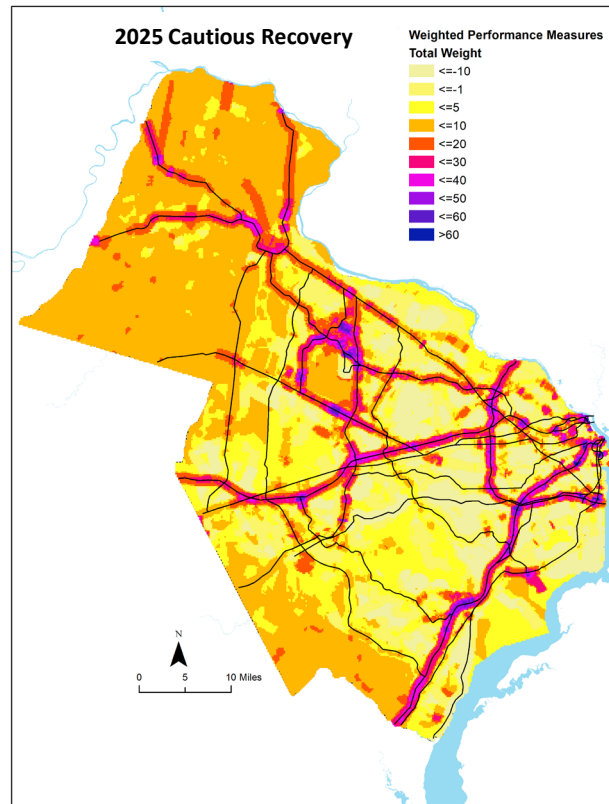
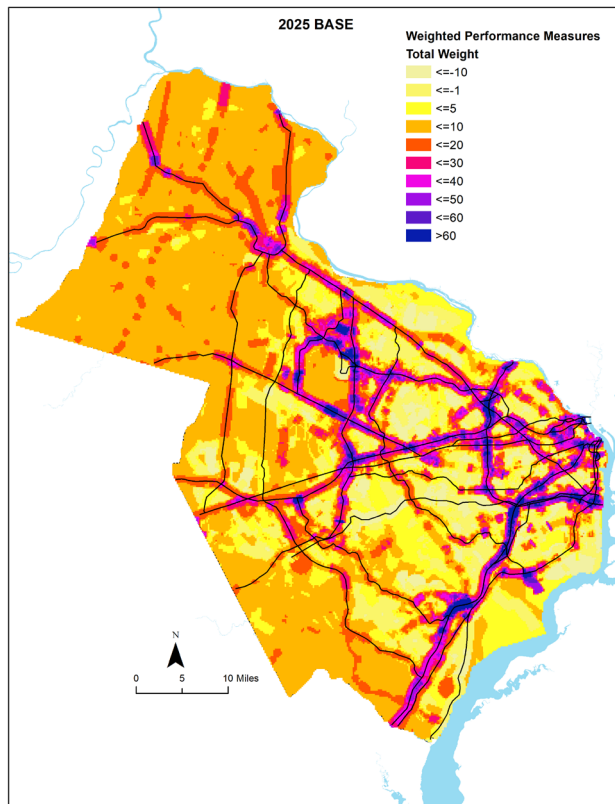
Miles of Travel Per Person (Auto & Transit)	Base Conditions (2025)	Quick Recovery (%Change)	Active Transportation (%Change)	Second Wave (%Change)	Cautious Recovery (%Change)
Arlington	8.3 mil	-19%	-35%	-28%	-45%
Alexandria	5.2 mil	-18%	-36%	-28%	-44%
Fairfax, Fairfax City & Falls Church	62.0 mil	-16%	-29%	-24%	-38%
Loudoun	18.1 mil	-14%	-28%	-21%	-34%
Prince William, Manassas & Manassas Park	22.5 mil	-16%	-31%	-24%	-38%

Findings: Person Hours of Delay by Jurisdiction (2025)

Person Hours of Delay (PHD)	Base Conditions (2025)	Quick Recovery (%Change)	Active Transportation (%Change)	Second Wave (%Change)	Cautious Recovery (%Change)
Arlington	143,000	-66%	-87%	-80%	-92%
Alexandria	84,500	-69%	-90%	-83%	-94%
Fairfax, Fairfax City & Falls Church	792,000	-61%	-83%	-75%	-88%
Loudoun	264,400	-44%	-68%	-57%	-72%
Prince William, Manassas & Manassas Park	188,300	-48%	-77%	-68%	-84%

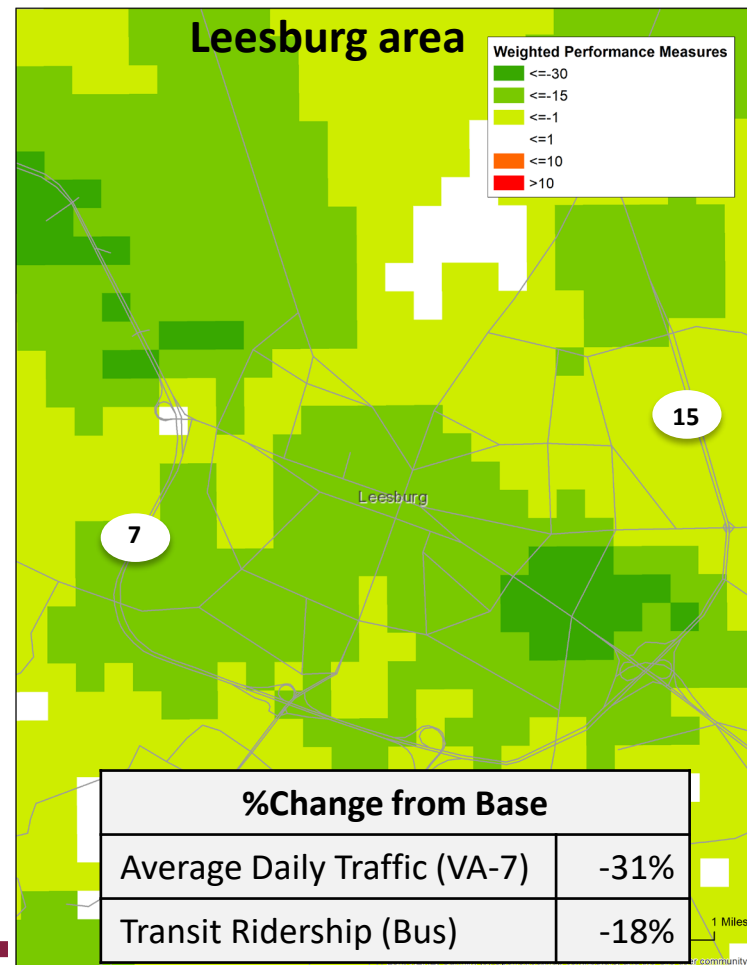
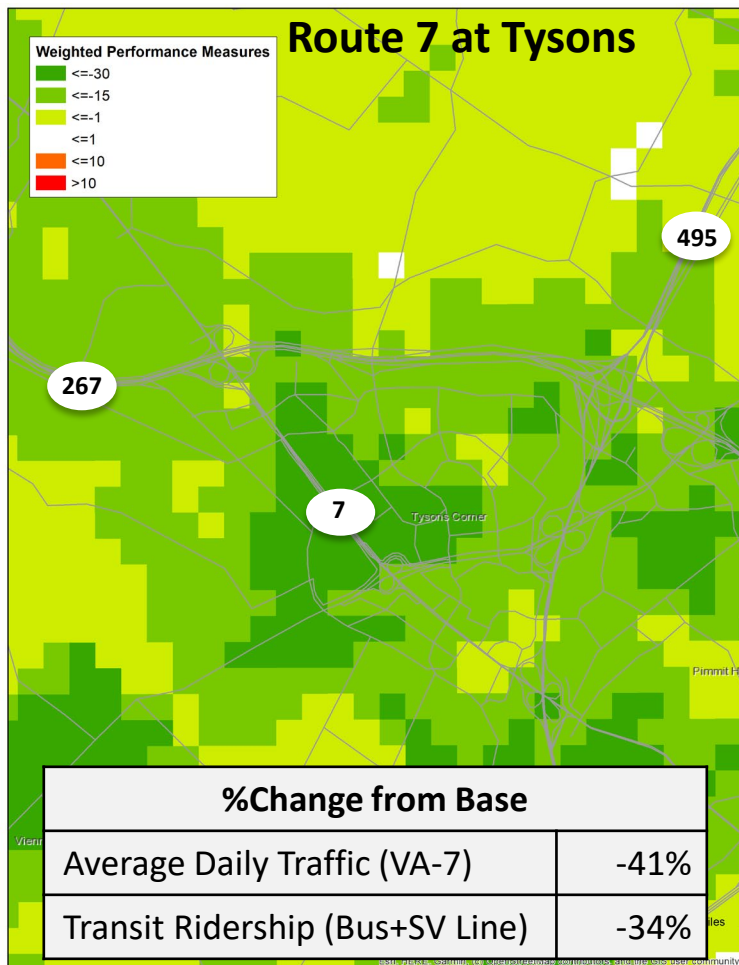
Overall Impact of Cautious Recovery Scenario

Weighted Performance Measures



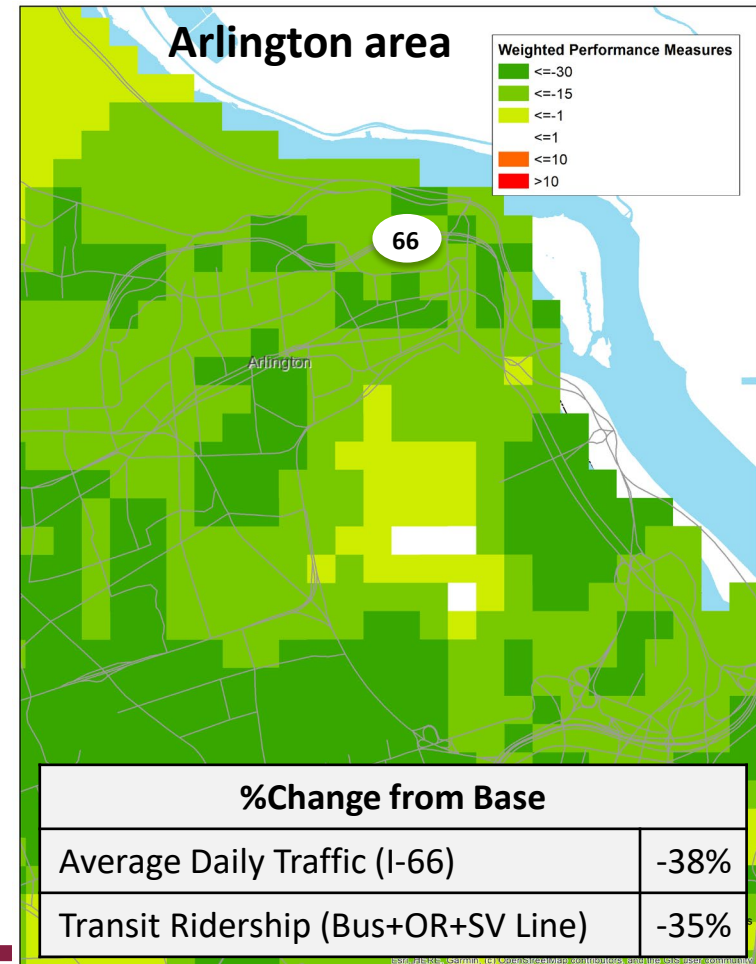
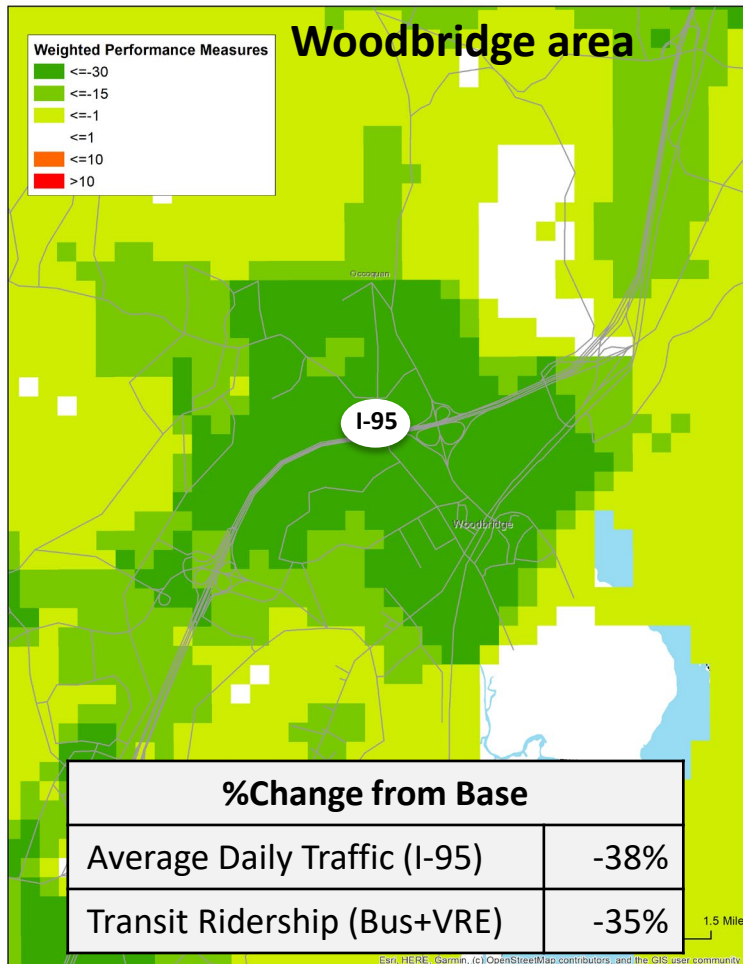
Cautious Recovery Scenario: Route 7 Tysons; Leesburg

Weighted Performance Measures



Cautious Recovery Scenario: I-95 South near Woodbridge; Arlington

Weighted Performance Measures



“New Normal” Scenario Observations

- All four scenarios assume 10-15 percent more telework than pre-COVID levels, and school attendance levels close to pre-COVID levels
- All four scenarios reduce auto and transit trips
 - ‘Active Transportation’ scenario has the largest impact for auto trips (46 percent reduction)
 - ‘Cautious Recovery’ scenarios has the largest impact for transit trips (37 percent reduction)
- All four scenarios reduce person hours of delay
 - ‘Cautious Recovery’ scenario has the largest impact (85 percent reduction)
 - Impact is most pronounced among inner jurisdictions, but is still significant for outer jurisdictions
 - Impact is evident along major corridors

Conclusions

- Short Term
 - The majority of changes occur within the first 18 months and level off around June 2021
- “New Normal”
 - Teleworking and economic impacts result in:
 - Traffic volumes and transit ridership that do not fully recover to pre-COVID levels
 - Significant reductions in time spent traveling and time lost in congestion
 - While congestion reduction impacts are a positive, transit ridership reduction may be challenging to financial stability of some transit agencies

Implications for NVTAs Planning and Programming Responsibilities, and Transportation Policy

- These findings suggest several topics for further consideration through the upcoming TransAction planning process and ongoing capital program development
 - Potential **policies** to support continued teleworking at greater than pre-COVID levels while mitigating impact on transit ridership, e.g. incentivization
 - **Using data** to further refine understanding of travel choices by households and businesses, and implications on the network
 - Quantifying the extent to which **TDM programs** influence travel behavior
 - Projects that support **multiple modes of transportation**
 - Emphasis on **flexible use of right-of-way** to accommodate changing travel patterns

Q & A

Backup Slides

Performance Measures

- 1.1.1 Total Person Hours of Delay
- 1.1.2 Transit Crowding
- 1.1.3 Person Hours of Congested Travel in Automobiles
- 1.1.4 Person Hours of Congested Travel in Transit Vehicles
- 1.2.1 Congestion Severity: Maximum Travel Time Ratio
- 1.2.2 Congestion Duration
- 1.3.1 Percent of jobs/population within ½ mile of high frequency and/or high performance transit
- 1.3.2 Access to jobs within 45 mins by auto or within 60 mins by transit
- 1.4.1 Average travel time per motorized trip between Regional Activity Centers
- 1.4.2 Walkable/bikeable environment within a Regional Activity Center
- 2.1.1 Safety of the transportation system
- 2.2.1 First and last mile connections
- 2.3.1 Travel by non-SOV modes
- 2.4.1 Person hours of travel caused by 10% increase in PM peak hour demand
- 3.1.1 Vehicles miles traveled (VMT) by speed

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: July 2, 2020

SUBJECT: Appointment of Daniel Robinson to the NVTa Council of Counsels

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) appointment of Daniel Robinson to the NVTa Council of Counsels.
2. **Suggested Motion:** *I move approval of the appointment of Daniel Robinson to the NVTa Council of Counsels.*
3. **Background:** The Council of Counsels was established by the Authority on July 12, 2007, Resolution 07-08. Ellen Posner (Fairfax County), who has been a member of the Council of Counsels from its inception, is retiring from County employment and will relinquish her position on the Council. Fairfax County Attorney, Elizabeth D. Teare, is recommending Daniel Robinson, Assistant County Attorney, to act as Fairfax County's representative on the Council of Counsels, replacing Ellen Posner.
4. **Responsibilities:** The Council of Counsels provides legal counsel and advice, legal support, and legal services and representation to the NVTa. The Council of Counsels shall neither be employed nor compensated by the NVTa and shall remain employees of their respective member jurisdictions.

Attachment:

- A. Letter from Fairfax County Attorney, Elizabeth D. Teare, requesting Daniel Robinson's appointment



County of Fairfax, Virginia

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

Office of the County Attorney
Suite 549, 12000 Government Center Parkway
Fairfax, Virginia 22035-0064
Phone: (703) 324-2421; Fax: (703) 324-2665
www.fairfaxcounty.gov

June 15, 2020

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
Monica.backmon@thenovaauthority.org
VIA ELECTRONIC MAIL ONLY

Dear Ms. Backmon:

In 2007, the Fairfax County Board of Supervisors authorized the County Attorney's office to participate on the Northern Virginia Transportation Authority's Council of Counsels. A copy of the summary of the Board's May 21, 2007 authorization is enclosed with this letter. Ellen Posner was the attorney selected by the County Attorney at that time and she has continued to serve in that position.

As you know, Ms. Posner is retiring from County employment soon and will relinquish her position on the Council. In order to ensure continuity on the Council, and in accordance with the authority given to the County Attorney by our Board on May 21, 2007, I have selected Daniel Robinson, Assistant County Attorney, to act as Fairfax County's representative on the Council. Mr. Robinson has been with our office for many years and possesses the necessary legal skills and expertise to provide advice to the NVTA.

I respectfully request that you advise the NVTA of my choice for our representative and place a matter on the NVTA agenda for the July 9, 2020 meeting to allow the NVTA members to vote on the appointment of Mr. Robinson to the Council.

Thank you very much for your generous assistance with this matter.

Sincerely,

Elizabeth D. Teare
County Attorney

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 2, 2020

SUBJECT: VRE Lorton and Rippon Station Projects Withdrawal/Cancellation

- 1) **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval to cancel or accept the withdrawal of the Virginia Railway Express (VRE) Lorton and Rippon Station Projects.
- 2) **Recommended Motion:** *I move Authority cancellation or acceptance of withdrawal of the VRE Lorton and Rippon Station Projects unencumbering a combined \$16.9 million in project funding.*
- 3) **Background:**
 - a) During the two-year development of Policy 29 – Project Activation Monitoring and De-Appropriation, NVTa and VRE staff worked together to ensure VRE project compliance with the policy, particularly on VRE projects not demonstrating progress towards completion and utilization.
 - b) VRE made several process enhancements to streamline project design and engineering with an objective of advancing to and through the project construction phase. New project timelines and cashflows were established which, at the time, showed acceptable progress toward project completion.
 - c) The project scopes and timelines for nearly all planned VRE capital projects along the CSXT-owned Fredericksburg Line have been materially impacted by the Virginia Rail Improvement Program (VRIP) and associated operating plan recently initiated by DRPT.
 - d) On May 18, 2020, in submitting project updates for the Executive Director’s monthly Regional Project Status Report (as required in Policy 29), the completion dates for three VRE projects – Franconia-Springfield Platform Improvements, Lorton Station Second Platform and Rippon Station Expansion and Second Platform – were substantially changed:
 - i) Franconia-Springfield Platform Improvements: Key dates moved are: construction start in early 2018 to construction complete by 2026. Franconia-Springfield is currently included in the ‘Phase 1’ set of VRIP projects expected to be complete by 2026. However, VRE staff noted the station improvements could potentially occur

without creating significant project scope issues and with an earlier completion date than 2026. No Finance Committee action is requested at this time.

- ii) Lorton Station Second Platform: Key dates moved are: construction complete moved from FY2015 to 'Construction deferred until DRPT 4th track construction.' Based on the new operating plan, no expansion of platform capacity is required at Lorton Station until the construction by DRPT of a new fourth track. There is no specific projected date for the completion of a fourth track in the vicinity of Lorton Station, but it is likely to be in 2030 or later. The current project scope is also inconsistent with the likely location of a future fourth track. Recommend project be withdrawn by VRE or cancelled by NVTa. Either action will unencumber \$6,998,303 in unspent project funds of the original \$7.9 million appropriated.
- iii) Rippon Station Expansion and Second Platform: Key dates moved are: start of construction January 2018 to construction complete by 2030. Rippon Station is currently included in the 'Phase 2' set of VRIP projects expected to be complete by 2030. Recommend project be withdrawn by VRE or cancelled by NVTa. Either action will unencumber \$9,960,518 in unspent project funds of the original \$10 million appropriated.

4) Current Situation:

- a) Cancelling a project is not a recommendation NVTa staff take lightly. However, with competing demands for limited funding it is important that NVTa staff also ensure that the region receives the benefits in terms of congestion reduction, improvement to the transportation network and the economic value of the NVTa's investment as soon as possible.
- b) Project readiness is an important qualitative factor in awarding a project.
- c) Based on ten-year averages of the Consumer Price Index the value of a NVTa dollar diminishes approximately \$.30 in a decade.
- d) The proposed new operating plan in the rail corridor, which eliminates the near-term need for expansion at Lorton Station, as well as the revised delivery date for the Rippon Station project (neither of which were envisioned in 2013 when the Lorton Station Project was approved or in 2015 when Rippon was approved) have led to the project cancellation recommendation.
- e) VRE staff have expressed recognition of these challenges. VRE discussed the projects at their June 19th Operations Board meeting.
- f) VRE staff report they will present a project withdrawal recommendation to the VRE Operations Board in the July 10th dispatch for the July 17th meeting.
- g) If the VRE Operations Board takes action on July 17th to withdraw the projects, the project status will be recorded as voluntarily withdrawn instead of canceled.

- 5) Next Steps:** With approval of withdrawal or cancellation, the unencumbered amount of \$16.9 million is available to be applied to projects in the FY2020-2025 update to the Six Year Program as recommended by the Authority's Planning and Programming Committee.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 1, 2020

SUBJECT: Adoption of the FY2020-2025 Six Year Program

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) adoption of the FY2020-2025 Six Year Program (SYP).
2. **Suggested Motion:** *I move Authority adoption of the FY2020-2025 Six Year Program.*
3. **Background.** The FY2020-2025 Six Year Program is the Authority's fifth funding program and the most competitive to date. The imbalance between funding requested and funding availability, while not a direct factor in project evaluation, is an overarching constraint on the number of recommended projects, and associated funding.
The Authority's schedule for the SYP Update included the following:
 - a. **July 2019**---Announced a Call for Regional Transportation Projects (CfRTP) for the SYP.
 - b. **September 27, 2019**---Project applications due.
 - c. **March 13, 2020**--Released the SYP candidate project list and related information for public comment. This list comprised 41 eligible candidate regional transportation projects with an associated funding request of \$1.445 billion.
 - d. **May 14, 2020**---Held Public Hearing.
 - e. **May 14, 2020**---Approved \$522,151,962 in regional revenues for the FY2020-2025 SYP.
 - f. **May 24, 2020**---Public Comment period ended.
4. **Summary of Public Comments.** During the SYP public comment period, which lasted from March 13 to May 24, 2020, more than 1,000 comments were submitted. Approximately 85 percent of these comments focused on four projects:
 - a. 257 supported and 67 opposed NOV-002 (Arlington W&OD Trail Enhancements), submitted by the Northern Virginia Regional Park Authority;

- b. 132 supported and 125 opposed PWC-025 (Van Buren Road North Extension: Route 234 to Cardinal Drive), submitted by Prince William County;
- c. 240 supported and 3 opposed CFC-006 (West Falls Church Access to Transit and Multimodal Connectivity), submitted by the City of Falls Church; and
- d. 68 supported and zero opposed CFC-005 (Downtown Falls Church Multimodal Improvements), submitted by the City of Falls Church.

NVTA staff posted a summary report of public comments, together with the actual comments, on NVTA's website.

- 5. Development of NVTA Staff Recommendations.** NVTA staff developed project funding recommendations that used a project selection process comprised of four components (eligibility, quantitative analysis, qualitative considerations, and public comment). Among these components, one of the three quantitative evaluation analyses – Congestion Reduction Relative to Cost (CRRC) ratios – was the most important, as the Authority is required to give priority to projects with the strongest performance on this scale. Consequently, 14 of the top 18 projects on the CRRC scale were included in the NVTA staff recommendations. In addition, two of the three projects that received the bulk of public support were included in the NVTA staff recommendations.

The NVTA staff recommendations, posted on June 9, 2020, comprised full funding allocations for 15 projects and partial funding allocations for four projects.

NVTA staff did not recommend some higher-ranked projects due to factors such as funding gaps, project readiness, local/regional priorities, and geographic balance. Consequently, NVTA staff was able to recommend a few additional projects among the lower-ranked projects on the CRRC scale, taking account of factors such as modal balance, geographic balance, and synergies with other NVTA-funded projects. Generally, projects for which partial funding was recommended were among the lower-ranked projects.

For the first time, NVTA staff assessed the status of Long Term Benefit for each of the nine member jurisdictions. Long Term Benefit is a Virginia Code requirement to ensure that, over the long term, member jurisdictions receive a share of the benefit (from NVTA's regional revenues) that is approximately equal to the share of the revenues attributable to each jurisdiction. While ultimately Long-Term Benefit was a minor factor in the NVTA staff recommendations for the FY2020-2025 SYP, this part of the evaluation did highlight some potential 'headwinds' for several member jurisdictions (Prince William County, Loudoun County, and their respective Towns) in future funding cycles.

- 6. Committee Reviews.** The NVTA staff project funding recommendations were presented to the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC) on June 17, 2020. Both Committees endorsed the NVTA staff recommendations.

The Finance Committee met on June 18, 2020, to discuss the withdrawal/cancellation of two existing VRE projects that can no longer use \$16,958,821 in previously approved NVTA funds due to changes in project schedule. Subject to Authority action at its meeting on July 9, 2020, these funds will be available for the FY2020-2025 SYP.

The Planning and Programming Committee (PPC) met on June 19, 2020. The PPC considered the NVTA staff recommendations, taking account of the recent related actions of the PCAC, TAC, and Finance Committee. The PPC endorsed the NVTA staff recommendations. The PPC also recommended full funding allocations to two additional projects as well as increased partial funding of one of the four partially funded projects, assuming confirmation of the \$16,958,821 currently allocated to two VRE projects. Because of the deliberations of these committees, the resulting recommendations are referred to as the PPC recommendations.

NVTA staff posted the PPC recommendations on June 22, 2020, meeting a requirement to post final recommendations at least 15 days prior to the meeting at which the Authority will adopt the Six Year Program.

- 7. Next steps.** Following adoption of the SYP, NVTA staff will coordinate with successful project applicants over the summer to finalize a detailed funding plan that optimizes funding needs, project scheduling, and resource management. At this time, July 1, 2023, is the earliest that FY2020-2025 SYP revenues will be available, necessitating appropriation activity during the normal budget cycle in spring 2023.

Full documentation of the adopted Six Year Program will be finalized over the summer, with a view to publication in Fall 2020.

Looking further ahead, and subject to future Authority action (likely during spring 2021), the Authority's next Call for Regional Transportation Projects (CfRTP) is anticipated in July 2021. This next CfRTP will drive the development of the Authority's FY 2022-2027 SYP.

Attachment A : PPC Recommendations for FY2020-2025 SYP

Attachment B : FY2020-2025 SYP Presentation

Northern Virginia Transportation Authority

FY2020-25 Six Year Program: **Planning & Programming Committee (PPC) Recommendations**

6/19/2020

CRRC Rank	Jurisdiction / Agency	Application ID	Recommendation	Requested Amount	Cumulative Request	Recommended Amount	Cumulative Recommendation
1	City of Fairfax	CFX-015	Jermantown Road/Route 29 Intersection Improvements#	\$ 700,000	\$ 700,000	\$ -	
2	City of Fairfax	CFX-014	Government Center Parkway Extension#	\$ 3,540,000	\$ 4,240,000	\$ 3,540,000	\$ 3,540,000
3	Prince William Co	PWC-024	North Woodbridge Mobility Improvements	\$ 8,000,000	\$ 12,240,000	\$ 8,000,000	\$ 11,540,000
4	Fairfax County	FFX-101	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	\$ 37,400,000	\$ 49,640,000	\$ 37,400,000	\$ 48,940,000
5	Town of Dumfries	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	\$ 78,000,000	\$ 127,640,000	\$ 78,000,000	\$ 126,940,000
6	Prince William Co	PWC-017	Prince William Parkway at Clover Hill Road Innovative Intersection*	\$ 11,000,000	\$ 138,640,000	\$ -	
7	Fairfax County	FFX-112	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	\$ 27,700,000	\$ 166,340,000	\$ 27,700,000	\$ 154,640,000
8	City of Fairfax	CFX-010	Intersection Improvements at Eaton Place/Chain Bridge Road*	\$ 11,600,000	\$ 177,940,000	\$ -	
9	City of Alexandria	ALX-014	Alexandria Duke Street Transitway*	\$ 75,000,000	\$ 252,940,000	\$ 75,000,000	\$ 229,640,000
10	Prince William Co	PWC-016	Summit School Road Extension and Telegraph Road Widening*	\$ 24,000,000	\$ 276,940,000	\$ 24,000,000	\$ 253,640,000
11	City of Fairfax	CFX-011	Old Lee Highway Multimodal Improvements*#	\$ 8,000,000	\$ 284,940,000	\$ 8,000,000	\$ 261,640,000
12	Prince William Co	PWC-015	Construct Route 28 Corridor Roadway Improvements*	\$ 50,000,000	\$ 334,940,000	\$ -	
13	Loudoun County	LDN-016	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	\$ 36,700,000	\$ 371,640,000	\$ 36,700,000	\$ 298,340,000
14	Arlington County	ARL-015	Rosslyn Multimodal Network Improvements	\$ 11,874,000	\$ 383,514,000	\$ 11,874,000	\$ 310,214,000
15	Loudoun County	LDN-019	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	\$ 18,000,000	\$ 401,514,000	\$ 18,000,000	\$ 328,214,000
16	VRE	VRE-011	VRE Crystal City Station Improvements*	\$ 15,800,000	\$ 417,314,000	\$ 15,800,000	\$ 344,014,000
17	City of Falls Church	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	\$ 6,900,000	\$ 424,214,000	\$ 6,900,000	\$ 350,914,000
18	NOVA Parks	NOV-002	Arlington W&OD Trail Enhancements	\$ 5,646,000	\$ 429,860,000	\$ 650,000	\$ 351,564,000
19	City of Falls Church	CFC-005	Downtown Falls Church Multimodal Improvements	\$ 8,300,000	\$ 438,160,000	\$ -	
20	Fairfax County	FFX-098	Richmond Highway (Route 1) BRT*	\$ 71,000,000	\$ 509,160,000	\$ -	
21	City of Fairfax	CFX-013	Roadway Network Northfax West*#	\$ 2,400,000	\$ 511,560,000	\$ 2,200,000	\$ 353,764,000
22	VRE	VRE-013	VRE Woodbridge Station Improvements	\$ 2,210,000	\$ 513,770,000	\$ -	
23	Prince William Co	PWC-025	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 8,000,000	\$ 521,770,000	\$ -	
24	DRPT	RPT-002	Franconia-Springfield Passenger Rail Bypass	\$ 100,000,000	\$ 621,770,000	\$ 15,000,000	\$ 368,764,000
25	Fairfax County	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South*	\$ 183,700,000	\$ 805,470,000	\$ 120,387,962	\$ 489,151,962
26	Town of Vienna	VIE-003	Vienna Regional Bikesharing#	\$ 282,400	\$ 805,752,400	\$ -	
27	Prince William Co	PWC-018	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	\$ 6,800,000	\$ 812,552,400	\$ -	
28	Loudoun County	LDN-018	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	\$ 30,000,000	\$ 842,552,400	\$ -	
29	Fairfax County	FFX-106	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	\$ 69,000,000	\$ 911,552,400	\$ 15,000,000	\$ 504,151,962
30	Prince William Co	PWC-020	Prince William Parkway at Old Bridge Road Intersection Improvements	\$ 30,000,000	\$ 941,552,400	\$ -	
31	Loudoun County	LDN-017	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	\$ 11,899,000	\$ 953,451,400	\$ -	
32	Arlington County	ARL-019	Ballston-MU Metrorail Station West Entrance*	\$ 33,510,000	\$ 986,961,400	\$ -	
33	Fairfax County	FFX-103	Frontier Drive Extension and Intersection Improvements*	\$ 105,000,000	\$ 1,091,961,400	\$ -	
34	Prince William Co	PWC-023	University Boulevard Extension: Devlin Road to Wellington Road#	\$ 26,500,000	\$ 1,118,461,400	\$ -	
35	Arlington County	ARL-014	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	\$ 18,000,000	\$ 1,136,461,400	\$ 18,000,000	\$ 522,151,962
36	Town of Leesburg	LEE-008	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*#	\$ 116,564,678	\$ 1,253,026,078	\$ -	
37	Fairfax County	FFX-104	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	\$ 79,000,000	\$ 1,332,026,078	\$ -	
38	Prince William Co	PWC-022	Wellington Road Widening: University Boulevard to Devlin Road	\$ 6,000,000	\$ 1,338,026,078	\$ -	
39	Arlington County	ARL-017	Arlington National Cemetery Wall Trail	\$ 2,000,000	\$ 1,340,026,078	\$ -	
40	Prince William Co	PWC-019	Route 234 and Sudley Manor Drive Interchange	\$ 10,000,000	\$ 1,350,026,078	\$ -	
41	Fairfax County	FFX-114	Seven Corners Ring Road Improvements	\$ 94,800,000	\$ 1,444,826,078	\$ -	

Notes:

	Recommended for funding
	Not recommended for funding
*	Continuation project
#	Expecting Revenue Sharing Program funds
XXX	Amount recommended is less than the request

Northern Virginia Transportation Authority

FY2020-25 Six Year Program: **Additional PPC Recommendations, subject to Authority action on July 9, 2020, to withdraw/cancel two VRE projects**

CRRC Rank	Jurisdiction / Agency	Application ID	Recommendation	Requested Amount	Cumulative Request	Recommended Amount	Cumulative Recommendation
1	City of Fairfax	CFX-015	Jermantown Road/Route 29 Intersection Improvements#	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
19	City of Falls Church	CFC-005	Downtown Falls Church Multimodal Improvements	\$ 8,300,000	\$ 9,000,000	\$ 8,300,000	\$ 9,000,000
24	DRPT	RPT-002	Franconia-Springfield Passenger Rail Bypass^	\$ 100,000,000	\$ 109,000,000	\$ 7,958,821	\$ 16,958,821
TOTAL CUMULATIVE FUNDING FOR THE FY2020-2025 SYP							\$ 539,110,783

Notes:

At its 6/18/2020 meeting, the [Finance Committee recommended](#) the Authority to withdraw/cancel two VRE projects releasing \$16,958,821 for programming.

^

The recommended amount shown on the row is in addition to the recommended amount shown on the first table for the project

This brings the total recommended amounts for the DRPT project to:

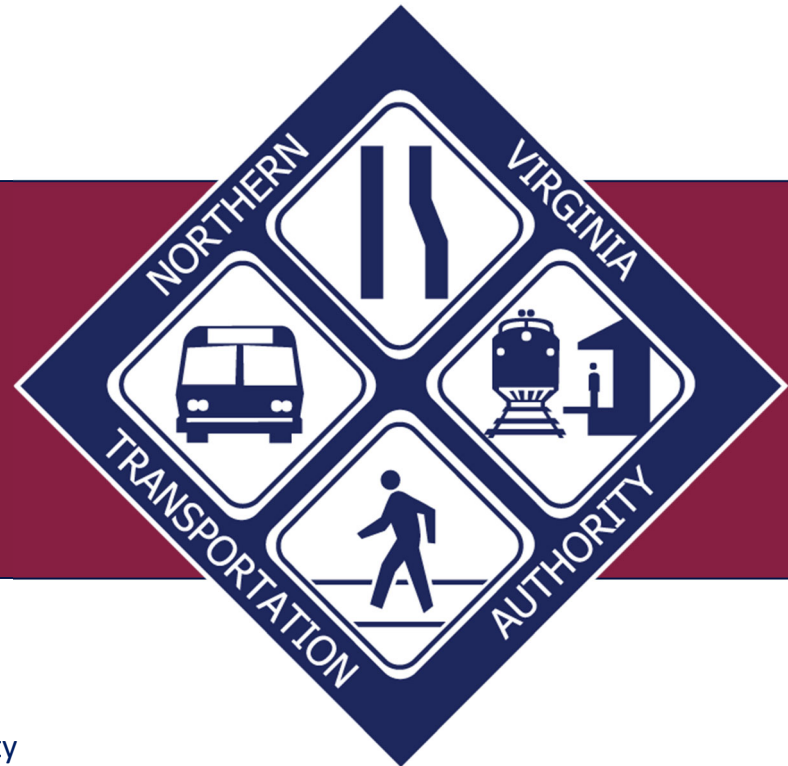
RPT-002	Franconia-Springfield Passenger Rail Bypass			\$ 22,958,821
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Attachment B

FY2020-2025 Six Year Program

*PPC Recommendations
July 9, 2020*

Presented by:
Keith Jasper, Principal, Northern Virginia Transportation Authority





Agenda



1. Context
2. Key Components of Project Selection Process
3. Public Comments
4. Overview of NVTA Staff Recommendations
5. NVTA Staff Recommendations
6. Committee Recommendations
7. Next Steps



Context: Summary of Previous Funding Programs*



Funding Program	Amount Requested (\$)	Amount Approved (\$)	Approved/Requested (%)
FY2014	339,693,000	185,884,185	55
FY2015-2016	467,124,215	336,944,000	72
FY2017	297,949,000	166,043,951	56
FY2018-2023	2,470,139,861	1,285,273,281	52
	3,574,906,076	1,974,145,417	55
FY2020-2025	1,444,826,078	522,151,962	36

Notes:

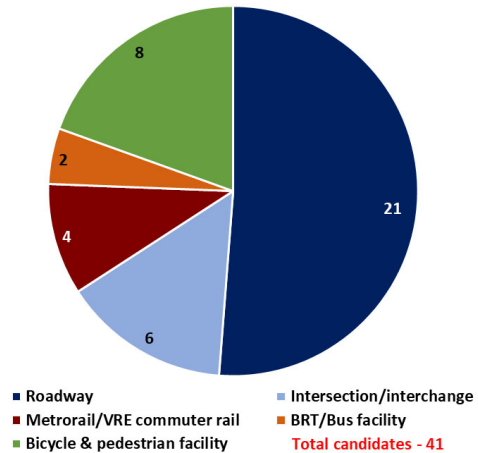
* Adjusted for approved projects that were subsequently withdrawn



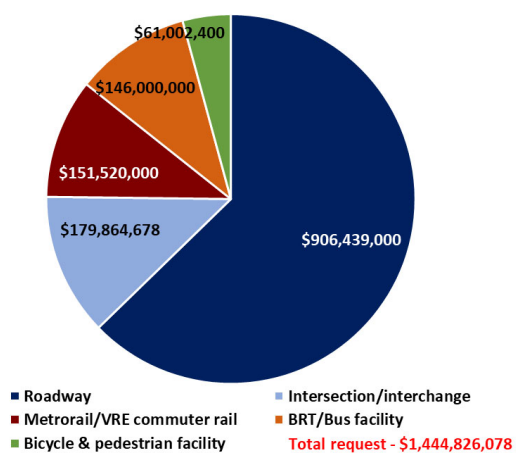
Context: Summary of Candidate Projects



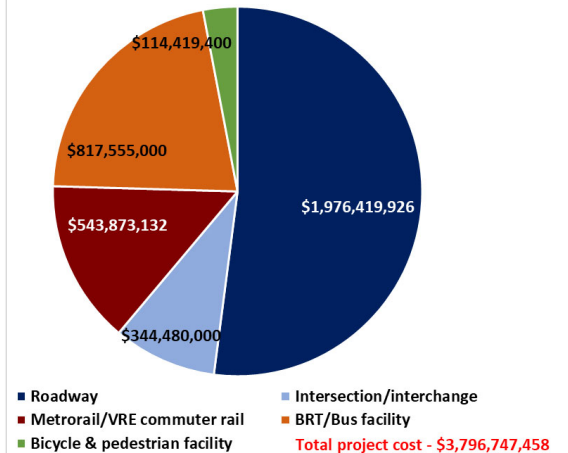
NVTA FY2020-2025 SYP Number of Applications



NVTA FY2020-2025 SYP Requested Amount (\$)



NVTA FY2020-2025 SYP Total Project Cost (\$)





Key Components of the Project Selection Process



In addition to funding availability, NVTA's project selection process comprises:

- Eligibility Review (TransAction, Governing Body resolution, candidate project located in NoVA)
- Quantitative Analysis
 - Congestion Reduction Relative to Cost (CRRC) ratios (consistent with HB2313 (2013))
 - TransAction project ratings (consistent with HB599 (2012))
 - **NEW:** Long Term Benefit (consistent with HB2313 (2013) and NVTA LTB Principles, approved in December 2014)
- Qualitative Analysis
 - Continuation project (Yes or No?)
 - Past performance (assessed at the jurisdiction/agency and project levels, where appropriate)
 - Extent of committed external funding
 - Funding gap
 - Project readiness
 - Supporting resolutions from other Governing Bodies
 - Other factors specific to individual candidate projects
 - Modal and geographic balance
- Public Comment (testimony, emails, and petitions received during the official public comment period)



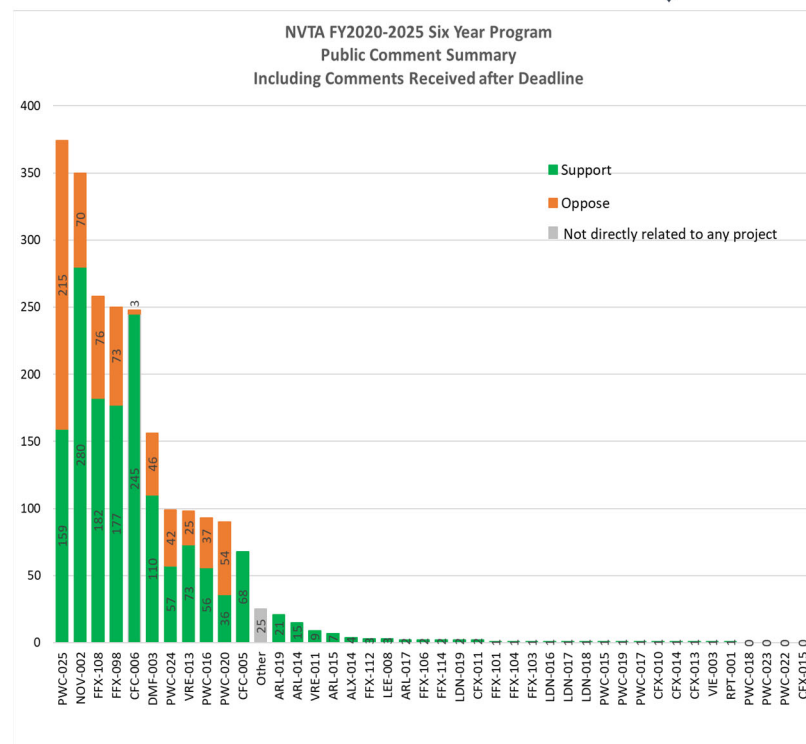
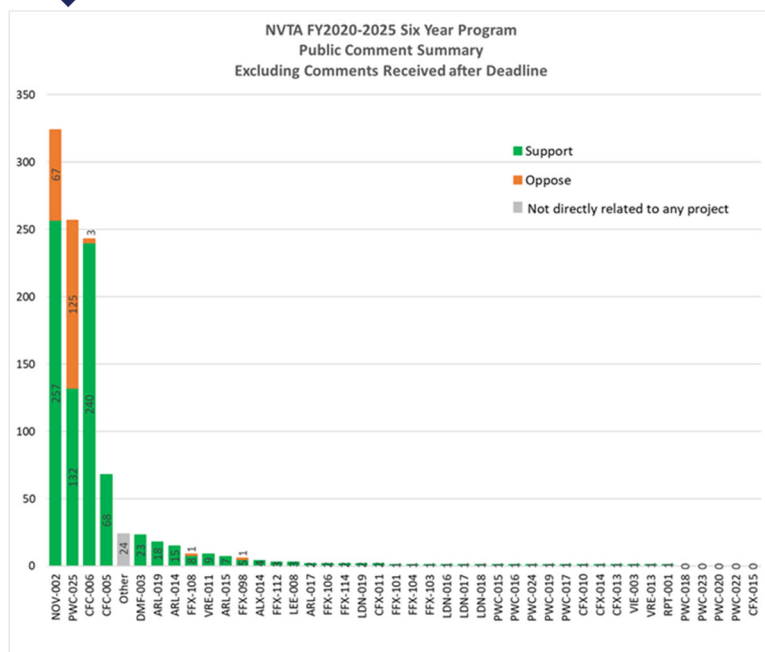
Quantitative and Qualitative Analyses



Application ID#	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Funding gap and phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2020 Q2)	Past performance (% of allocated funds reimbursed by FY2020 Q2)	Reimbursement request to active SPA in \$ (FY2020 Q2)	First fiscal year of expected slowdown	Year of opening	Long Term Benefit	Other	Transaction project cost (incl. H&S)	Transaction project cost (incl. H&S)	CRBC rating (Reduction in annual person-hours of delay / Total project cost in \$MM)	CRBC rank
								Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency					
CFX-015	City of Fairfax	Iermantown Road/Route 29 Intersection Improvements	B	\$ 700,000	PE, ROW, CN										54.31	29	395.72	1
CFX-014	City of Fairfax	Government Center Parkway Extension	A	\$ 3,540,000											53.25	32	166.47	2
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	A	\$ 8,000,000											58.60	9	133.20	3
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Noma Court*	A	\$ 37,400,000											82.96	2	133.01	4
DMP-005	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	A	\$ 78,000,000											63.64	6	59.05	5
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection*	B	\$ 11,000,000											55.06	26	54.14	6
FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	B	\$ 27,700,000											57.23	20	49.95	7
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road*	B	\$ 11,600,000	CN										58.13	14	39.42	8
AUX-014	City of Alexandria	Alexandria Duke Street Transitway*	A	\$ 75,000,000										Note A	65.03	5	38.98	9
PWC-010	Prince William Co	Summit School Road Extension and Telegraph Road Widening*	A	\$ 24,000,000											63.06	7	17.08	10
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements*	A	\$ 8,000,000	CN										58.22	13	32.96	11
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements*	A	\$ 50,000,000	ROW, CN										72.96	4	30.26	12
LDN-016	Loudoun Co	Construct Crossrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	A	\$ 36,700,000											50.48	40	29.39	13
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	A	\$ 11,874,000											58.51	12	28.78	14
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	A	\$ 18,000,000											53.05	35	25.41	15
VRE-011	VRE	VRE Crystal City Station Improvements*	B	\$ 15,800,000											57.62	17	23.86	16
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	A	\$ 6,900,000											54.81	27	23.48	17
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	A	\$ 5,646,000											53.16	34	23.35	18
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	A	\$ 8,300,000											56.18	24	20.78	19
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT*	B	\$ 71,000,000	ROW, CN									Note B	90.00	1	19.02	20
CFX-013	City of Fairfax	Roadway Network Northfax West*	A	\$ 2,400,000	ROW										57.73	16	17.50	21
VRE-011	VRE	VRE Woodbridge Station Improvements	A	\$ 2,210,000	CN										58.67	11	14.63	22
PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	A	\$ 8,000,000	ROW, CN										54.06	30	14.19	23
RPT-002	DRPT	Franconia-Springfield Passenger Rail Bypass	A	\$ 100,000,000											60.37	8	13.52	24
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South*	A	\$ 183,700,000										Note C	79.93	3	13.48	25
VEI-003	Town of Vienna	Vienna Regional Bikeshearing	A	\$ 282,400											51.28	39	11.24	26
PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	A	\$ 6,800,000	ROW, CN										51.40	38	10.97	27
LDN-018	Loudoun Co	Bradford Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	A	\$ 30,000,000											55.22	25	9.85	28
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	A	\$ 69,000,000											57.41	19	8.86	29
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	B	\$ 30,000,000											52.08	37	8.43	30
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	A	\$ 11,899,000											52.99	36	7.44	31
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance*	A	\$ 33,310,000	CN									Note D	57.22	21	7.33	32
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements*	A	\$ 105,000,000											56.34	22	6.81	33
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	A	\$ 26,500,000											53.51	31	6.52	34
ARL-014	Arlington Co	CCOIA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	A	\$ 18,000,000											56.31	23	6.33	35
LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	B	\$ 116,564,678											50.00	41	3.85	36
FFX-104	Fairfax Co	Bradford Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	A	\$ 79,000,000											58.69	10	2.70	37
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	A	\$ 6,000,000	ROW, CN										53.24	33	2.01	38
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	A	\$ 2,000,000	CN										57.44	18	1.58	39
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	B	\$ 10,000,000	ROW, CN										57.94	15	1.07	40
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	A	\$ 84,800,000											54.51	28	0.36	41



Public Comments





Overview of NVRTA Staff Recommendations



- Recommending 19/41 candidate projects
 - 14/19 recommended projects are ranked in the top 18 CRRC ratios
 - Nine projects are continuation projects, ten are first-time projects for NVRTA
 - 15/19 projects recommended for full funding, enabling project completion
- Modally and geographically balanced overall, including \$45+M where the primary mode is bike/pedestrian
- Not recommending 22/41 candidate projects
 - Seven continuation projects
 - 15 first-time projects



Overview of NVTA Staff Recommendations



- Multimodal perspective
 - Continued emphasis on road/rail/transit in the Route 1/VRE Fredericksburg Line corridor
 - Continued emphasis on Fairfax County Parkway corridor
 - Continued emphasis on BRT solutions
 - Synergies in Crystal City and western Falls Church
 - Increased focus on grid network solutions
 - Increased focus on active transportation solutions



NVTA Staff Recommendations



Three largest funding recommended allocations to continuation projects (52 percent of total)

- **\$120,387,962** (requested \$183,700,000) – Route 1 Widening (Fairfax County) CRRC rank #25
- **\$78,000,000** – Route 1 Widening (Dumfries) CRRC rank #5
- **\$75,000,000** – Duke Street Transitway (Alexandria) CRRC rank #9



NVTA Staff Recommendations



Completion of six other continuation projects (22 percent of total)

- **\$37,400,000** – Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court (Fairfax County) CRRC rank #4
- **\$27,700,000** – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (Fairfax County) CRRC rank #7
- **\$24,000,000** – Summit School Road Extension and Telegraph Road Widening (Prince William County) CRRC rank #10
- **\$15,800,000** – Crystal City Station Improvements (VRE) CRRC rank #16
- **\$8,000,000** – Old Lee Highway Multimodal Improvements (City of Fairfax) CRRC rank #11
- **\$2,200,000** – Roadway Network Northfax West (City of Fairfax) CRRC rank #21



NVTA Staff Recommendations



Completion of seven projects that are receiving NVTA regional revenues for the first time (20 percent of total)

- **\$36,700,000** – Crosstrail Boulevard: Sycolin Road to Dulles Greenway (Loudoun County) CRRC rank #13
- **\$18,000,000** – Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard (Loudoun County) CRRC rank #15
- **\$18,000,000** – CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (Arlington County) CRRC rank #35
- **\$11,874,000** – Rosslyn Multimodal Network Improvements (Arlington County) CRRC rank #14
- **\$8,000,000** – North Woodbridge Mobility Improvements (Prince William County) CRRC rank #3
- **\$6,900,000** – West Falls Church Access to Transit and Multimodal Connectivity (City of Falls Church) CRRC rank #17
- **\$3,540,000** – Government Center Parkway Extension (City of Fairfax) CRRC rank #2



NVTA Staff Recommendations



Partial funding allocation recommendations to three additional new NVTA projects (six percent of total)

- **\$15,000,000** (requested \$100,000,000) – Franconia-Springfield Passenger Rail Bypass (DRPT) CRRC rank #24
 - Modal balance/external funding
- **\$15,000,000** (requested \$69,000,000) – Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (Fairfax County) CRRC rank #29
 - Geographical balance/external funding
- **\$650,000** (requested \$5,646,000) – Arlington W&OD Trail Enhancements (NOVA Parks) CRRC rank #18
 - Public comment



Summary Table

Jurisdiction/ Agency	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Arlington County	4	65,384,000	5%	2	29,874,000	6%
Fairfax County	8	667,600,000	46%	4	200,487,962	38%
Loudoun County	4	96,599,000	7%	2	54,700,000	10%
Prince William County	10	180,300,000	12%	2	32,000,000	6%
City of Alexandria	1	75,000,000	5%	1	75,000,000	14%
City of Fairfax	5	26,240,000	2%	3	13,740,000	3%
City of Falls Church	2	15,200,000	1%	1	6,900,000	1%
Town of Dumfries	1	78,000,000	5%	1	78,000,000	15%
Town of Leesburg	1	116,564,678	8%	0	-	0%
Town of Vienna	1	282,400	0.02%	0	-	0%
NOVA Parks	1	5,646,000	0.39%	1	650,000	0.1%
VRE	2	18,010,000	1%	1	15,800,000	3%
DRPT	1	100,000,000	7%	1	15,000,000	3%
Total	41	1,444,826,078	100%	19	522,151,962	100%



Summary Table



Primary Mode	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Road/ Intersection	27	1,086,303,678	75%	11	370,927,962	71%
Transit	6	297,520,000	21%	3	105,800,000	20%
Bicycle/ Pedestrian	8	61,002,400	4%	5	45,424,000	9%
Total	41	1,444,826,078	100%	19	522,151,962	100%



Planning Coordination Advisory Committee (PCAC)



- Met on June 17, 2020
- Predominantly supportive statements
- Leesburg Councilwoman Fox requested LEE-008 be funded at reduced amount of \$5,000,000 (requested \$116,564,678)
 - NVT staff did not recommend this continuation project due to its ranking and broader Long Term Benefit/geographic balance considerations
- PCAC endorsed NVT Staff recommendation 11-1, with no abstentions



Technical Advisory Committee (TAC)



- Met on June 17, 2020
- No requests to change funding allocations
- Questions included the rationale for not recommending selected high-ranking projects, and for recommending selected lower ranked projects
- TAC endorsed NVRTA Staff recommendation 6-0, with one abstention



Finance Committee



- Met on June 18, 2020
- Finance Committee recommended the Authority withdraw/cancel two active VRE projects:
 - FY2014 Program, Lorton Station Second Platform, balance \$6,998,303
 - FY2015-2016 Program, Rippon Station Expansion and Second Platform, balance \$9,960,518
- Subject to Authority action on July 9, 2020, **\$16,958,821** in additional regional revenues are potentially available for the FY2020-2025 SYP



Planning and Programming Committee (PPC)



- Met on June 19, 2020
- Considered PCAC, TAC, and Finance Committee recommendations
- PPC endorsed NVTA Staff recommendation 5-0
- PPC unanimously recommended additional projects/funding up to **\$16,958,821**, subject to Authority action on July 9, 2020, to withdraw/cancel two VRE projects consistent with the Finance Committee recommendation
 - **\$700,000** – Jermantown Road/Route 29 Intersection Improvements (City of Fairfax) CRRC rank #1
 - **\$8,300,000** – Downtown Falls Church Multimodal Improvements (City of Falls Church) CRRC rank #19
 - **\$7,958,821** (requested \$100,000,000, already recommended \$15,000,000, total \$22,958,821) – Franconia-Springfield Passenger Rail Bypass (DRPT) CRRC rank #24
- PPC recommendations to the Authority were posted on June 22, 2020



Anticipated Next Steps



- **July 9, 2020** Authority adopts FY2020-2025 SYP
- **July 2021** Call for Regional Transportation Projects (CfRTP) for FY2022-2027 SYP

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Wilson, Chair, Planning and Programming Committee

DATE: June 25, 2020

SUBJECT: Report from the Planning and Programming Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning and Programming Committee (PPC).
2. **Background.** The PPC met on June 19, 2020.

Due to the current public health emergency, the meeting was held online with all five members joining remotely. The Committee took action on the following items:

- **A resolution to hold a remote electronic meeting was approved unanimously.** This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
- **The June 1, 2020 meeting summary was approved unanimously.**

3. **FY2020-25 Six Year Program Recommendations.**

- Mr. Jasper, Principal, presented an overview of the FY2020-2025 candidate projects, evaluations, public comments, and staff recommendations. He also informed the Committee on the recommendations approved by the Planning Coordination Advisory Committee (PCAC) and Technical Advisory Committee (TAC) at their respective meetings on June 17, 2020.
- In addition, the Committee was made aware of the Finance Committee recommendation to withdraw/cancel two Virginia Railway Express (VRE) projects funded by the NVTa under its FY2014 and FY2015-2016 Programs with a total unspent amount of \$16,958,821 made at its meeting on June 18, 2020, potentially adding that amount to the available PayGo funds for the FY2020-2025 Six Year Program (SYP) subject to Authority action.
- The Committee discussed various aspects of staff recommendations and the program including the geographic distribution of public comments and benefits of three additional projects – CFX-015, CFC-005, and RPT-002.

- The Committee supported the staff recommendations and recommended the following additions covering the potentially available \$16,958,821:
 - \$700,000 to CFX-015 Jermantown Road/Route 29 Intersection Improvements project (full request) from City of Fairfax;
 - \$8,300,000 to CFC-005 Downtown Falls Church Multimodal Improvements project (full request) from City of Falls Church; and,
 - \$7,958,821 to RPT-002 Franconia-Springfield Passenger Rail Bypass (partial funding in addition to staff recommended \$15,000,000) from DRPT.
 - The motion supporting the staff recommendation and adding the above three projects and associated funding was passed unanimously.
- 4. NVTA update.** NVTA Executive Director Ms. Backmon noted that the year-long process of developing the SYP is coming to an end with potential adoption of the program at the Authority meeting on July 9, 2020. She noted that the staff is working with the Authority and various committees to understand the impact of COVID-19 on revenues and projects.
- 5. Next steps.** The PPC will continue to be engaged in the update of NVTA's long-range transportation plan, TransAction in the coming months.

There is no further meeting of the PPC scheduled at this time. The Committee will decide on the meeting dates depending on the need.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chair – Finance Committee

DATE: July 2, 2020

SUBJECT: Finance Committee Report of the June 18, 2020 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on June 18, 2020. The next meeting is scheduled for Thursday, July 16, 2020 at 1:00 PM. The following summarizes the June 18th meeting.
3. **Action Items:**
 - a. **Resolution Finding the Need to Conduct the June 18, 2020 Finance Committee Meeting Electronically.**
 - b. **VRE Lorton and Rippon Station Projects Acceptance of Withdrawal/Cancellation:** The Committee received a report and NVTA staff recommendation to accept the withdrawal or cancel two VRE station projects (Lorton and Rippon). The Committee recognized that NVTA and VRE staff were working together in light of VRE pandemic related meeting cancellations. Unencumbering the \$16.9 million allows the Authority to take action on July 9, 2020 to program those funds as part of the FY2020-2025 Six Year Program Update. The Finance Committee voted unanimously to recommend Authority action to accept withdrawal/cancel the projects.
4. **Information/Discussion Items:**
 - a. **WMATA Orange/Blue Line Traction Power Projects Cancellation.** The Committee received a report regarding two WMATA traction power upgrade projects. NVTA staff noted that WMATA has not furnished a schedule or project documentation to show compliance with the approved project applications and Standard Project Agreements. Other challenges facing the projects were also discussed, with the consensus of the Finance Committee being to engage in further discussion with WMATA, with future reports to the Committee.

- b. Investment Portfolio Report.** The report to the Committee noted that the portfolio is beating investment benchmarks although the fixed income market has continued to experience significant rate declines over the reporting period.
- c. Monthly Revenue Report.** The report presented to the Committee reflected revenue received through May 2020. Staff reported the data in the report included March 2020 Sales Tax receipts. Therefore, the data only reflected a partial pandemic shutdown month. Staff noted economic data received through a variety of sources does not currently indicate changes are needed in the revenue and PayGo levels adopted by the Authority on May 14, 2020.
- d. NVRTA Operating Budget.** The report received and discussed showed the Operating Budget was within expected parameters with no changes expected for the fiscal year. It was noted that the Operating Budget has absorbed some unexpected expenses related to staff working remotely and the support of virtual meetings. However, these additional expenses are well within the Operating Budget Reserve and are being distinctly tracked for future reporting to the Finance Committee as part of fiscal year closeout.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 2, 2020

SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) Finance Committee with required reports on investment activities and portfolio performance through May 31, 2020.
- 2) **Background:** This report is on investment activity through May 2020 and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTa Investment Policy.

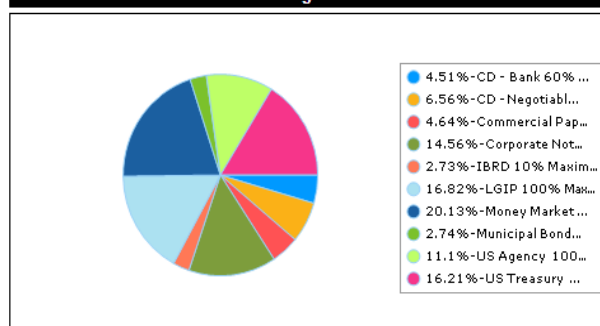


Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

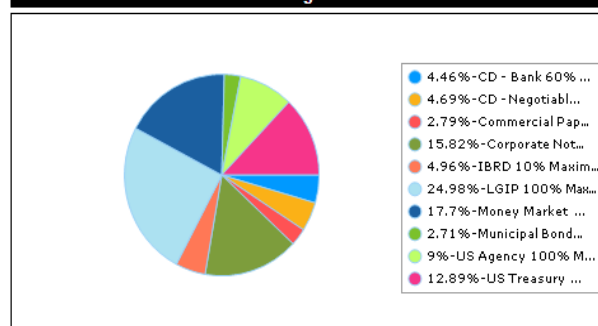
Begin Date: 4/30/2020, End Date: 5/31/2020

Asset Category Allocation				
Asset Category	Book Value 4/30/2020	% of Portfolio 4/30/2020	Book Value 5/31/2020	% of Portfolio 5/31/2020
CD - Bank 60% Maximum	49,500,000.00	4.51	49,500,000.00	4.46
CD - Negotiable 25% Maximum	72,000,000.00	6.56	52,000,000.00	4.69
Commercial Paper 30% / 5% Maximum	50,874,725.00	4.64	30,954,590.83	2.79
Corporate Notes 50% Maximum	159,799,894.67	14.56	175,432,822.97	15.82
IBRD 10% Maximum	30,002,770.51	2.73	55,019,919.49	4.96
LGIP 100% Maximum	184,615,298.21	16.82	277,001,186.77	24.98
Money Market 60% Maximum	220,935,124.60	20.13	196,278,070.32	17.70
Municipal Bonds - US 75% Maximum	30,018,519.97	2.74	30,017,527.95	2.71
US Agency 100% Maximum	121,821,281.86	11.10	99,775,019.91	9.00
US Treasury 100% Maximum	177,913,103.30	16.21	142,941,568.07	12.89
Total / Average	1,097,480,718.12	100.00	1,108,920,706.31	100.00

Portfolio Holdings as of 4/30/2020



Portfolio Holdings as of 5/31/2020



3) Current Period Reports:

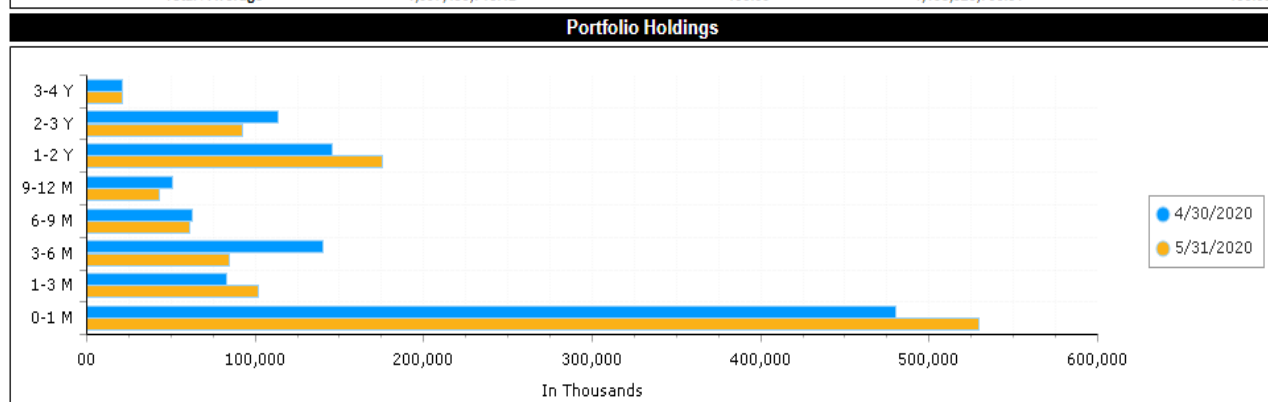
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



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

Begin Date: 4/30/2020, End Date: 5/31/2020

Maturity Range Allocation				
Maturity Range	Book Value 4/30/2020	% of Portfolio 4/30/2020	Book Value 5/31/2020	% of Portfolio 5/31/2020
0-1 Month	480,515,168.09	43.78	529,248,605.52	47.73
1-3 Months	82,917,592.20	7.56	101,944,220.21	9.19
3-6 Months	139,942,542.60	12.75	84,930,541.25	7.66
6-9 Months	62,406,216.10	5.69	61,260,956.53	5.52
9-12 Months	51,143,292.68	4.66	42,933,081.87	3.87
1-2 Years	145,909,408.78	13.29	175,425,505.45	15.82
2-3 Years	113,646,497.67	10.36	92,177,795.48	8.31
3-4 Years	21,000,000.00	1.91	21,000,000.00	1.89
Total / Average	1,097,480,718.12	100.00	1,108,920,706.31	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of .37 (1.0 = 1 year) and the maturity schedule shown above.

NVTA Investment Benchmarks	May-20 Month End
Fed Funds Rate	0.05%
Treasury 90 Day T Bill	0.11%
Local Government Investment Pool	0.68%
Virginia Non-Arbitrage Program	0.67%
NVTA Performance	1.37%

Source: Bloomberg, Statements

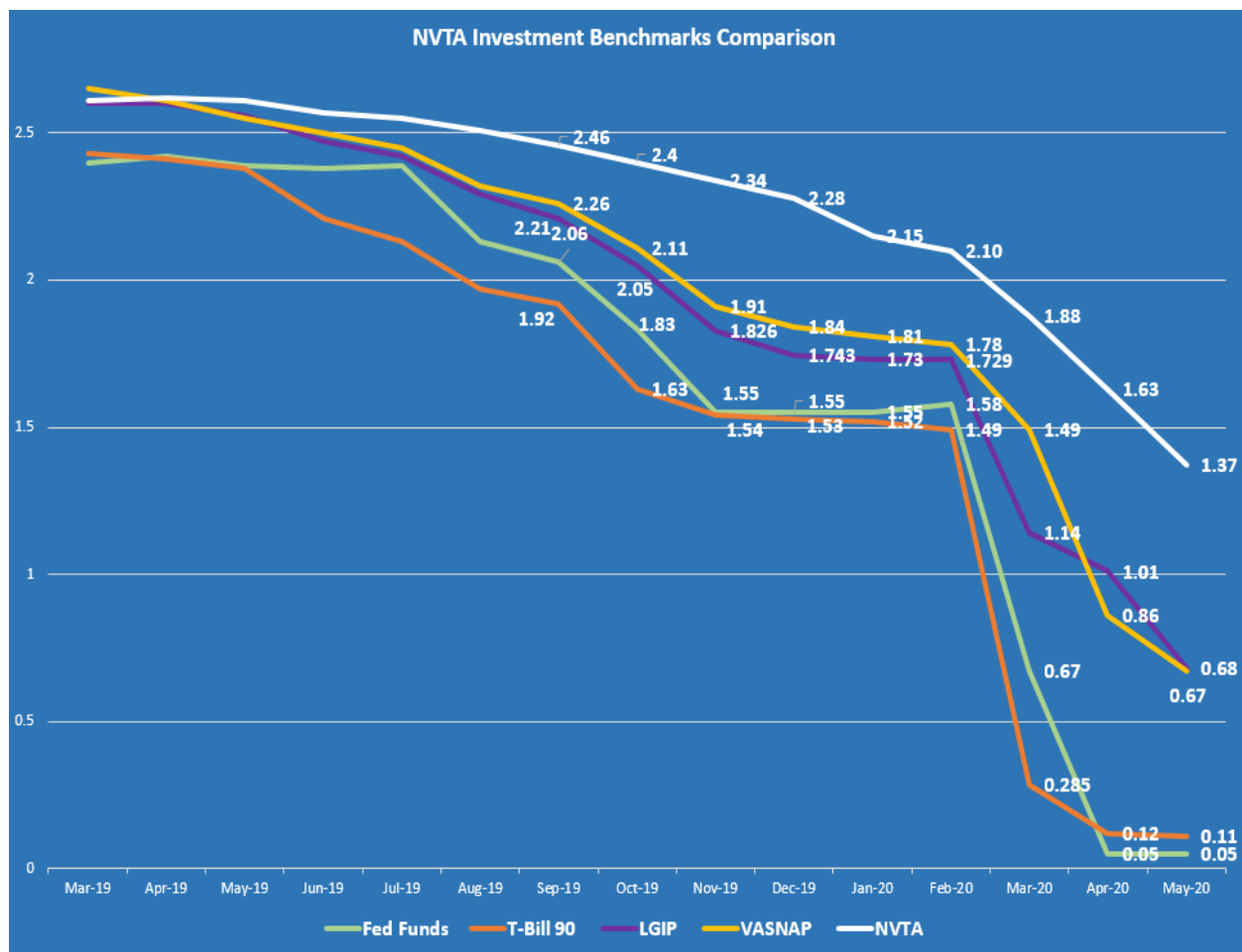
- c. The yield on the portfolio at the end of May 2020 was 1.37. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

- a) **Safety** The portfolio is invested primarily in;
 - i) Local Government Investment Pool (25%)
 - ii) Collateralized bank money market accounts (17%)
 - iii) AAA/AA rated investment grade corporate bonds (16%)
- b) **Liquidity:**
 - i) The NVTA Portfolio average duration was .37 – less than 6 months – continued to reflect a significant decline in investment activity during the COVID-19 crises as staff has exercised caution in a more challenging economic and investment environment.
 - ii) Given the change in market dynamics - the Federal Reserve has dropped rates near zero because of the pandemic – longer-dated maturities pay suboptimal rates. As such, NVTA intends to focus on shorter-term investments to participate in the ultimate U.S. economic recovery, which will cause the portfolio duration to remain at present levels, and offering exceptional liquidity during this period.
- c) **Yield:**
 - i) **In COVID-19's Shadow – A 14-Month Performance Milestone**

As of March, NVTA quietly celebrated a performance milestone – marking the 12th month in a row whereas NVTA continued to outperform its benchmarks, which was repeated this May, for a current total of 14 months.

 - (a) **NVTA Alpha:** With an annualized performance measure now in hand, the annual average of our benchmarks was 1.95 percent, whereas NVTA generated 2.37 percent in yield in the 12 months ending in March, or 42 basis points over NVTA's benchmarks, or nearly \$4.2 million in Alpha was generated.
 - 1. **Alpha**, often considered the active return on an investment gauges the performance of an investment against a market index or benchmark that is considered to represent the market's movement as a whole. The Excess Return of an investment relative to the return of a benchmark index is the investment's alpha, or the return or value produced by active portfolio managers.
 - **Rate Strategy Implications:** Staff acknowledges that over time NVTA's portfolio performance will move (decline) to align with the market. As COVID-19 lockdowns end and the economy begins to open and recover the short portfolio duration will mean the NVTA is in a good position to benefit from rising rates.



- 5) **Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- 6) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
- Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

Attachments: Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and annual audit.



Northern Virginia Transportation Authority

Portfolio Holdings Compliance - GASB 40 Report - As of 5/31/2020

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
Certificate Of Deposit									
Atlantic Union Bank 1.7 12/26/2020	9,500,000.00	9,500,000.00	9,500,000.00	NR	NR	0.86	12/26/2020	1.700	0.57
United Bank 1.81 8/2/2020	30,000,000.00	30,000,000.00	30,000,000.00	NR	NR	2.71	08/02/2020	1.810	0.17
United Bank 1.9 1/14/2021	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.90	01/14/2021	1.900	0.62
Sub Total / Average CD	49,500,000.00	49,500,000.00	49,500,000.00			4.47		1.807	0.34
Commercial Paper									
JP Morgan Securities 0 6/19/2020	12,000,000.00	11,987,840.00	11,828,920.00	S&P-A1	Moody's-P1	1.08	06/19/2020	1.948	0.05
JP Morgan Securities 0 6/19/2020	14,000,000.00	13,985,813.33	13,800,406.66	S&P-A1	Moody's-P1	1.26	06/19/2020	1.948	0.05
JP Morgan Securities 0 8/14/2020	5,000,000.00	4,980,937.50	4,930,650.42	S&P-A1	Moody's-P1	0.45	08/14/2020	1.855	0.21
Sub Total / Average CP	31,000,000.00	30,954,590.83	30,559,977.08			2.80		1.933	0.08
Corporate Bond									
ADP 2.25 9/15/2020	5,000,000.00	4,996,258.03	5,019,650.00	S&P-AA	Moody's-Aa3	0.45	09/15/2020	2.512	0.29
Apple Corp. 1.7 9/11/2022	16,145,000.00	16,109,004.72	16,645,979.35	S&P-AA+	Moody's-Aa1	1.46	09/11/2022	1.800	2.24
Apple Corp. Var. Corp 2/9/2022	5,011,000.00	5,040,277.75	5,039,412.37	S&P-AA+	Moody's-Aa1	0.45	02/09/2022	0.948	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,984,277.98	5,028,750.00	S&P-AA+	Moody's-Aa1	0.45	11/13/2020	2.718	0.45
Bank of New York Var. Corp 6/4/2021 -2	8,258,000.00	8,265,807.78	8,258,000.00	S&P-AA-	Moody's-Aa2	0.75	06/04/2021	1.534	0.00
Berkshire Hathaway 2.2 3/15/2021	7,386,000.00	7,350,661.93	7,480,097.64	S&P-AA	Moody's-Aa2	0.67	03/15/2021	2.833	0.78
Berkshire Hathaway 2.2 3/15/2021	10,000,000.00	10,010,664.09	10,127,400.00	S&P-AA	Moody's-Aa2	0.90	03/15/2021	2.061	0.78
Berkshire Hathaway 2.75 3/15/2023-23	10,000,000.00	10,574,952.14	10,646,500.00	S&P-AA	Moody's-Aa2	0.90	03/15/2023	0.665	2.69
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,518,089.18	5,643,566.80	S&P-AA	Moody's-Aa2	0.50	05/16/2021	2.923	0.95
Chevron Corp. 2.1 5/16/2021	5,000,000.00	5,053,666.67	5,075,150.00	S&P-AA	Moody's-Aa2	0.45	05/16/2021	0.973	0.95
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,004,380.51	999,130.00	S&P-AA	Moody's-Aa1	0.09	03/06/2022	1.371	0.00
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,531,190.43	7,493,475.00	S&P-AA	Moody's-Aa1	0.68	03/06/2022	1.371	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,034,962.46	9,966,500.00	S&P-AA	Moody's-Aa1	0.90	08/16/2022	0.716	0.00
IBRD 1.75 1/27/2023-21	30,000,000.00	30,002,684.79	30,238,500.00	S&P-AAA	Moody's-Aaa	2.71	01/27/2023	1.746	2.59
IBRD ADB Var. Corp 12/15/2021	25,000,000.00	25,017,234.70	24,971,500.00	S&P-AAA	Moody's-Aaa	2.26	12/15/2021	0.751	0.00
Johnson and Johnson 2.95 9/1/2020	5,000,000.00	5,005,881.62	5,032,750.00	S&P-AAA	Moody's-Aaa	0.45	09/01/2020	2.472	0.25

Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,926,426.28	5,069,600.00	S&P-AAA	Moody's-Aaa	0.45	08/08/2021	2.850	1.17
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,983,813.53	5,027,900.00	S&P-AA-	Moody's-Aa3	0.45	10/23/2020	2.746	0.39
Toyota Motor Credit corp Var. Corp 5/17/	10,000,000.00	10,028,259.58	9,862,800.00	S&P-AA-	Moody's-A1	0.90	05/17/2022	0.786	0.00
Toyota Motor Credit corp 2.8 7/13/2022	5,305,000.00	5,408,540.06	5,509,932.15	S&P-AA-	Moody's-A1	0.48	07/13/2022	1.851	2.05
Toyota Motor Credit corp Var. Corp 1/11	4,607,000.00	4,637,774.56	4,597,647.79	S&P-AA-	Moody's-A1	0.42	01/11/2022	2.001	0.00
Toyota Motor Credit corp Var. Corp 1/11	900,000.00	906,011.96	898,173.00	S&P-AA-	Moody's-A1	0.08	01/11/2022	2.001	0.00
Toyota Motor Credit corp Var. Corp 10/7	10,000,000.00	10,019,618.86	9,950,600.00	S&P-AA-	Moody's-A1	0.90	10/07/2021	1.677	0.00
Toyota Motor Credit corp Var. Corp 10/7	20,000,000.00	20,055,308.31	19,901,200.00	S&P-AA-	Moody's-A1	1.81	10/07/2021	1.677	0.00
Toyota Motor Credit corp Var. Corp 8/13	3,000,000.00	3,000,000.00	2,983,500.00	S&P-AA-	Moody's-A1	0.27	08/13/2021	0.559	0.00
Walmart Var. Corp 6/23/2021	5,000,000.00	5,008,434.78	5,009,950.00	S&P-AA	Moody's-Aa2	0.45	06/23/2021	1.425	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,978,559.76	5,043,050.00	S&P-AA	Moody's-Aa2	0.45	12/15/2020	2.722	0.53
Sub Total / Average Corporate Bond	229,672,000.00	230,452,742.46	231,520,714.10			20.73		1.627	0.83
FFCB Bond									
FFCB Var. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,002,100.00	S&P-AA+	Moody's-Aaa	0.45	09/13/2021	0.783	0.00
FFCB 1.85 3/3/2022	5,000,000.00	4,999,119.51	5,013,450.00	S&P-AA+	Moody's-Aaa	0.45	03/03/2022	1.860	1.73
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,998,207.21	19,957,000.00	S&P-AA+	Moody's-Aaa	1.81	10/27/2021	0.891	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,039,267.53	10,034,600.00	S&P-AA+	Moody's-Aaa	0.90	11/07/2022	0.550	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,007,891.62	10,019,800.00	S&P-AA+	Moody's-Aaa	0.90	05/16/2022	0.400	0.00
Sub Total / Average FFCB Bond	50,000,000.00	50,044,485.87	50,026,950.00			4.51		0.811	0.17
FHLB Bond									
FHLB 1.67 8/25/2023-21	21,000,000.00	21,000,000.00	21,192,150.00	S&P-AA+	Moody's-Aaa	1.90	08/25/2023	1.670	3.15
FHLB 2.875 9/11/2020	5,000,000.00	4,999,413.94	5,037,150.00	S&P-AA+	Moody's-Aaa	0.45	09/11/2020	2.917	0.28
Sub Total / Average FHLB Bond	26,000,000.00	25,999,413.94	26,229,300.00			2.35		1.910	2.60
FHLMC Bond									
FHLMC 1.875 11/17/2020	5,000,000.00	4,976,818.18	5,038,550.00	S&P-AA+	Moody's-Aaa	0.45	11/17/2020	2.910	0.46
Sub Total / Average FHLMC Bond	5,000,000.00	4,976,818.18	5,038,550.00			0.45		2.910	0.46
Local Government Investment Pool									
Commonwealth of Virginia LGIP	11,985.99	11,985.99	11,985.99	S&P-AAA	NR	0.00	N/A	0.675	0.00
Commonwealth of Virginia LGIP	73,527,899.71	73,527,899.71	73,527,899.71	S&P-AAA	NR	6.64	N/A	0.675	0.00
VIP Stable NAV LGIP	203,461,301.07	203,461,301.07	203,461,301.07	S&P-AAA	NR	18.36	N/A	0.700	0.00
Sub Total / Average LGIP	277,001,186.77	277,001,186.77	277,001,186.77			25.00		0.693	0.00
Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity

Money Market									
Access National Bank MM	57,646,934.49	57,646,934.49	57,646,934.49	NR	NR	5.20	N/A	0.880	0.00
BB&T MM	209,733.53	209,733.53	209,733.53	NR	NR	0.02	N/A	0.160	0.00
John Marshall Bank ICS MM	47,555,294.41	47,555,294.41	47,555,294.41	NR	NR	4.29	N/A	0.985	0.00
United Bank MM	90,866,107.89	90,866,107.89	90,866,107.89	NR	NR	8.20	N/A	0.870	0.00
Sub Total / Average Money Market	196,278,070.32	196,278,070.32	196,278,070.32			17.72		0.900	0.00
Municipal Bond									
NYC GO 1.58 8/1/2021	20,000,000.00	20,009,144.17	20,098,600.00	S&P-AA	Moody's-Aa1	1.81	08/01/2021	1.541	1.16
NYC GO 1.58 8/1/2022	10,000,000.00	10,008,383.78	10,079,800.00	S&P-AA	Moody's-Aa1	0.90	08/01/2022	1.541	2.13
Sub Total / Average Municipal Bond	30,000,000.00	30,017,527.95	30,178,400.00			2.71		1.541	1.48
Negotiable Certificate Of Deposit									
Rabobank NY2.05 7/17/2020	17,000,000.00	17,000,000.00	17,044,710.00	S&P-A1	Moody's-P1	1.53	07/17/2020	2.050	0.13
TD Bank NY 2.05 6/26/2020	10,000,000.00	10,000,000.00	10,014,600.00	S&P-A1+	Moody's-P1	0.90	06/26/2020	2.050	0.07
TD Bank NY 2.08 7/15/2020	10,000,000.00	10,000,000.00	10,025,000.00	S&P-A1+	Moody's-P1	0.90	07/15/2020	2.080	0.12
TD Bank NY 2.5 3/23/2021	15,000,000.00	15,000,000.00	15,127,200.00	S&P-A1+	Moody's-P1	1.35	03/23/2021	2.500	0.81
Sub Total / Average Negotiable CD	52,000,000.00	52,000,000.00	52,211,510.00			4.69		2.186	0.31
Treasury Note									
T-Note 1.375 10/31/2020	10,000,000.00	9,954,065.27	10,048,800.00	S&P-AA+	Moody's-Aaa	0.90	10/31/2020	2.504	0.42
T-Note 1.5 6/15/2020	10,000,000.00	9,995,818.20	10,005,300.00	S&P-AA+	Moody's-Aaa	0.90	06/15/2020	2.542	0.04
T-Note 1.5 8/15/2020	10,000,000.00	9,979,535.80	10,028,200.00	S&P-AA+	Moody's-Aaa	0.90	08/15/2020	2.506	0.21
T-Note 1.5 8/15/2020	10,000,000.00	9,989,768.28	10,028,200.00	S&P-AA+	Moody's-Aaa	0.90	08/15/2020	2.000	0.21
T-Note 1.5 8/15/2020	5,000,000.00	4,994,987.32	5,014,100.00	S&P-AA+	Moody's-Aaa	0.45	08/15/2020	1.990	0.21
T-Note 1.625 10/15/2020	10,000,000.00	9,986,862.16	10,052,700.00	S&P-AA+	Moody's-Aaa	0.90	10/15/2020	1.981	0.37
T-Note 1.625 7/31/2020	5,000,000.00	4,997,060.57	5,012,400.00	S&P-AA+	Moody's-Aaa	0.45	07/31/2020	1.983	0.17
T-Note 2 11/30/2020	5,000,000.00	5,001,776.45	5,045,100.00	S&P-AA+	Moody's-Aaa	0.45	11/30/2020	1.927	0.50
T-Note 2 11/30/2020	6,000,000.00	6,004,636.82	6,054,120.00	S&P-AA+	Moody's-Aaa	0.54	11/30/2020	1.842	0.50
T-Note 2.375 12/31/2020	7,000,000.00	7,021,681.58	7,088,900.00	S&P-AA+	Moody's-Aaa	0.63	12/31/2020	1.835	0.58
T-Note 2.5 6/30/2020	10,000,000.00	9,999,876.90	10,019,000.00	S&P-AA+	Moody's-Aaa	0.90	06/30/2020	2.514	0.08
T-Note 2.625 7/31/2020	10,000,000.00	10,001,930.74	10,041,300.00	S&P-AA+	Moody's-Aaa	0.90	07/31/2020	2.506	0.17
T-Note 2.625 8/31/2020	5,000,000.00	5,008,068.49	5,030,850.00	S&P-AA+	Moody's-Aaa	0.45	08/31/2020	1.971	0.25
T-Note 2.75 9/15/2021	10,000,000.00	9,970,417.44	10,329,700.00	S&P-AA+	Moody's-Aaa	0.90	09/15/2021	2.990	1.27
T-Note 2.75 9/30/2020	10,000,000.00	9,997,377.92	10,084,000.00	S&P-AA+	Moody's-Aaa	0.90	09/30/2020	2.831	0.33
T-Note 2.75 9/30/2020	10,000,000.00	10,007,886.77	10,084,000.00	S&P-AA+	Moody's-Aaa	0.90	09/30/2020	2.507	0.33
T-Note 2.75 9/30/2020	5,000,000.00	5,014,940.88	5,042,000.00	S&P-AA+	Moody's-Aaa	0.45	09/30/2020	1.841	0.33
T-Note 2.75 9/30/2020	5,000,000.00	5,014,876.48	5,042,000.00	S&P-AA+	Moody's-Aaa	0.45	09/30/2020	1.845	0.33
Sub Total / Average Treasury Note	143,000,000.00	142,941,568.07	144,050,670.00			12.91		2.311	0.35
TVA Bond									
TVA 3.875 2/15/2021	5,000,000.00	5,029,174.42	5,140,450.00	S&P-AA+	Moody's-Aaa	0.45	02/15/2021	3.017	0.70
TVA 3.875 2/15/2021	13,500,000.00	13,725,127.50	13,879,215.00	S&P-AA+	Moody's-Aaa	1.22	02/15/2021	1.500	0.70
Sub Total / Average TVA Bond	18,500,000.00	18,754,301.92	19,019,665.00			1.67		1.910	0.70
Total / Average	1,107,951,257.09	1,108,920,706.31	1,111,614,993.27			100		1.374	0.37

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 2, 2020

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through May 2020.
3. **Comments:**
 - a. **FY2020 Revenues (Attachment A)**
 - i. The Authority has received approximately \$213.1 million through the May 2020 transfers from the Commonwealth.
 - ii. Actual May 2020 sales tax revenue (nine months of sales tax receipts annualized) compared to FY2020 budgeted revenue shows a 5.5% positive variance but these receipts only represent approximately 10-15 days of economic shutdown resulting from the COVID pandemic. The FY2020 budgeted revenue includes a 2.5% growth factor from the prior year.
 - iii. There is a two-month lag between a sales tax transaction and the receipt of sales tax by the Authority, therefore the start of the significant impact of shuttered businesses and the deferral of sales tax remittances by the Governor will not be seen until the June 2020 receipts, which represent the distribution of April's sales tax.
 - iv. The majority of the positive variance prior to COVID can be attributed to the newly taxed internet sales, but NVTa lacks the data to differentiate the internet sales from the projected annual base growth of approximately 2.5%.
 - v. As of May 2020, the Authority has received \$2.8 million in Heavy Truck Registration and Diesel Fuel (HB2718/SB1716; I-81) receipts. This represents 9 months of receipts. Staff expects a further decline in this revenue source as a result of COVID.
 - b. **FY2020 Distribution to localities (Attachment B)**
 - i. All jurisdictions have completed the required annual HB2313 certification to receive FY2020 Local Distribution Funds (30%).

- ii. As of May 2020, all Local Distribution funds have been distributed to member jurisdictions. The Local Distribution to member localities is continuing to be disbursed on a timely basis.
- c. **FY2015 to FY2020 Year over Year Revenue Comparison (Attachment C).** This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through May 2020.
- d. **Sales Tax Forecast Model V. Projection (Attachment D).** This chart reflects tracking of current fiscal year revenue on an actual to projection basis using the Palisade's Stat Tools. The reports from the tool are forecasting actual revenue to exceed NVTA projections prior to the COVID pandemic. However, the tool is unable to compensate for the loss of revenue resulting from the shuttering of businesses nor segregate usual annual growth in sales tax from the newly implemented internet sales tax receipts.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through May 2020
- B. FY2020 30% Distribution by Jurisdiction, through May 2020
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for May 2015 to 2020
- D. Palisade's Stat Tool Analysis of FY2020 Revenue Actual to Projections

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVT A ESTIMATES
Based on: Revenue Data Through May 2020
FYE June 30, 2020

Regional Sales Tax		Annualized		FY2020 Budget	Annualized - Actual To Budget	
Transaction Months	9	Received To Date	Revenue based on YTD Receipts			
City of Alexandria		\$ 13,573,796	\$ 18,098,394	\$ 16,379,177	\$ 1,719,217	
Arlington County		21,097,645	28,130,193	25,943,302	2,186,891	
City of Fairfax		5,750,821	7,667,761	7,506,931	160,830	
Fairfax County		89,042,858	118,723,811	114,583,396	4,140,415	
City of Falls Church		2,325,782	3,101,043	2,777,700	323,343	
Loudoun County		40,738,279	54,317,706	52,470,000	1,847,706	
City of Manassas		4,814,062	6,418,749	5,202,000	1,216,749	
City of Manassas Park		1,208,537	1,611,382	1,469,727	141,655	
Prince William County		31,723,067	42,297,423	39,514,160	2,783,263	
Total Sales Tax Revenue		\$ 210,274,846	\$ 280,366,462	\$ 265,846,393	\$ 14,520,069	5.5%

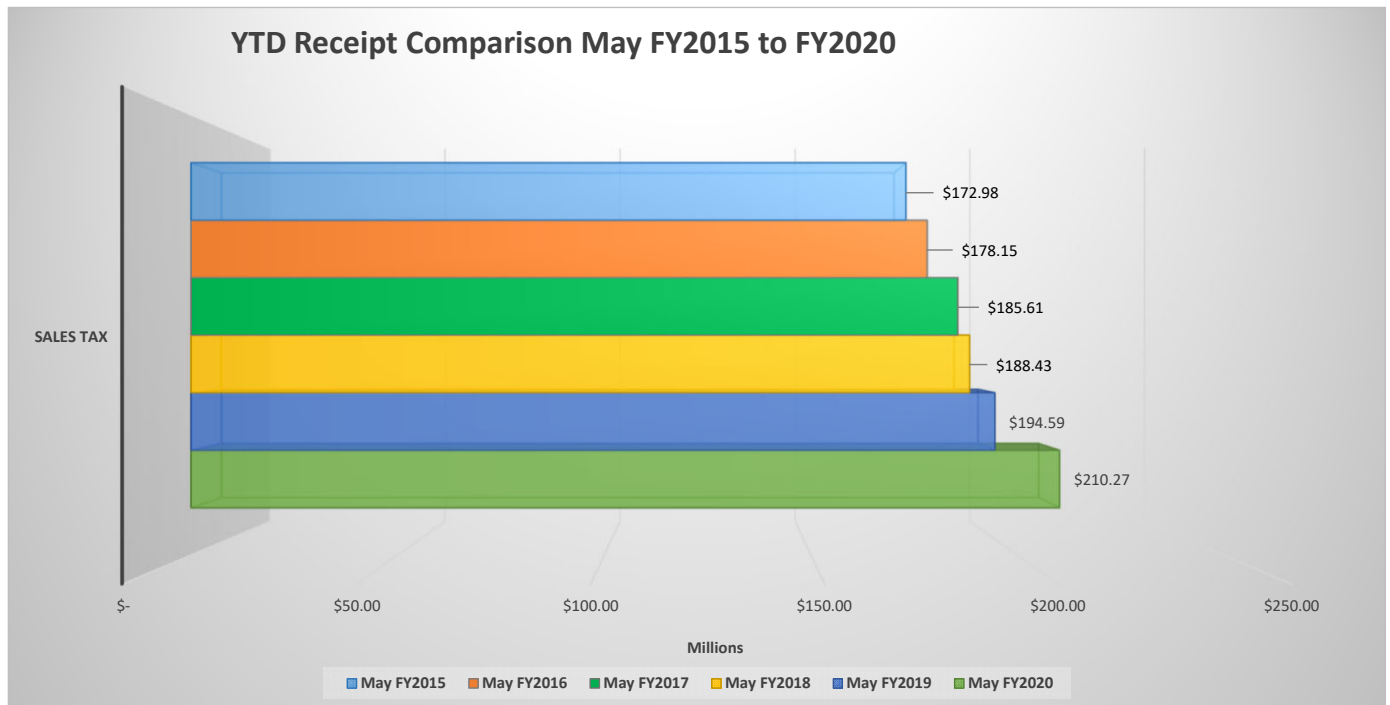
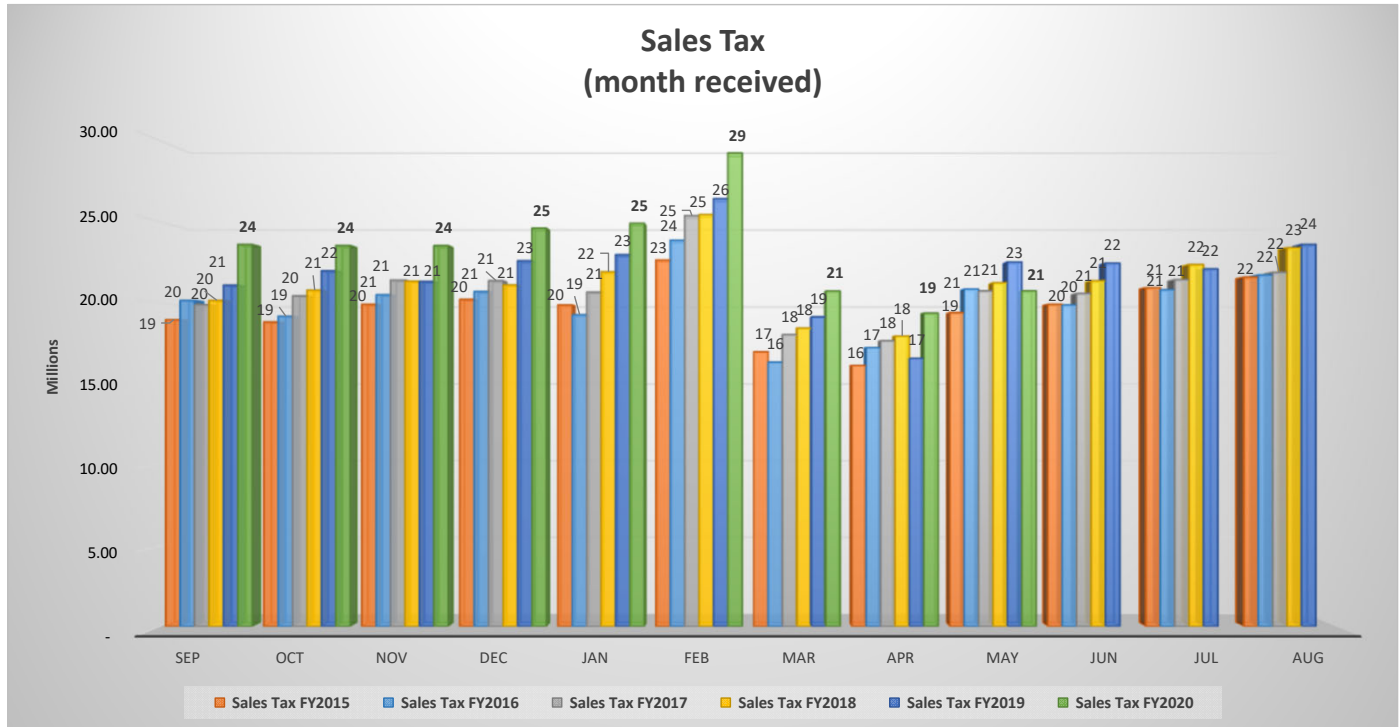
Vehicle License-Registration Fees		Annualized		FY2020 Budget	Annualized - Actual To Budget	
Transaction Months	9	Received To Date	Revenue based on YTD Receipts			
City of Alexandria		\$ 183,987	\$ 245,316	\$ 564,162	\$ (318,846)	
Arlington County		\$ 274,941	366,589	932,871	(566,282)	
City of Fairfax		\$ 78,790	105,053	248,699	(143,645)	
Fairfax County		\$ 1,191,753	1,589,004	3,850,016	(2,261,013)	
City of Falls Church		\$ 31,810	42,414	88,448	(46,035)	
Loudoun County		\$ 552,433	736,578	1,768,831	(1,032,253)	
City of Manassas		\$ 66,904	89,206	170,283	(81,077)	
City of Manassas Park		\$ 16,921	22,562	52,506	(29,945)	
Prince William County		\$ 429,354	572,471	1,324,184	(751,712)	
Total Vehicle License-Registration Fees		\$ 2,826,893	\$ 3,769,191	\$ 9,000,000	\$ (5,230,809)	-58.1%
Total Revenue Received		\$ 213,101,739	\$ 284,135,653	\$ 274,846,393	\$ 9,289,260	3.38%
		\$ 213,101,739				

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through May 2020

[illegible]



Attachment D

NVTAs Sales Tax Revenue Forecast: Model vs Actual vs Projection										
FY	Forecasting Data	Monthly Actual	Model Factors			Monthly Model Forecast	Statistical Variance	End of Year		Actual YTD
			Level	Trend	Season			Model Forecast	NVTA Projected	
	Sep-2017	\$20154895.20	\$20,864,352.71	35,416	0.99	\$20,722,798	-567902.73			\$20,154,895
	Oct-2017	\$20786302.49	\$20,903,227.34	35,512	0.99	\$20,769,329	16973.18			\$40,941,198
	Nov-2017	\$21343035.02	\$20,959,891.57	36,097	1.01	\$21,237,090	105944.82			\$62,284,233
	Dec-2017	\$21115954.89	\$20,911,253.71	33,751	1.03	\$21,545,348	-429393.28			\$83,400,188
	Jan-2018	\$21915158.59	\$21,091,436.21	37,806	1.01	\$21,183,799	731359.69			\$105,315,346
	Feb-2018	\$25453242.98	\$21,127,644.32	37,761	1.21	\$25,462,750	-9507.34			\$130,768,589
	Mar-2018	\$18454177.89	\$21,240,448.64	39,839	0.86	\$18,136,627	317550.70			\$149,222,767
	Apr-2018	\$17961787.93	\$21,391,277.89	42,912	0.82	\$17,510,779	451009.24			\$167,184,555
	May-2018	\$21248451.07	\$21,386,405.66	41,589	1.00	\$21,484,983	-236532.22			\$188,433,006
	Jun-2018	\$21365953.89	\$21,443,521.99	42,019	0.99	\$21,289,772	76181.62			\$209,798,960
	Jul-2018	\$22367630.32	\$21,557,902.47	44,023	1.02	\$22,001,707	365922.93			\$232,166,590
FY18	Aug-2018	\$23408268.73	\$21,691,305.71	46,498	1.06	\$22,939,554	468714.66	\$254,284,538	\$255,571,902	\$255,574,859
	Sep-2018	\$21094228.16	\$21,660,657.95	44,362	0.99	\$21,470,508	-376279.56			\$21,094,228
	Oct-2018	\$21988380.92	\$21,790,364.81	46,725	0.99	\$21,569,554	418826.45			\$43,082,609
	Nov-2018	\$21319898.61	\$21,671,706.22	42,145	1.01	\$22,148,241	-828342.41			\$64,402,508
	Dec-2018	\$22602475.35	\$21,777,094.66	43,897	1.03	\$22,281,994	320481.62			\$87,004,983
	Jan-2019	\$22970788.81	\$22,001,390.85	48,892	1.01	\$22,069,772	901016.46			\$109,975,772
	Feb-2019	\$26427800.56	\$22,025,935.34	48,217	1.21	\$26,572,692	-144891.40			\$136,403,572
	Mar-2019	\$19145453.91	\$22,128,534.65	49,723	0.86	\$18,915,332	230121.79			\$155,549,026
	Apr-2019	\$16589175.00	\$21,769,618.75	38,409	0.82	\$18,249,686	-1660510.65			\$172,138,201
	May-2019	\$22525822.45	\$21,942,597.36	42,135	1.00	\$21,859,706	666116.28			\$194,664,024
	Jun-2019	\$22453420.16	\$22,109,161.67	45,580	0.99	\$21,842,918	610502.19			\$217,117,444
	Jul-2019	\$22103784.06	\$22,039,413.78	42,387	1.02	\$22,686,984	-583200.43			\$239,221,228
FY19	Aug-2019	\$23605506.73	\$22,111,617.66	43,212	1.06	\$23,449,144	156362.84	\$263,116,532	\$258,926,224*	\$262,826,735
	Sep-2019	\$23603917.67	\$22,507,776.88	52,985	0.99	\$21,882,406	1721511.32			\$23,603,918
	Oct-2019	\$23492820.82	\$22,779,381.94	59,038	0.99	\$22,419,956	1072865.04			\$47,096,738
	Nov-2019	\$23534125.70	\$22,912,349.87	61,085	1.01	\$23,163,839	370286.41			\$70,630,864
	Dec-2019	\$24619413.33	\$23,179,628.61	66,794	1.03	\$23,574,534	1044879.36			\$95,250,278
	Jan-2020	\$24912972.81	\$23,527,031.79	74,564	1.01	\$23,511,455	1401517.42			\$120,163,250.33
	Feb-2020	\$29246546.40	\$23,736,760.36	78,307	1.21	\$28,442,172	804374.01			\$149,409,796.73
	Mar-2020	\$20741063.97	\$23,893,983.60	80,492	0.86	\$20,407,121	333943.32			\$170,150,860.70
	Apr-2020	\$19373987.00	\$23,887,422.24	78,081	0.82	\$19,727,728	-353740.88			\$189,524,847.70
	May-2020	\$20749997.78	\$23,304,428.03	59,777	1.00	\$24,022,295	-3272297.15			\$210,274,845.48
	Jun-2020					\$23,213,493				
	Jul-2020					\$23,986,717				
FY20	Aug-2020	*Current Fiscal Year Projection				\$24,937,914		\$279,289,630	\$265,846,393*	

NVTA Sales Tax Revenue Forecast 2014-2020: Model Observations

Winters' Exponential Smoothing Forecast

Forecasting Constants (Optimized)

Level (Alpha)	0.203
Trend (Beta)	0.028
Season (Gamma)	0.000

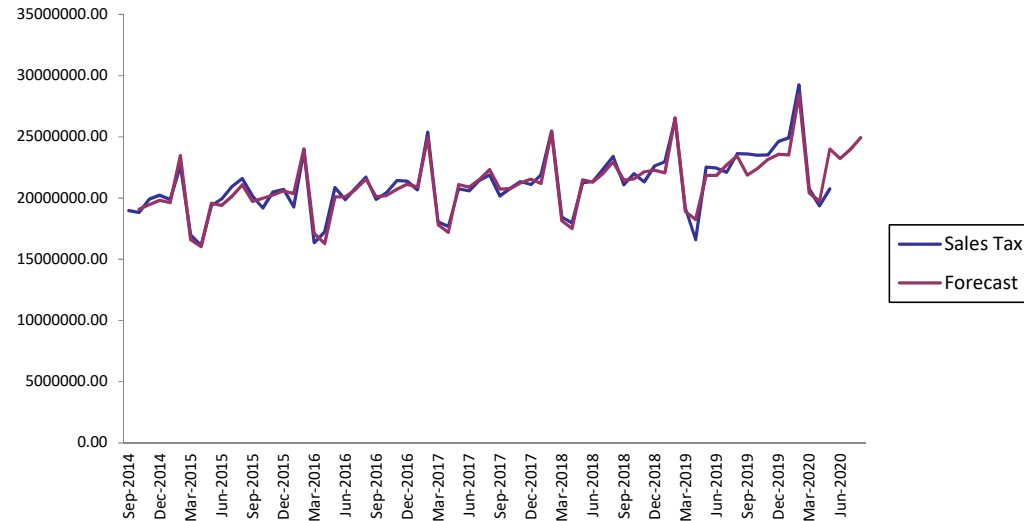
Winters' Exponential

Mean Abs Err	\$523,608.43
Root Mean Sq Err	\$718,021.40
Mean Abs Per% Err	2.51%

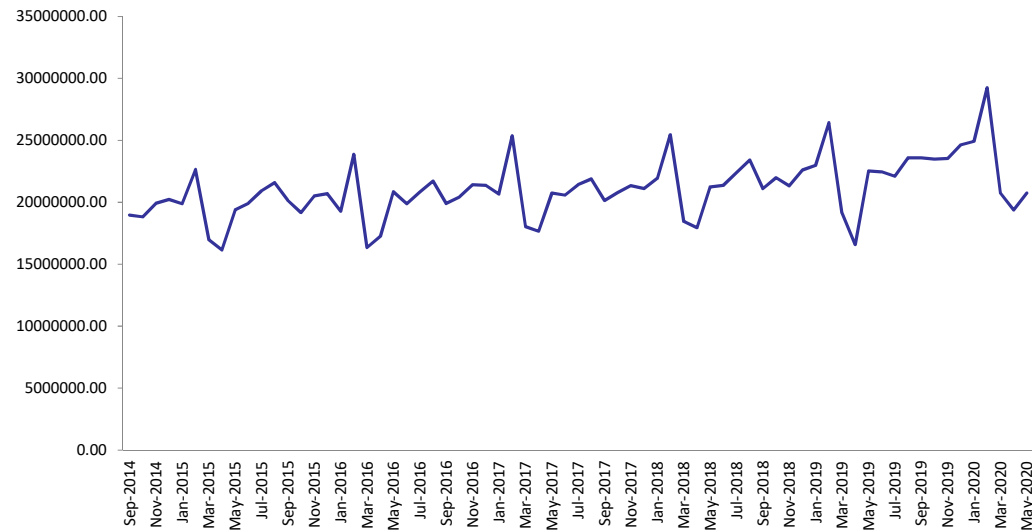
Description:

The Holt-Winters models three aspects of a time series: a typical value (average), a slope (trend) over time, and a cyclical repeating pattern (seasonality). Holt Winters uses exponential smoothing to encode values from the past and use them to predict "typical" values for the present and future.

Forecast and Original Observations



Original Observations



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 2, 2020

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2020.
2. **Background:** For the FY2020 Operating Budget, the Authority elected to fund the budget through transfers from the Regional Revenue Fund. FY2020 is the first year this transfer was an option for the Authority.
3. **Comments:** Through May 31, 2020, the FY2020 Operating Budget has produced the following:
 - a. The Operating Budget is funded through quarterly transfers of \$740,948 from the Regional Revenue Fund. Quarterly transfers allow the unused budgeted funds to earn interest in the overall NVTa portfolio.
 - b. May 2020 represents 92% of the fiscal year. At this point in time, the Authority has utilized 76% of its FY2020 expenditure budget with all account categories remaining within budget. The lower than budgeted FY2020 expenditures is attributed to the Project Implementation, Monitoring and Management System (PIMMS) budget of \$150,232 not being drawn on. Invoicing for PIMMS will follow the development and implementation phases of the project.
 - c. The attached statement shows the total operating budget income and expenditure activity for FY2020 through May 31, 2020.

Attachment: FY2020 Operating Budget through May 31, 2020

06/09/20
15:21:44

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 5 / 20

Page: 1 of 2
Report ID: LBI70A

1000 General Fund

			----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance	%
Expenses							
410000		Personnel Expenses					
	110	Salaries-Regular Pay	110,048.18	1,250,307.24	1,474,032.00	223,724.76	85
	130	Health & Dental Benefits	13,085.30	158,155.25	243,109.00	84,953.75	65
	131	Payroll Taxes	8,146.24	84,928.30	112,878.00	27,949.70	75
	132	Retirement VRS	9,469.93	94,799.57	120,377.00	25,577.43	79
	133	Life Insurance	1,551.44	14,775.56	19,223.00	4,447.44	77
	134	Flex Spending/Dependent Care	57.08	507.80	874.00	366.20	58
	135	Workers Comp		1,474.00	1,621.00	147.00	91
	137	Disability Insurance	404.00	15,042.40	16,654.00	1,611.60	90
		Total Account	142,762.17	1,619,990.12	1,988,768.00	368,777.88	81
420000		Professional Services					
	210	Audit & Accounting Services	9,000.00	26,000.00	29,500.00	3,500.00	88
	220	Bank Service		20.00	750.00	730.00	3
	230	Insurance		6,072.00	6,081.00	9.00	100
	240	Payroll Services	116.78	1,824.36	2,606.00	781.64	70
	260	Public Outreach & Regional Event Support	5,832.83	29,354.10	66,750.00	37,395.90	44
	261	Legal/Bond Counsel Services		10,992.00	25,000.00	14,008.00	44
	262	Financial Advisory Services		26,250.00	35,000.00	8,750.00	75
	263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
	264	Legislative Services	2,000.00	58,194.23	62,000.00	3,805.77	94
	265	Investment Custody Svc		15,200.00	25,000.00	9,800.00	61
		Total Account	16,949.61	176,594.19	255,387.00	78,792.81	69
430000		Technology/Communication					
	310	Acctg & Financial Report Systems	14,493.05	77,581.55	98,631.00	21,049.45	79
	320	HW SW & Peripheral Purchase		9,413.06	5,600.00	-3,813.06	168
	330	IT Support Svc Incl Hosting	2,481.23	28,147.37	23,374.00	-4,773.37	120
	335	GIS/Project Mgt/Modeling		3,000.00	150,232.00	147,232.00	2
	340	Phone Service & Web Ex Chgs	3,382.05	13,358.23	10,716.00	-2,642.23	125
	350	Web Develop & Hosting	1,068.75	5,851.76	9,756.00	3,904.24	60
		Total Account	21,425.08	137,351.97	298,309.00	160,957.03	46
440000		Administrative Expenses					
	410	Advertisement		195.00	1,500.00	1,305.00	13
	411	Dues & Subscriptions	97.25	11,863.16	10,544.00	-1,319.16	113
	412	Duplication & Printing		9,338.40	16,640.00	7,301.60	56
	413	Furniture & Fixture		7,802.12	8,100.00	297.88	96
	414	Hosted Meeting Expenses	95.40	3,991.33	3,780.00	-211.33	106
	415	Mileage/Transportation	81.75	3,633.23	11,450.00	7,816.77	32
	417	Office Lease	14,044.96	165,508.52	190,561.00	25,052.48	87
	418	Office Supplies	251.17	3,829.04	8,065.00	4,235.96	47
	419	Postage & Delivery		197.95	700.00	502.05	28
	420	Professional Develop & Training	-393.24	9,210.23	23,650.00	14,439.77	39
		Total Account	14,177.29	215,568.98	274,990.00	59,421.02	78

06/09/20
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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 5 / 20

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Report ID: LB170A

1000 General Fund

Account Object		Description	----- Current Year -----				
			Current Month	Current YTD	Budget	Variance	%
		Total Expenses	195,314.15	2,149,505.26	2,817,454.00	667,948.74	76
		Net Income from Operations	-195,314.15	-2,149,505.26			
		Other Revenue					
383000		Transfer Operating Budget from Regional Revenue		2,222,844.75	2,963,793.00	-740,948.25	75
							75
		Total Other Revenue	0.00	2,222,844.75	2,963,793.00	-740,948.25	75
		Other Expenses					
521000		Transfers					
820		Transfer to Operating Reserve			563,491.00	563,491.00	
825		Transf to Equip Reserve			26,986.00	26,986.00	
		Total Account			590,477.00	590,477.00	
		Total Other Expenses	0.00	0.00	590,477.00	590,477.00	
		Net Income	-195,314.15	73,339.49			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor-elect Colbert, Chair, Planning Coordination Advisory Committee

DATE: June 25, 2020

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on June 17, 2020.

Due to the current public health emergency, the meeting was held online with 12 members joining remotely. The Committee took action on following three items:

- a. A resolution to hold a remote electronic meeting was adopted unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
 - b. The May 27, 2020, meeting summary was approved, with abstentions from members who did not attend the May 27, 2020 meeting.
 - c. FY2020-2025 Six Year Program Recommendations, as proposed by NVTa staff, were recommended for Authority adoption.
3. **FY2020-25 Six Year Program Recommendations.** Mr. Jasper presented the evaluation process of the 41 candidate projects, the list of projects recommended for funding, and various aspects of this recommendation. He explained the rationale behind these recommendations, and how the recommended list of projects meets a number of selection criteria. Chair Colbert then invited questions/comments from committee members:
 - a. **Chair Colbert** asked how the evaluation process considered geographic balance of funding allocations. Mr. Jasper **explained** that the set of candidate projects are looked at regionally first to ensure that recommended projects are not concentrated in one part of the region. Also, the analytical process to determine Long Term Benefits for each member jurisdiction ensures that transportation benefits from funding allocations are approximately equal to revenues contributed.
 - b. **Councilwoman Suzanne Fox, Town of Leesburg,** discussed the current funding situation of the candidate project in the Town of Leesburg (LEE-008: Interchange

Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road), and requested the committee to consider a partial funding of \$5 million for the application. Mr. Jasper explained the following reasons to not recommend this project application for funding – the project was ranked low in both CRRC and TransAction rating analyses; a substantial amount of funding were allocated previously to other projects in Leesburg, which are charged against Loudoun County for Long Term Benefit analysis, where the County is over performing; previous NVTA funding for this project has not been utilized yet; and this particular request for partial funding for design phase does not align with the original project application.

- c. **Board Chair Garvey, Arlington County**, appreciated the staff recommendation to fund the NOV-002 application (Arlington W&OD Trail Enhancement), and explained how this funding for design phase will enable the project sponsor to move the project more efficiently. She also requested that NVTA staff explain the Long-Term Benefit analysis in details for the committee members to better understand the process of geographic balance at a future meeting.
 - d. **Councilmember and PCAC Vice-Chair Miles, Town of Dumfries**, appreciated the comprehensive evaluation process and the staff presentation. She presented the motion to recommend staff recommendation to Authority for adoption. This motion was seconded by Vice-Mayor Bennett-Parker (City of Alexandria). The motion was approved with 11 to 1 vote (1 no vote - Council Member Suzanne Fox, Town of Leesburg).
4. **NVTA Update.** NVTA Executive Director Ms. Backmon expressed her gratitude to all committee members for their participation and support for this funding program, and mentioned the next round of funding applications in July 2021.
 5. **Next steps.** I envision the PCAC will continue to be engaged in the process to adopt NVTA's FY2020-2025 Six Year Program, and the update of its long-range plan TransAction.
 6. The date for the next meeting of the PCAC is Wednesday, July 22, 2020, at 6:30 p.m.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chair--Technical Advisory Committee

DATE: June 25, 2020

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on June 17, 2020. Due to the current pandemic situation, the meeting was held via a WebEx online meeting. Seven members attended the online meeting.
3. **The Committee took action on the following items:**
 - a. **Resolution finding the need to conduct meeting electronically:**
A resolution to hold a remote electronic meeting was approved unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
 - b. **Summary Notes of May 20, 2020 Meeting:**
May 20, 2020, meeting summary was approved, with abstentions from members who did not attend the May 20, 2020 meeting.
 - c. **FY2020-25 Six Year Program Recommendations:**
 - As a part of the evaluation process for the Six-Year Program update, Mr. Nampoothiri, Senior Transportation Planner, briefed the Committee on the quantitative analysis component of project evaluations.
 - Mr. Jasper, Principal, presented insight into the FY2020-2025 candidate projects, staff project recommendations and public comment summary:
 - FY2020-2025 candidate projects, their modal share, total project costs and funding requests.
 - 19 of the 41 candidate applications received for the FY2020-2025 Six-Year Program are recommended for funding by NVTa staff which totals \$522,151,962 in funding allocations.
 - The recommended project list includes a mix of multimodal projects that aims to achieve geographic and modal balance; and as such about \$45 million are allocated for bike-ped projects.

- The recommendations include continuation projects of which the top three allocations are for Route 1 widening in Fairfax County (that facilitates BRT), Route 1 widening in Town of Dumfries and Duke Street Transitway in City of Alexandria accounting to \$273 million (52% of the available funds for FY2020-2025).
- About 74% of the funding is allocated to continuation projects and remaining are distributed amongst 7 projects that would receive full funding for the first time; including Crosstrail Blvd Extension and Evergreen Mills widening in Loudoun County, CC2DCA Intermodal Connector and Rosslyn Multimodal Improvements in Arlington County, North Woodbridge Mobility Improvements in Prince William County, West Falls Church Access to Transit and Multimodal Connectivity in City of Falls Church and Government Center Parkway Extension in City of Fairfax.
- Three projects are recommended for partial funding including Franconia-Springfield Rail Bypass (DRPT), Soapstone Dr extension in Fairfax County and W&OD Trail Enhancements (NOVA Parks)
- Mr. Jasper also presented the public comment summary that showed total responses with a breakdown of support and opposition and how they aided the development of staff's project recommendations.
- Discussions were based along the following themes:
 - i. Why were some of the low- ranking projects recommended over high-ranking regional projects such as Route 28 Improvements and the highest ranked project on the overall list?
 - ✓ Mr. Jasper responded that the qualitative evaluation components such as geographic and modal balance. Ms. Backmon echoed that Long-Term Benefit and local priority also played a role in project recommendations.
 - ii. Could funding for NOVA Parks be channelized to other projects like Vienna Regional Bikeshare until the County and the Park Authority resolve/clear concerns raised by the public and develop a measured approach?
 - ✓ Mr. Jasper responded that the funding for the W&OD Trail Project to NOVA Parks was allocated to enable a measured approach to design, environmental assessments, and public engagement but not construction.
 - iii. Was CC2DCA Intermodal Connector Project recommended due to the proposed Amazon HQ?
 - ✓ Mr. Jasper responded that Arlington County's CC2DCA Intermodal Connector Project was in TransAction before HQ surfaced. This link was the last multimodal link to the airport. Long-Term benefits played a role as well.
 - iv. Did NVTa consider public transit usage decline due to COVID-19 and perhaps consider allocating transit monies to other regional projects?
 - ✓ Mr. Jasper responded that this phenomenon will be studied/considered as a part of TransAction update tasks.
 - v. Why were there no ITS projects on the candidate list?
 - ✓ Mr. Jasper responded that while jurisdictions and agencies did not submit applications for ITS projects, the Alexandria's Duke Street Transitway may result in some Transit Signal Priority related projects.
 - vi. Why does Fairfax receive more funding than other localities/agencies?

- ✓ Mr. Jasper responded that the because of relatively higher population (48%) in Fairfax compared to the NOVA Region, and revenues received (43% of the regional revenues) resulted in more funding allocations to Fairfax County projects.
- vii. Were there any changes to recommendations with comments received post public comment period. What were the lessons learned?
 - ✓ Mr. Jasper responded that the comments received post public comment period did not change the course of recommendations.
- viii. Is there a specific methodology for allocating a certain percentage of funding by mode choice or funding mega-projects that require higher funding allocations?
 - ✓ Mr. Jasper responded that no specific percentage for funding by mode was allotted because legislation does not call for it. But mega-projects could be funded if debt capacity allows for it. However, this approach was considered inappropriate for this update cycle.
- Chairman Boice moved that the Committee recommend the Authority to adopt NVTa Staff Project Recommendations for the FY2020-2025 Six-Year Program. Motion was seconded by Ms. Morris. Motion passed with 6-0-1 vote with abstention from Mr. Spielberg as he stated he was new to the committee and would not be comfortable casting a vote without a complete grasp of the methodology.

4. Next Meeting: The next TAC meeting will be held on Wednesday, July 15, 2020, at 7:00 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: July 2, 2020

SUBJECT: Executive Director's Report

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

- 1. Women's Council of Realtors – NoVA Metro Presentation.** I participated in a virtual event hosted by the Women's Council of Realtors – NoVA Metro organization. The event was held on Thursday, June 18, 2020, at 12:30pm. I presented on the Authority's Six Year Program portfolio and initiatives, the Six Year Program Update, impacts of COVID-19 on transportation, and economic impacts of the Authority's transportation investments.
- 2. Six Year Program Virtual Press Briefing.** On Friday, July 10, 2020, NVTa staff will host a virtual press briefing on the Six Year Program Update, just one day after the anticipated adoption of the Program. Media will be invited to join the WebEx event during which Chair Randall and I will be presenting and answering reporters' questions. This will be the first time NVTa is hosting a virtual press briefing.
- 3. Program Information Monitoring and Management System (PIMMS).** In November 2018, the Authority approved a task for HDR to develop PIMMS, funded through the FY2019 and FY2020 operating budgets. NVTa staff coordinated with staff at selected jurisdictions early in the PIMMS development process. The consultant is implementing PIMMS in two phases:
 - The online portal for eligible jurisdictions and agencies to apply to NVTa for project funding requests. HDR successfully completed this phase in time for the Call for Regional Transportation Projects (in July 2019) for the current FY2020-2025 Six Year Program. This process replaced the manual approach to submit such requests used in the Authority's first four funding programs.
 - The online portal for project sponsors to administer/update Standard Project Agreements (SPAs) and associated Appendices, and to submit reimbursement requests for approved SPAs. The data associated with this information will feed a public-facing project dashboard.

HDR has mostly completed software development for the second phase. During June 2020, NVTA staff has been entering 'legacy' SPA and reimbursement data associated with projects/SPAs previously approved and appropriated in the Authority's first four funding programs.

Following online training, project sponsor staff will have access to PIMMS enabling them to initiate new/update existing SPAs, and submit reimbursement requests. Similarly, NVTA staff will use PIMMS to review and approve this information.

PIMMS will automatically update the project dashboard in real time as NVTA staff approve SPA/reimbursement information.

The Authority approved funding in the FY2021 budget to expand the reporting and other user interface features in PIMMS.

- 4. Fitch Ratings Update.** During June, Fitch Ratings conducted a rating surveillance analysis resulting in an affirmation the NVTA's AA+ rating with a Stable Outlook.

AA+ is the highest rating possible for an entity such as the Authority. The Stable Outlook reflects in great part the work of the Finance Committee and Authority in setting and adhering to prudent fiscal policies, conservation of debt capacity and demonstrating an ability to navigate the current pandemic and resultant economic impacts.

1. NVTA Standing Committee Meetings:

- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on July 16th at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee Meeting date is to be determined.
- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for the fall of 2020. Exact date TBD.

2. NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet July 15th at 7:00pm. Please note that the meeting may be held electronically.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled to meet July 22nd at 6:30pm. The meeting may be held electronically.

3. Regional Projects Status Report:

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

Attachment:

- A.** Regional Projects Status Report



NVTA Funding Program Project Status Summary Report

Attachment

As of July 1, 2020.

NVTA's Regional Fund Program FY2014 - FY2023		Upcoming Public Information Meeting(s): 1. Prince William County, Construct Rte. 28 Corridor Roadway Improvements (Manassas Bypass), Board of County Supervisor public hearing, July 14, 2020. 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	\$1,974,145,417	
Total Amount Reimbursed	\$432,621,962	
Total Number of Individual Projects	94	
SPAs	121	
Currently Active	73	
Closed Out	34	
Not Yet Executed	14	
Substantive Status Updates (during April - June 2020)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Ballston-MU Metrorail Station West Entrance (FY2015)	WMATA has submitted first draft of a Project Coordination Agreement, County staff sent back review comments.	0.3%
ART Operations and Maintenance Facilities (FY2018-23)	The concept plan is completed.	0.0%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	Construction contract award was on May 29, 2020; Notice-to-Proceed was issued on June 15, 2020.	FY2015-16: 72.9% FY2017: 0.0%
Rolling Road Widening - Old Keene Mill Road to Franconia-Springfield Parkway (FY2015-16, FY2018-23)	Phase 1 construction start is delayed, from summer 2020 to spring 2021.	FY2015-16: 62.5% FY2018-23: 0.0%
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16, FY2018-23)	Field Inspection (FI) plans, corresponding to 75% design plan completion have been reviewed.	FY2015-16: 100.0% FY2018-23: 0.0%
Richmond Highway BRT - Phase I and II (FY2018-23)	Project team participated in a virtual Town Hall meeting, hosted by Lees District supervisor, on July 1, 2020.	0.0%
Loudoun County		
Route 28 Northbound Widening - Between Dulles Toll Road and Sterling Boulevard (FY2018-23)	Project is completed.	89.2%
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Phase 1 60% Design Plans have been submitted to reviewing agencies; Phase 2 ROW acquisition continues.	0.0%
Prince William County		
Route 1 Widening From Featherstone Road to Mary's Way (FY2014, FY2015-16, FY2017)	VDOT has approved Plans, Specifications, and Estimates (PS&E) document; project construction advertisement on 6/26/2020, contract award anticipated in July 2020.	FY2014: 100.0% FY2015-16: 77.2%
Construct Route 28 Corridor Roadway Improvements (Manassas Bypass) (FY2015-16, FY2018-23)	A public hearing is scheduled for July 14, 2020, to present staff recommendation for alternative 2B alignment.	FY2015-16: 67.6% FY2018-23: 0.0%

**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

City of Alexandria		
Alexandria ITS Project (FY2018-23)	The construction contract is awarded, project completion anticipated in fall 2020.	0.0%
Alexandria Bus Network ITS (FY2018-23)	All project tasks are completed.	73.9%
City of Falls Church		
Falls Church Enhanced Regional Bike Routes (W&OD) (FY2018-23)	All construction documents are finalized and project is out to bid on July 14, 2020.	9.0%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Project advertisement is delayed, now anticipated in July 2020.	19.1%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	Construction advertisement is delayed, from June 2020 to fall 2020.	63.6%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	NVTA SPA was approved in June 11 Authority meeting.	0.0%