



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, April 21, 2022

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted in person and live-streamed via YouTube

1. **Call to Order** Chair Randall, Chair
2. **Roll Call** Mr. Davis, Authority Board Secretary
3. **Approval of the March 10, 2022, Meeting Summary Minutes** Chair Randall, Chair
*Recommended Action: Approval of the March 10, 2022, Summary Minutes
[with abstentions from those who were not present]*

Action Items

4. **Adoption of FY2023 Regional Revenue Fund Budget**
Mr. Longhi, Chief Financial Officer
Recommended Action: Adoption of FY2023 Regional Revenue Fund Budget
5. **Adoption of FY2023 Local Distribution Fund Budget**
Mr. Longhi, Chief Financial Officer
Recommended Action: Adoption of FY2023 Local Distribution Fund Budget
6. **Adoption of FY2023 Operating Budget** Mr. Longhi, Chief Financial Officer
Recommended Action: Adoption of FY2023 Operating Budget
7. **Approval of Letters of Endorsement for City of Alexandria, and Fairfax County's RAISE Applications, Town of Leesburg's Mega and INFRA Applications, and Northern Virginia Transportation Commission's Community Project Funding Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letters of Endorsement for City of Alexandria, and Fairfax County's RAISE Applications, Town of Leesburg's Mega and INFRA Applications, and Northern Virginia Transportation Commission's Community Project Funding Application

Discussion/Information Items

- 8. Project Evaluations for the FY2022-2027 Six Year Program Update**
Ms. Backmon, Chief Executive Officer
Dr. Nampoothiri, Senior Transportation Planner
- 9. Programming Recommendations of the additional FY2022-2028 Congestion Mitigation Air Quality and Regional Surface Transportation Program Funds**
Ms. Backmon, Chief Executive Officer
- 10. Governance and Personnel Committee Report** Chair Randall, Chair
-2022 General Assembly Special Session Update
Ms. Baynard, McGuire Woods, LLC
Ms. Rockwell, McGuire Woods, LLC
- 11. Finance Committee Report** Mayor Rishell, Chair
i. **Investment Portfolio Report** Mr. Longhi, Chief Financial Officer
ii. **Monthly Revenue Report** Mr. Longhi, Chief Financial Officer
iii. **Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer
- 12. Planning and Programming Committee Report** Mayor Wilson, Chair
- 13. Planning Coordination Advisory Committee Report** Mayor Colbert, Chair
- 14. Technical Advisory Committee Report** Mr. Boice, Chair
- 15. Transportation Technology Committee Report** Vice-Chair Snyder, Chair
- 16. Chief Executive Officer's Report** Ms. Backmon, Chief Executive Officer
- 17. Chair's Comments**

Closed Session

- 18. Adjournment** Chair Randall, Chair

Next Meeting: May 12, 2022
FY2022-2027 Six Year Program Public Hearing at 7:00pm with
Authority Meeting to Follow
NVTA Offices



SUMMARY MINUTES

Thursday, March 10, 2022

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

An in-person meeting and livestreamed via YouTube

1. Call to Order Councilmember Snyder, Vice Chair

- ✓ Vice Chair Snyder called the meeting to order at 7:01 PM.
- ✓ Vice Chair Snyder encouraged reflection and support of Ukraine, noting that the Northern Virginia region has always had open homes, hearts, and wallets for refugees.

2. Roll Call Mr. Davis, Authority Board Secretary

- ✓ Attendees:

Members: Vice Chair Snyder; Supervisor Alcorn, for Chairman McKay; Chair Wheeler; Board Member Karantonis, for Board Chair Cristol; Mayor Wilson; Mayor Davis-Younger; Mayor Rishell; Mayor Meyer; Mr. Bedell; Ms. Hynes; Mr. Kolb; Mayor Wood; Ms. Sinner; Mr. Horsley; Attending Remotely: Senator Boysko, Delegate LaRock; Not Attending: Chair Randall.

Staff: Monica Backmon (CEO); Michael Longhi (CFO); Jonathan Davis (Authority Board Secretary); Margaret Duker (Executive Asst./Clerk of Board); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner).

Other Attendees: Dr. Dee Allsop (Co-CEO and Founding Partner, Heart + Mind Strategies); Tracy Baynard (McGuireWoods Consulting, LLC).

- ✓ Jurisdictional and agency staff as well as the public were able to view the meeting via the Authority's [YouTube Channel](#).

3. January 11, 2022, Meeting Summary Minutes Vice Chair Snyder

Recommended Action: Approval of the January 13, 2022, Meeting Summary Minutes

- ✓ Vice Chair Snyder opened the floor for a motion to approve the January 13, 2022, meeting summary minutes. Mayor Rishell so moved, seconded by Chair Wheeler. The minutes were unanimously approved.

Presentation

4. TransAction Update Tracking Survey

Keith Jasper, Principal, Transportation Planning and Programming
Dr. Dee Allsop, Co-CEO/Founder, Heart & Mind Strategies

- ✓ Mr. Jasper introduced Dr. Allsop, and began discussion on the purpose, mission, and benefit of the TransAction Tracking Survey conducted by Dr. Allsop's market and research company. The survey audience included residents 18 years of age or older within the jurisdictions of NVTA.
- ✓ Dr. Allsop's presentation highlighted key points of the TransAction Update Tracking Survey:
 - The pandemic saw an increase in remote workers, and many expect to continue to work remotely in some capacity after the pandemic.
 - The increase in remote working can also be observed in the increase in the percentage of residents who live/work in the same area. Most residents drive when traveling to a non-home worksite.
 - Investing in regional transportation is an important priority. Quality of life concerns show some changes that are likely due in part to the pandemic and increased numbers of residents working remotely.
 - Congestion continues to decline but remains the most significant issue while importance of transportation options continues to grow.
 - Congestion matters most to those older residents and those who drive to work while transportation options matter most to younger residents, Hispanics, and those with children.
 - Increases in usage are growing at a faster rate in 2021 for car-share, bike-share, and taxi service. Over one third (36%) would consider getting an electric vehicle.
 - The region continues to show increased perceptions that NVTA is doing a "Good Job" on addressing top priorities. Traffic continues to have a declining impact while transportation options grow.
 - Performance ratings are showing a growth trend on most tracked priorities. Safety, equitable access, and longevity are current perceptual equities. The priority areas to strengthen performance relate to affordability, connection, and reduced trip times.

Action Items

5. Approval of May 12, 2022, as the Public Hearing Date for the FY2022-2027 Six Year Program

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of May 12, 2022, as the Public Hearing Date for the FY2022-2027 Six Year Program

- ✓ Ms. Backmon began the discussion by identifying the purpose and goal of the Public Hearing and added that April 15-May 22, 2022, would serve as the Public Comment period as well as May 04, 2022, as the Open House.
- ✓ Vice Chair Snyder opened the floor for questions and concerns, seeing none, entertained a

motion to approve May 12, 2022, as the Public Hearing date for the FY2022-2027 Six Year Program, and April 15-May 22, 2022, as the Public Comment period. Board Member Karantonis so moved; seconded by Ms. Hynes. The May 12, 2022, Public Hearing date and April 15-May 22, 2022, as the public comment period, was unanimously approved.

6. Approval of Investment Policy Changes

Mr. Longhi, Chief Financial Officer

Recommended Action: Approval of Investment Policy Changes

- ✓ Mr. Longhi began discussion by identifying the need for an update to the Investment Policy and noted that extending the maturities while also reducing the percentage of holdings in certain instruments would address the increasing size of the investment portfolio.
- ✓ Vice Chair Snyder opened the floor for discussion, and confirmed with Mayor Rishell, Chair of the Finance Committee, that the Finance Committee supported the policy as stated. Vice Chair Snyder asked for further explanation of the increase from 15% to 50% on some securities listed and Mr. Longhi explained that the World Bank Bonds have a higher credit quality than the U.S. Treasuries and agencies, and that more of them are becoming available. Vice Chair Snyder also confirmed with Mr. Longhi that the bonds are backed by the World Bank. Vice Chair Snyder entertained a motion to approve the Investment Policy changes. Ms. Hynes so moved; seconded by Mayor Wilson. The Investment Policy changes were unanimously approved.

7. Approval of FY2028 CMAQ/RSTP Recommendations to the Commonwealth Transportation Board

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon began discussion by identifying the origin, purpose, and programming of the CMAQ and RSTP funds and added that the Authority makes programming recommendations on the CMAQ/RSTP funds to the Commonwealth Transportation Board (CTB).
- ✓ Ms. Backmon stated that the RJACC discussed the proposed CMAQ/RSTP funding recommendations which included an application for the full funding of the Transportation Emissions Reductions Measures (TERMs) program.
- ✓ Ms. Backmon further noted that the region was informed that due to the use of the State's share of CMAQ funding for the Amazon/HQ2 projects, the Commonwealth cannot fund the TERMS program, a funding commitment the Commonwealth has maintained over the past thirty years. She added that the Authority was also informed that the region should now fund the TERMS program. Given that the region is still seeking to recoup \$38.5 million in revenue diverted to help pay Metro's State of Good Repair needs coupled with the concerns of the region undertaking an additional funding responsibility, Ms. Backmon noted that her recommendation is that the region fund half the cost of the TERMS program, which is significantly more than what the region has historically recommended.
- ✓ Vice Chair Snyder inquired whether the recommendation could be submitted making note of the Authority's concerns and expectation that this does not set a precedence.
- ✓ Mayor Rishell added to the discussion, noting her agreement with the comments that the

recommendation should not set a precedence, and further noted the historic commitment the Commonwealth has made to fully fund the TERMS program.

- ✓ Ms. Hynes joined the ongoing discussion by acknowledging her appreciation for the region's sentiments regarding funding the TERMS projects; however, noted that there remains opportunity to identify other sources of funding as more is learned from the IJA and potential grants from the EPA funding.
- ✓ Supervisor Alcorn referenced other funding sources like the EPA grants and inquired of Ms. Hynes whether this would also encompass, PM2.5 emissions reduction efforts.
- ✓ Ms. Hynes responded noting since the regulations are not yet written, much is still unclear about potential sources of dedicated revenue.
- ✓ Board Member Karantonis added that there are ongoing updates to EPA regulations, as such, the region could find itself back in non-attainment status making it even more expensive to reach attainment.
- ✓ Vice Chair Snyder concluded discussion by calling for a motion to approve the FY 2028 CMAQ/RSTP Recommendations to the CTB with the added comments from the Authority noting: the recommended funding will not set a precedence that the region should fund the total cost of the TERMS program; the funding history of the TERMS projects be identified; and request that other sources of dedicated funding for the TERMS program be identified. With no objection, Vice Chair Snyder entertained a motion to that effect. Board Member Karantonis so moved, seconded by Mayor Meyer. The recommendations were approved by a vote of 12 Yea; 1 Nay (Mr. Bedell).

8. Approval of Arlington, Loudoun, Prince William Counties, City of Manassas Park, and Town of Leesburg Letters of Endorsement for Rebuilding American Infrastructure with Sustainability and Equity Applications

Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of Letters of Endorsement Requests

- ✓ Ms. Backmon submitted for the Authority's consideration, endorsement requests for regional jurisdiction's RAISE applications.
- ✓ Vice Chair Snyder opened the floor for discussion to entertain a motion to approve the requests for endorsement. Mayor Rishell noted that in some of the printed meeting packets, the motion did not include Manassas Park. Mayor Rishell moved to clarify the inclusion of Manassas Park in the motion and submitted the motion with that inclusion; Chair Wheeler seconded. The approval of the endorsement requests were approved unanimously.

Information/Discussion

9. Travel Trends Update

Mr. Rashid, Transportation Planner

- ✓ Mr. Rashid began discussion by identifying a snapshot of 2020 and 2021 travel trends, and noted analysis and information utilized to enhance NVTA's ongoing long-range transportation planning efforts. It was noted that Northern Virginia traffic on freeways and major roadways were just 4% below pre-pandemic levels.
- ✓ Mr. Rashid also reported on WMATA ridership trends: Metrobus ridership being within 57% of pre-COVID usage, and Metrorail ridership being within 29% of pre-COVID usage.
- ✓ Vice Chair Snyder followed up with closing discussions on the usefulness of adding analysis on safety considering the trends indicated a 6% increase in traffic speeds.

10. Governance and Personnel Committee Report

Chair Wheeler, Chair
Ms. Baynard, McGuireWoods, LLC

- ✓ Chair Wheeler reported that the Annual Performance Review for the Chief Executive Officer will be preceded by a self-assessment from the CEO at the beginning of April and subsequent comments from the Authority members by the end of April.
- ✓ Ms. Baynard began discussion of the General Assembly action referencing the previous discussion on CMAQ funds and the State's strategy for accessing IJA funds, noting that the CTB is expected to review staff recommendations in support of an implementation plan.
- ✓ Ms. Baynard continued noting that sine die is on Saturday adding that one of the major bills being discussed in the General Assembly is the proposed repeal of the grocery tax- to include when and how the repeal would be executed. Ms. Baynard highlighted the fact that one of the chief concerns of stakeholders about the proposed bills is that there are no permanent provisions for replacing the 0.5% revenue now being proposed as diverted revenue from the Commonwealth Transportation Fund.
- ✓ Senator Boysko affirmed Ms. Baynard's 2022 General Assembly overview, noting that the process of negotiations is fluid; however, the point has been made with key stakeholders in the development of this legislation that the preservation of funding is a priority.
- ✓ Delegate LaRock echoed concerns that funding for the benefit of local government and transportation must be backfilled in a sustainable, predictable fashion.
- ✓ Ms. Baynard finalized her 2022 General Assembly update by noting several bills and program funding sources being tracked that have an impact on the Authority and transportation funding.
 - SB 251 was amended to be a study hosted by VDOT with stakeholders in Planning District 8, to assess 20-year needs and the costs and associated revenue streams for pedestrian and bike facilities or traffic calming measures not connected to a roadway.

Ultimately the bill was set aside for discussion next year.

- Transportation Ridership Incentive Program (TRIP) amendments are moving forward with 25% of funds used for zero to low fare projects and 25% of the funds used for regional long distance commuter routes, and CTB would have discretion on how to utilize the remaining 50%.
 - HB 444 was amended to allow advisory bodies to host all virtual meetings if public access is made available.
- ✓ Vice Chair Snyder opened the floor for comments and questions. Chair Wheeler asked about the revenue sharing funds in regards to the budget. Ms. Baynard confirmed that the additional funds from 2021 would be available for local government projects. Vice Chair Snyder concluded the discussion on the 2022 General Assembly, noting the challenge but enormous benefits from funding sidewalks for local governments.

11. Finance Committee Report

Mayor Rishell, Chair
Mr. Longhi, Chief Financial Officer

- ✓ Mayor Rishell reported that during the Finance Committee meeting on January 20, 2022, the Committee reviewed and approved the recommended investment policy changes; further adding that the Committee is recommending the three FY2023 budgets for Authority approval. These budgets will be presented for consideration at the Authority's April meeting.
- ✓ Mr. Longhi noted that all monthly indicators for investment performance, revenue and the operating budget are positive and had nothing further to add to the presented staff reports.
- ✓ Vice Chair Snyder noted the staffing needs are presented in the proposed FY2023 Operating budget recommended by the Finance Committee, and recommended review of the upcoming proposals.

12. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reported that the Programming and Planning Committee (PPC), Technical Advisory Committee (TAC), and the Planning Coordinating Advisory Committee (PCAC) will be meeting in preparation for evaluation and analysis of the FY2022-2027 Six Year Program (SYP) and Public Comment Period scheduled for April 15-May 22, 2022.
- ✓ Ms. Backmon further reported that due to schedule conflicts and quorum concerns for the scheduled April 14, 2022 meeting, April 21, 2022, would be submitted as an alternative meeting date to achieve a quorum. She noted NVTA staff will contact Member's offices to determine maximum availability.
- ✓ Vice Chair Snyder opened the floor for additional discussion/comments, seeing none, adjourned the meeting at 8:25 PM.

Next Meeting: April 21, 2022, at 7:00 PM

NVTA Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Rishell, Finance Committee Chair

DATE: April 14, 2022

SUBJECT: Proposed FY2023 Regional Revenue Fund Budget

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the Proposed FY2023 Regional Revenue Fund Budget as recommended by the Finance Committee.
- 2. Suggested Motion:** *I move Authority adoption of the Proposed FY2023 Regional Revenue Fund Budget, as presented in Attachment A, and FY2023 Project Appropriations as presented in Attachment B.*
- 3. Background:**
 - a. Regional Revenues (70% funds) are largely programmed through the Authority's approval of specific projects in the Six Year Program (SYP) and subsequent updates, after all debt service and reserve funding obligations are met for a fiscal period.
 - b. Any unused funds or excess revenue from one fiscal year are accumulated as Restricted Fund Balance and will be available for the FY2026/27 update to the SYP.
 - c. Funding recommendations for the FY2026/27 update to the SYP will be presented to the Committee in the format of updated revenue projections, leading to a PayGo funding level for FY2026/27.
 - d. Two forward appropriation requests for projects in the FY2024/25 two-year update to the SYP were received. Both requests are in the NVTA staff recommended budget. The requests are:
 - i. Arlington County, \$650,000 for W&OD Trail Enhancements
 - ii. Prince William County, \$24 million for Summit School Rd. Extension and Telegraph Rd. Widening
 - e. Authority adoption/programming of the FY2026/27 update to the SYP is currently estimated for summer of calendar 2022.
 - f. Finance Committee guidance is to conservatively estimate revenues.

- g. The details of the Proposed FY2023 Regional Revenue Fund Budget are presented in Attachment A.

(ED. Note - The following report sections tie to the Notes Column on Attachment A.)

4. Revenues:

- a. **Sales Tax Revenues:** As of January 2022, which represents sales and use taxes collected through November 2021, actual sales tax revenue has exceeded the Authority FY2022 projections by 16%. The Commonwealth of Virginia is experiencing a similar trend. On a year-to-date basis, sales tax collections have risen 15.7 percent compared to last fiscal year. FY2023 revenue estimates reflect this trend.
- b. **Interstate Operations & Enhancement Program (IOEP) Transfer:** Previously referred to as I-81 revenues, this revenue source was changed as a result of the (HB1414/SB890, 2020) Omnibus Transportation Bill. The General Assembly moved this revenue from a monthly basis, based on revenues such as heavy truck registrations, highway use and diesel fuel taxes; to an annual allocation based on funds available for the Highway Construction Program under the Interstate Operations and Enhancement Program. The revenue projection for FY2023 is based on estimates developed by VDOT.
- c. **Regional Congestion Relief Fee (Grantor's Tax):** The 2020 Omnibus Transportation Bill as amended, reinstated the Authority's Grantor's Tax receipts at a reduced rate of \$0.10/100. FY2022 actual year-to-date revenues as of January 2022, have exceed the annual fiscal year projection. FY2023 revenue estimates reflect the trend of rising residential assessed values and significant volume of sales transactions.
- d. **Commonwealth of Virginia Northern Virginia District Transfer:** This revenue line is a fixed \$20 million transfer from the Commonwealth's Northern Virginia Transportation District Fund to the NVTA. It is a fixed amount and therefore is negatively impacted by inflation.
- e. **CoVA interest** is earned on funds while they are processed by the Commonwealth and before arriving at the Authority.
- f. **Future Financing/Forward Appropriations (if required):**
 - i. This budget classification reflects the FY2023 Revenue Fund Appropriations for the inaugural SYP (Attachment B). As part of that adoption, the Authority implemented a project funding strategy which relies on the strength of the Authority's Balance Sheet to advance the timing of project funding referred to as Forward Appropriations.
 - ii. This strategy is saving the Authority approximately \$200 million compared to a traditional 20-year debt funding approach.
 - iii. The classification recognizes that if the majority of FY2019/23 SYP and potential FY2024/25 forward appropriated projects were to exceed their original cash flow projections, outside liquidity would need to be obtained. This is a worst-case

scenario which does not include the potential use of the \$120 million Working Capital Reserve.

- g. Investment Portfolio Earnings** reflects the NVTAs portfolio interest earnings. This revenue is entirely generated by NVTAs management of \$1.3 billion in appropriated but unexpended funds assigned to projects. The FY2023 estimate includes:
 - i. Positive monthly cash flows
 - ii. Increased revenue
 - iii. Impact of anticipated Federal Reserve action on interest rates
 - iv. Positive inflationary pressures on the fixed income markets

5. Expenditures: Prior to determining the funds available for projects, the annual debt service payment and reserve amounts must be budgeted. No additions to the reserves are required from the proposed FY2022 budget.

- a. Debt Service Principal and Interest:** Total debt service for FY2023 is \$5,550,000.
- b. Modeling License & Support:** With in-house modeling and CUBE software coming onboard during FY2022, maintenance and technical support costs have been added to the FY2023 budget.
- c. Six Year Program PayGo Project Funding:** This represents the appropriation of project funding for the Six Year Program, and staff recommended forward appropriations from the FY2024/25 Program to FY2023. The appropriation details are presented in Attachment B.

6. Transfers and Carryforward

- a. Transfer Out to the Operating Fund:** Utilizing the authorization provided in SB1468 (2019), member jurisdictions are relieved from the obligation of funding the NVTAs Operating Budget from their own revenues (typically their 30% Local Distribution Funds). Projected portfolio income exceeds the Operating Budget Transfer by almost six-fold or 578.5%.
- b. Restricted Fund Balance - Carryforward to FY2024:** This amount reflects net positive or negative variances in the Authority's revenue projections, interest earnings and released balances from completed or cancelled projects. Negative variances result from forward appropriating funding in previous fiscal years to the FY2018 to F2025 SYP. It is based on FY2021 audited actual balances.
- c. Total Available for Project Assignments/FY2024 Forward Appropriation:** This amount reflects net positive or negative variance in the Regional Revenue Fund. When this amount is positive, it serves as an accumulator for funds to be available for projects as part of the FY2026/27 two-year update to the Six Year Program. When this amount is negative, it reflects the timing of recently adopted funding program updates net of immediately available (not future revenue). Future updates will adjust revenue projections as part of the future PayGo recommendation. The next PayGo

recommendations will be made in Spring 2022 as part of preparations for the FY2026/27 update to the SYP.

7. Cumulative Regional Revenue Reserve Balances:

- a. Working Capital Reserve (WCR):** The WCR is required by the Authority's Debt Policy. The Authority took action in June 2017, to cap the Working Capital Reserve at \$120 million.
- b. Debt Service Reserve:** This reserve of \$5,551,000, was funded through bond proceeds and exists to protect NVTA's bondholders. It is required by the Authority's Debt Policy.

Attachments:

- A. Proposed FY2023 Regional Revenue Fund Budget
- B. Proposed FY2018 to FY2025 Six Year Program Appropriation Schedule

Northern Virginia Transportation Authority Proposed FY2023 Regional Revenue Fund Budget			
	Adopted FY2022 Budget	Proposed FY2023 Budget	Notes
Revenue 70% Regional Funds			
Sales Tax	\$ 197,039,152	\$ 224,885,920	4a
Interstate Operations & Enhancement Program (IOEP) Transfer	9,310,000	9,388,400	4b
Grantor's Tax	17,850,000	30,360,120	4c
Commonwealth NVTD Transfer	14,000,000	14,000,000	4d
CoVa Interest	101,430	87,500	4e
Bond Proceeds	-	-	
Future Financing/Future Appropriation Finance (if required)	(59,270,665)	(14,978,715)	4f
Investment Portfolio Earnings	5,200,000	20,000,000	4g
Total Revenue	\$ 184,229,918	\$ 283,743,225	
Expenditures			
Debt Service - Principal	\$ 2,950,000	\$ 3,100,000	5a
Debt Service - Interest	2,597,500	2,450,000	5a
Professional Services - Bond Issuance Costs	-		
Modeling License & Support	29,150	88,700	5b
TransAction Update (SYP/CRRC/LTB Tech Support)	400,000		
Six Year Program PayGo Project Funding	33,300,000	201,064,670	5c
Total Expenditures / Six Year Program Commitments	\$ 39,276,650	\$ 206,703,370	
Net Revenue	\$ 144,953,268	\$ 77,039,855	
Transfers & Carryforward			
Transfer Out to Operating Fund	\$ (2,744,809)	\$ (3,547,397)	6a
Restricted Fund Balance - Carryforward to Six Year Program Update	(142,286,859)	(73,492,458)	6b
Total Available for Project Assignments/FY2024 Carryforward	\$ (145,031,668)	\$ (77,039,855)	6c
Cumulative Regional Revenue Reserve Balances			
Working Capital Reserve	\$ 120,000,000	\$ 120,000,000	7a
Debt Service Reserve (Held by Trustee)	5,551,000	5,551,000	7b
Cumulative Reserve Balances	\$ 125,551,000	\$ 125,551,000	

ATTACHMENT B

NVTA FY2018 to FY2025 Six Year Program & Update Appropriation Schedule

SPA Number	Project ID#	Jurisdiction / Agency	Project	FY2022 Appropriation	Proposed FY2023 Appropriation	FY2024 to FY2025
2018-040-2	40	City of Alexandria	West End Transitway: Northern Segment (Phase 1)	2,200,000		
2018-047-1	47	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road		10,750,000	
2018-048-1	48	City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1		5,000,000	
2018-012-1	12	Fairfax County	Richmond Highway (Route 1)/CSX Underpass Widening		12,000,000	
2018-017-1	17	Fairfax County	Rock Hill Road Bridge		20,604,670	
2018-021-1	21	Loudoun County	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road		54,000,000	
2018-039-1	39	Prince William County	Construct Interchange at Prince William Parkway and Clover Hill Road		1,900,000	
2018-053-2	53	Town of Dumfries	Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)		44,860,000	
2018-054-3	54	Town of Leesburg	Construct Interchange at Route 7 and Battlefield Parkway		25,000,000	
2018-055-3	55	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	5,400,000		
2018-057-1	57	Town of Vienna	Mill St NE Parking Garage		2,300,000	
2020-063-1	63	Arlington County	Rosslyn Multimodal Network Improvements			11,874,000
2020-064-1	64	Arlington County	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport			18,000,000
2020-073-1	73	Arlington County/NVPRK	Arlington W&OD Trail Enhancements		650,000	
2020-045-2	45	City of Alexandria	Alexandria Duke St Transitway			75,000,000
2020-048-2	48	City of Fairfax	Old Lee Highway Multimodal Improvements			8,000,000
2020-049-2	49	City of Fairfax	Roadway Network Northfax West	2,200,000		
2020-069-1	69	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements			700,000
2020-070-1	70	City of Fairfax	Government Center Parkway Extension			3,540,000
2020-071-1	71	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	6,900,000		
2020-072-1	72	City of Falls Church	Downtown Falls Church Multimodal Improvements	8,300,000		
2020-006-3	6	Fairfax County	Richmond Highway Widening From Route 235 North to Route 235 South			120,387,962
2020-014-3	14	Fairfax County	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road			27,700,000
2020-016-4	16	Fairfax County	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court			37,400,000
2020-065-1	65	Fairfax County	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive			15,000,000
2020-066-1	66	Loudoun County	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)			36,700,000
2020-067-1	67	Loudoun County	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard			18,000,000
2020-036-2	36	Prince William County	North Woodbridge Mobility Improvements	8,000,000		
2020-068-1	68	Prince William County	Summit School Rd Extension and Telegraph Rd Widening		24,000,000	
2020-053-3	53	Town of Dumfries	Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)			78,000,000
2020-058-3	58	VRE	VRE Crystal City Station Improvements			15,800,000
2020-074-1	74	DRPT	Franconia-Springfield Passenger Rail Bypass			22,958,821
Total By Fiscal Year				\$ 33,000,000	\$ 201,064,670	\$ 489,060,783

Note: Denotes FY2024/25 Forward Appropriation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Rishell, Finance Committee Chair

DATE: April 14, 2022

SUBJECT: Proposed FY2023 Local Distribution Fund Budget (30%)

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2023 Local Distribution Fund Budget as recommended by the Finance Committee.
2. **Suggested Motion:** *I move the Authority adoption of the proposed FY2023 Local Distribution Fund Budget, as presented below.*
3. **Background:**
 - a. Local Distribution Fund (30%) revenues are distributed in their entirety to member jurisdictions in accordance with HB 2313 (2013) with revenues received from the Commonwealth.
 - b. Member jurisdictions receive the amount of Local Distribution Funds they are entitled to which is based on the direct and accredited transactions within their jurisdiction.
 - c. Previous Finance Committee guidance is to conservatively estimate revenues.
 - d. Beginning with FY2020, the Authority has elected to charge the operating budget to the Regional Revenue Fund which in turn resulted in increased 30% distributions to member jurisdictions, estimated at \$3.5 million in FY2023.
4. **Proposed Budget:** Table 1 shows the proposed FY2023 Local Distribution Fund Budget. Distributions to jurisdictions are based on the actual transactions conducted within the jurisdiction.
5. **Assumptions:**
 - a. The Authority will continue to follow the Code of Virginia in the management of the Local Distribution Fund.
 - b. Actual distributions to jurisdictions will be contingent on completion of the annual certification process and will be determined by the actual revenues received based on direct and accredited transactions within the jurisdiction.

- c. All prior fiscal year accruals and Commonwealth revenue adjustments of Local Distribution Fund revenues will be distributed to the appropriate jurisdiction in FY2023 in accord with the Code of Virginia.
- d. All Local Distribution Fund revenues are distributed each fiscal year. This results in a zero-carryforward balance and a zero-ending fund balance each fiscal year.

Table 1

Northern Virginia Transportation Authority Proposed FY2023 Local Distribution Budget (30%)		
	Adopted FY2022 Budget	Proposed FY2023 Budget
Carryforward	\$ -	\$ -
Revenue		
Sales Tax	\$ 84,445,351	\$ 96,379,680
Transfer Interstate Operations & Enhancement Program	3,990,000	4,023,600
Grantor's Tax	7,650,000	13,011,480
Commonwealth NVTD Transfer	6,000,000	6,000,000
CoVa Interest	43,470	37,500
Total Revenue	\$ 102,128,821	\$ 119,452,260
Expenditures		
Distribution to Member Jurisdictions	\$ 102,128,821	\$ 119,452,260
Total Expenditures	\$ 102,128,821	\$ 119,452,260
Budget Balance	\$ -	\$ -

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Rishell, Finance Committee Chair

DATE: April 14, 2022

SUBJECT: Proposed FY2023 Operating Budget

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) adoption of the proposed FY2023 NVTA Operating Budget as recommended by the Finance Committee and outlined below.
2. **Suggested Motion:** *I move Authority adoption of the proposed FY2023 Operating Budget as presented in Attachment A.*
3. **Background:** Due to the ongoing uncertainty surrounding the impacts of COVID-19 on the economy and the processes, some of the Authority's proposed expenses for FY2023 will remain at the FY2022 levels. The Regional Transportation Planner position and Website Modernization and Consolidation new initiatives are proposed to be phased in, based on feedback from the Finance Committee. Responses to the Finance Committee are included as Attachments B & C.
 - A. **Operating Fund Budget:** The Operating Fund Budget is the central accounting point for operating and administrative expenses of the Authority. The Operating Fund and related budget can only be funded with resources in excess of those required or exempted from debt service obligations. Prior guidance for this budget has not changed. Current drivers of the Operating Budget are segmented into two categories. The first category is base budget escalations triggered by inflation, contract terms and required service extensions. The second category is for new initiatives, which includes requests such as additional staffing and service activities.
 - B. **Operating Budget Carryover:** The FY2023 Proposed Operating Budget includes \$619,192 of excess budget carryover resulting from prior expenditure savings which reduces the required budget contribution transfer from the Regional Revenue Fund.

4. Operating Budget Base Budget Changes:

A. Personnel Expenses

- i. Annual performance-based salary increases for staff are targeted to be in line with member jurisdictions. Since jurisdiction budgets are concurrently in development, we present a percentage increase that will not be exceeded, and which may be modified based on member jurisdiction market and performance increases, once those budgets are passed. This year we propose the not-to-exceed percentage to be 5.0%, based predominantly on current rate of inflation and announcements of jurisdiction proposed budgets.
- ii. Benefits are based on actual costs such as the Annually Required Contribution determined by the Virginia Retirement System (VRS) and such items as the Commonwealth of Virginia - Local Choice Health Insurance rates.

B. Professional Services

- i. The largest change is expected to be with Audit Services which will be going through a contract renewal. Two enhancements are requested for FY2023 related to preparation of the Authority to receive, administer, and account for Federal grants, either with a member jurisdiction/agency or as a regional Authority. This is a goal in the Authority's adopted Five-Year Strategic Plan. Additionally, consideration of routine duplicate payment audits is proposed.

C. Technology/Communications

- i. All IT services are outsourced. This is still the most cost-efficient approach and provides the greatest operational flexibility. We need to increase the router capacity, internet service speed, and data storage. Where these expenses are triggered by new staff members (for the first time), these costs are included in those new initiatives. Outside of staffing changes, capacity increases are still needed to meet daily demands and a transition to the mandatory Microsoft Office 365 platform.
- ii. The Authority's outsourced cloud-based accounting systems will need to have some modules added to keep pace with Government Accounting Standards Board (GASB) pronouncements and the growing complexity of our accounting needs. The new GASB related modules relate to amortization and financial statement note disclosures for leases (GASB 87) and subscription-based technology (GASB 96). The growing complexity and quantity of the Authority's fixed assets require moving this process from a spreadsheet function and incorporation directly into the General Ledger accounting system.

D. Administrative Expenses

- i. Over 70% of this expense category is the office lease. Staff will discuss potential options to mitigate additional cost escalations. Where triggered by new staff, these increases are included in those new initiatives.

5. New Initiatives:

A. Accounting Technician Position

- i. This position is required to meet the increasing workload related to the Authority's expanding portfolio of adopted and appropriated projects. This portfolio is expanding by upwards of \$500 million in projects every two years. Currently, there is \$2.5 billion awarded to 106 projects through 142 Standard Project Agreement (SPAs) (contracts). The Agreed Upon Procedure Audit (AUP) for duplicate reimbursement requests noted these packages can be as large as 1,000 pages.
- ii. The Authority is increasing the number of new projects through the bi-annual funding programs at a faster rate than projects are being completed and closed. Therefore, additional staffing is needed to ensure timely and accurate processing of project reimbursement requests.
- iii. Per the Authority's SPA, finished projects require some level of fiscal accountability on the part of the Authority for the economic life of the project. The economic life will be at least decade(s) in the case of capital asset purchases, or perpetual in the case of land. With \$2.5 billion in approved projects, it is time to start building the capacity to manage the Authority's financial interest in completed projects.
- iv. Routine staffing changes at member localities due to promotions, staff increases, and retirements is resulting in an unexpected annual need to provide support to new jurisdiction hires to ensure accurate and timely annual certifications for monthly 30% distributions as well as maintaining a pipeline of smooth project reimbursements.
- v. The last personnel increase for the Finance Team occurred in FY2019. Projected through FY2022, the volume of reimbursement requests will increase 75%, with the dollar value of those reimbursements increasing 72% from the FY2019 level. We are observing an increase in project complexity which results in more complex reimbursement requests and reviews.
- vi. The last position allocated for financial activities was a Financial Analyst. Since we are looking at transaction volume and value increases, it is time to add additional clerical capacity to address the rapidly increasing volume levels.
 - a. Salary & Benefits \$129,811
 - b. Equipment & Furniture \$6,140
 - c. Office Space/Technology Charges/General Admin Expenses \$15,013

B. Regional Transportation Modeler and Regional Transportation Planner Positions

- i. NVTA's Transportation Planning and Programming (TPP) Team currently comprises five positions. The TPP team is responsible for updating NVTA's two primary responsibilities – TransAction and the Six Year Program (through bi-annual updates) – and provide programmatic oversight to NVTA's increasing project portfolio (currently \$2.5 billion, 106 projects, 142 SPAs). In addition, the TPP team leads the development and ongoing maintenance of Program Information Management and Monitoring System (PIMMS) and the NoVA Gateway dashboard, maintains/updates the Transportation Technology Strategic Plan, the Authority's Five-Year Strategic Plan, collaborates with the Commonwealth on the development of Regional Multi-Modal Mobility Program (RM3P), organizes the annual Northern Virginia Transportation Roundtable, and manages the annual NOVA region CMAQ/RSTP strawman process as well as a Bus Rapid Transit (BRT) Working Group. The TPP team is responsible for coordinating both of NVTA's Statutory Advisory Committees (TAC/PCAC), together with one Standing Committee (PPC), and a CEO Advisory Committee (TTC).

These two new positions are required to meet the TPP team's increasing workload related to:

- a. Strategic Plan Goal of developing in-housing of transportation modeling for the benefit of the region.
- b. Expansion of data analytics capacity and capabilities, especially related to the transportation impact of the projects that NVTA funds, as well as providing benefits to member jurisdictions.
- c. Resumption of regular briefings with jurisdiction/agency staff to discuss and track the status of projects funded with regional revenues. A process discontinued due primarily to the pressing needs of other obligations.
- d. Proactively planning for a regional BRT system.
- e. Development of transportation technology related projects, such as RM3P.
- f. Regular updates to the Transportation Technology Strategic Plan and related deliverables, potentially including regional transportation policies.
- g. Proactive consideration and application of NVTA's core values – equity, sustainability, and safety.
- h. The Authority's expanding portfolio of adopted and appropriated projects necessitates additional TPP team resources (in addition to Finance Team resources) as activities

such as processing reimbursement requests are the responsibility of both teams.

C. Regional Transportation Modeler

- i. As part of the current TransAction update, and consistent with NVTA's Strategic Plan, in-house modeling tools (much of the technology for this has been installed) will be developed allowing NVTA staff to replicate the consultant team's modeling work. While it is envisioned that future TransAction updates will continue to be outsourced due to their scale, NVTA staff will increasingly be able to take onboard modeling work related to the Six Year Program update, including congestion reduction relative to cost evaluations, Long Term Benefit assessments, TransAction project ratings, and running the model due to project scope changes. This will save on future consultant expenses and possibly provide new modeling services to the region.
- ii. The new Regional Transportation Modeler will support modeling activities, including data entry, model runs, interpretation of results, and reporting. In addition to the in-housing of modeling work currently performed by consultants, this new hire will afford NVTA staff the opportunity to undertake re-evaluation of projects and other model-based analyses of travel behaviors that are either not feasible today, or the project sponsor must pay for. These costs often run \$25 to \$35 thousand per run, per project.
- iii. The new Regional Transportation Modeler will also support more general data analytics, leveraging the existing GIS capabilities available to the TPP team. In particular, this will enable expanded analysis of travel trends that was initiated during the pandemic, as well as analysis of the transportation impact of the projects (and types of projects) that are funded using NVTA's regional revenues.
 - a. Salary & Benefits \$173,262
 - b. Equipment & Furniture \$6,140
 - c. Office Space/Technology Charges/General Admin Expenses \$16,823

D. Regional Transportation Planner

- i. Updates to TransAction and NVTA's Six Year Program have five-year and two-year update cycles, respectively. TransAction updates take three years, while Six Year Program updates take at least one year. NVTA staff resources will be increasingly stretched with these overlapping primary responsibilities.
- ii. The new Regional Transportation Planner will provide greater bandwidth to the TPP team, enabling the resumption of regular briefings with jurisdiction/agency staff to discuss the status of projects funded with regional revenues. These briefings provide valuable opportunities to identify and mitigate any risks to successful project completion.

- iii. Proactively planning for a regional BRT system has been identified through TransAction as a critically important initiative to develop an integrated network of BRT lines providing fast, frequent, and reliable transit services that will reverse the region's dependence on driving alone. The new Regional Transportation Planner will provide the necessary bandwidth to advance this initiative.
- iv. Development of transportation technology related projects, such as RM3P, is an increasingly important topic for which NVTA is ideally positioned given its regional perspective and multimodal approach.
- v. Regular updates to the Transportation Technology Strategic Plan and related deliverables potentially including regional transportation policies.
- vi. Capacity to make applications for Federal grants on a regional scale and as part of a jurisdictional team basis, and become a designated recipient.
- vii. Proactive consideration and application of NVTA's core values – equity, sustainability, and safety.
- viii. The Authority is increasing the number of new projects at a faster rate than projects are being finished. Therefore, additional staffing is needed to ensure timely and accurate processing of project reimbursement requests.
- ix. Per the Authority's SPA, finished projects require some level of fiscal accountability on the part of the Authority for the economic life of the project. The economic life can be decade(s) in the case of capital asset purchases or perpetual in the case of land. This necessitates a minimal level of oversight of finished projects beyond SPA closure.
- x. Routine staffing changes at member localities and regional agencies due to promotions, staff increases, and retirements, is resulting in an unexpected annual need to provide support to new jurisdiction and agency hires. Such support activities will ensure they are familiar with NVTA's processes related to updates to TransAction and NVTA's Six Year Program, as well as for other activities including SPA management, reimbursement requests, PIMMS, and the NoVA Gateway dashboard.
- xi. This position is proposed to not be filled prior to January 1, 2023
 - a. Salary & Benefits \$74,059
 - b. Equipment & Furniture \$6,140
 - c. Office Space/Technology Charges/General Admin Expenses \$8,602

E. Internet Capacity Upgrade: Upgrade of internet access service speed and transition to fiber optic backbone to support increased use of modeling software, GIS applications, file size capacity in terms of access, and storage. This is needed regardless of additional staff increases. Enhancement Cost: \$10,000, Ongoing Expense

- F. Website Modernization and Consolidation:** The NVTA websites have not had a full professional design review and are becoming increasingly difficult to update, maintain and improve, and has shown system stability concerns. TransAction has a separate website, as does the NoVA Gateway Dashboard, and expert advice is needed to determine if a consolidation is in order and if so, how it could be accomplished. Enhancement Cost: \$125,000 in FY2023 and \$125,000 in FY2024. One Time Expense.
- G. Federal Grant Funding Recipient Qualifications:** With expanded Federal grant availability, the Authority is in a position to assist the region in the application for Federal grants either on a regional, direct, or partnership basis. The Authority's external auditor can assist in preparing the Authority to receive, administer, and account for Federal grants, either directly, with a member jurisdiction, or as a regional agency. Enhancement Cost: \$12,000. One Time Expense.
- H. Duplicate Payment AUP Audits:** As noted in earlier Committee discussions, the responsibility to prevent duplicate payments rests with the project sponsors. However, NVTA can also choose to enhance its system of internal controls through routine Agreed Upon Procedure (AUP) Audits seeking to discover duplicate payments made to project sponsors. Enhancement Cost: \$18,500. Ongoing expense with the potential for reimbursement based on policy changes.
- I. Economic Impact Study:** As part of the Five-Year Strategic Plan, the Authority has commissioned an economic impact study to determine the economic value to the region and Commonwealth of the Authority's most recent Six Year Plan Update and 30% distributions. Enhancement Cost: \$13,500. Occurs approximately every two fiscal years.

Attachments:

- A. Proposed FY2023 Operating Budget
- B. Operating Budget Questions 1 & 2
- C. Operating Budget Question 3
- D. Economic Impact Study (Single Page Handout)

Northern Virginia Transportation Authority Base/Proposed FY2023 Operating Budget						
INCOME:	Adj Base Budget FY2022	Proposed Base Budget FY2023	Budget Note	Proposed Budget w/FY2023 Initiatives	Budget Note	Initiative-Prev Bdg Change \$
Budget Carryforward including Operating Reserve	\$ 979,422	\$ 1,114,202		\$ 1,114,202		\$ 134,780
330000 Other Income						
Total Income	\$ 979,422	\$ 1,114,202		\$ 1,114,202		\$ 134,780
EXPENDITURES:						
410000 Personnel Expenditures						
110 Salaries-Regular Pay	\$ 1,626,074	\$ 1,852,061	4.A.i	\$ 2,102,061	5.A,C,D	\$ 475,987
130 Health & Dental Benefits	256,478	311,180	4.A.ii	375,414	5.A,C,D	118,937
131 Payroll Taxes	127,529	146,308	4.A.i	169,702	5.A,C,D	42,173
132 Retirement VRS	134,596	152,514	4.A.ii	177,451	5.A,C,D	42,855
133 Life Insurance	20,807	24,818	4.A.ii	28,168	5.A,C,D	7,361
134 Flex Spending/Dependent Care	881	1,007		1,165	5.A,C,D	284
135 Workers Comp	1,708	2,037		2,312	5.A,C,D	604
137 Disability Insurance	18,834	19,834	4.A.ii	30,619	5.A,C,D	11,784
Subtotal Personnel Costs	\$ 2,186,907	\$ 2,509,760		\$ 2,886,892		\$ 699,985
420000 Professional Service						
210 Audit & Accounting	\$ 48,000	\$ 38,000	4.B.i	\$ 68,500	5.G&H	\$ 20,500
220 Bank Service	750	750		750		-
230 Insurance	7,835	9,240		9,240		1,405
240 Payroll Service	2,636	2,810		3,283		647
245 Consulting Services	25,000	-		-		(25,000)
260 Public Outreach & Regional Event Support	49,925	49,925		63,425	5.I	13,500
261 Legal Services/Bond Counsel	10,000	10,000		10,000		-
262 Financial Advisor Services	36,951	36,955		36,955		4
263 Bond Trustee Fees	2,700	2,700		2,700		-
264 Legislative Services	78,690	80,420		80,420		1,730
265 Investment Custody Fees	25,000	25,000		25,000		-
Subtotal Professional Services	\$ 287,487	\$ 255,799		\$ 300,272		\$ 12,785
430000 Technology/Communication						
310 GL Financial Reporting & Invest Monitoring/Mgt Sys	\$ 94,685	\$ 88,245	4.C.ii&iii	\$ 88,245		\$ (6,440)
320 HW SW & Peripheral Purchase	5,000	-		10,620	5.A,C,D	5,620
330 IT Support Svc Incl Hosting	29,304	33,880		46,220	5.E	16,916
335 GIS/Project Monitoring & Management/Modeling	211,728	32,800		32,800		(178,928)
340 Phone Service	13,160	14,772		16,872	5.A,C,D	3,712
350 Web Development & Hosting	9,185	10,805		135,805	5.F	126,620
Subtotal Technology/Communication	\$ 363,062	\$ 180,502		\$ 330,562		\$ (32,500)
440000 Administrative Expenses						
410 Advertisement	\$ 1,500	\$ 1,500		\$ 4,000		\$ 2,500
411 Memberships & Subscriptions	10,544	14,392		15,992		5,448
412 Duplication & Printing	13,610	13,610		13,610		-
413 Furniture & Fixture	14,000	-		7,800	5.A,C,D	(6,200)
414 Hosted Meetings	4,500	5,000		5,000		500
415 Mileage/Transportation	11,000	11,000		11,000		-
416 Misc Expenses	-	-		-		-
417 Office Lease	193,976	207,196	4.D.i	236,696	5.A,C,D	42,720
418 Office Supplies	7,100	7,100		7,475	5.A,C,D	375
419 Postage & Delivery	700	700		700		-
420 Professional Develop, Training & Conferences	23,650	21,450		23,000		(650)
Subtotal Administrative Expenses	\$ 280,580	\$ 281,948		\$ 325,273		\$ 44,693
Expenditure Subtotal	3,118,036	3,228,010		3,842,999		724,964
Operating Reserve (20%)	\$ 574,710	\$ 645,602		\$ 768,600		\$ 193,890
Equipment Replacement Reserve & Replenishment	31,486	50,000		50,000		18,514
Reserve Subtotal	606,196	695,602		818,600		\$ 212,404
Total Expenditures	\$ 3,724,232	\$ 3,923,612		\$ 4,661,599		\$ 937,368
Transfer From Regional Revenue Fund	\$ 2,744,809	\$ 2,809,410		\$ 3,547,397		\$ 802,588
				One Time Costs of Initiatives:		\$ 189,920
				Net FY22 to FY23 Base Budget Growth:		\$ 747,448

Responses to Finance Committee questions arising from 1/20/2022 meeting.

Q1 What are the potential cost savings that can be achieved by not outsourcing modeling activities? (Both the new Regional Transportation Planner and Transportation Modeler positions contribute to the potential cost savings/costs avoided as outlined below.)

Activity	Potential Cost Savings/Avoided	Remarks
<p>Congestion Reduction Relative to Cost (CRRC) project ratings, TransAction (formerly HB599) project ratings, and estimation of Long-Term Benefit (LTB) status for nine member jurisdictions, are three quantitative evaluations required for NVTA's Six Year Program and/or TransAction.</p>	<ul style="list-style-type: none"> • \$160,000 (CRRC 10/12/2017) • \$155,100 (CRRC & LTB 11/13/2019) • Outsourced to AECOM <p>Typical savings in excess of \$150,000 every two years</p>	<p>HB2313 (2013) and HB599 (2012) include requirements that necessitate calculation of CRRC and TransAction project ratings, together with LTB. These requirements do not apply to any other region in, or department of the Commonwealth. These statutory requirements necessitate the use of sophisticated model-based evaluations. NVTA cannot fulfill its primary responsibilities to the region without this analysis, i.e., could not adopt updates to TransAction or the Six Year Program.</p>
<p>Re-evaluation of approved projects in the event of significant changes to project scope. NVTA cannot currently conduct such re-evaluations and must outsource requiring additional budget approvals.</p> <p>Re-evaluation entails re-coding of the project characteristics in NVTA's transportation simulation model, several re-runs of the model (typically for two horizon years), recalculation of the project's CRRC rating, and finally a comparison with CRRC ratings for all other projects in the impacted funding program. This latter step determines the continuing eligibility for the project.</p>	<ul style="list-style-type: none"> • Potomac Yard Metrorail Station 2nd Entrance re-evaluation • \$14,000 (8/14/2018) • Outsourced to AECOM • Actual cost savings will depend on the scale of the change in project scope. <p>Although this example of re-evaluation involved a relatively minor level of effort to re-code a reduction in the number of entrances to the new station, scope changes could potentially entail more complex (and time-consuming) re-coding efforts, such as a revised intersection or interchange, new terminal points for widening projects, or changes in transit capacity.</p>	<p>This activity was required for a previously approved project in order to re-evaluate CRRC following a project scope change. This re-evaluation was needed to confirm continued justification for allocation of regional revenues to said project, i.e., to meet Virginia Code requirement. It is anticipated that future scope changes for approved projects will trigger similar re-evaluations.</p> <p>Given that the Authority does biannual Six Year Program Updates (adding additional outyears), it is anticipated that there will be an increase in the frequency of project scope change requests. Requests of this nature requires a rerun of the model (against all of the projects evaluated in the funding cycle) and the posting of updated scores.</p>

Activity	Potential Cost Savings/Avoided	Remarks
<p>Independent verification of consultant model-based analysis by NVTA staff is a best practice for due diligence purposes. However, this activity has not previously occurred because NVTA does not have in-house transportation modeling tools.</p>	<ul style="list-style-type: none"> • Since this is a new activity, there is no specific cost history to identify potential cost savings, although the costs avoided are likely to be in the range of \$150,000 to \$250,000. • Independent verification offers the potential to identify and resolve errors related to the overall modelling process, including model development, coding of projects, analysis of results, and general fitness for purpose, i.e., an understanding of model strengths and weaknesses. • In the absence of independent verification, belated identification and resolution of errors may lead to additional costs and schedule overruns, which in turn may delay (and possibly undermine) NVTA's funding programs. 	<p>Inclusion of projects in TransAction is a statutory pre-requisite for SYP eligibility. The ability for NVTA staff to independently verify the quality of consultant work related to TransAction, including scenario analysis, will greatly enhance due diligence, as well as provide a layer of redundancy that is not currently feasible.</p> <p>Due diligence is essential to ensure that NVTA discharges its primary responsibilities (transportation planning and programming) in a manner that is consistent with industry standards and that can withstand technical scrutiny or legal challenge. If TransAction does not meet these high standards, this will undermine the basis for NVTA's funding programs, which in turn will impair NVTA's ability to invest its regional revenues in transportation projects to meet its unanimously approved vision for the region.</p>
<p>NVTA adopted principles for assessing LTB in December 2014, with an expectation that assessment of LTB status would begin ten years after NVTA's funding stream was established. LTB assessments would reflect a look back at completed projects, using the best data and tools available at the</p>	<ul style="list-style-type: none"> • Since this is a new activity, there is no specific cost history to identify potential cost savings. • Outsourcing this activity is estimated to cost \$150,000 every two years. 	<p>LTB status is currently only assessed once every two years during SYP updates. The proposed activity would provide LTB status shortly after SYP adoption, taking into account newly approved projects. This mid-cycle analysis will raise awareness of member jurisdictions' LTB status prior to submitting applications in response to the subsequent CfRTP.</p>

Activity	Potential Cost Savings/Avoided	Remarks
<p>time. However, the LTB principles did not address the frequency with which LTB status would be updated, nor how this would relate to the timing of NVTA’s funding programs.</p> <p>Currently, LTB status is assessed once every two years as part of the project evaluation process for each SYP update, outsourced for convenience to NVTA’s consultant. However, LTB status is not reassessed following SYP adoption. This means that applicants, especially the nine member jurisdictions to whom LTB status applies, have an outdated knowledge of their respective LTB statuses at the time they are submitting the next round of applications.</p> <p>Mid-cycle updating of LTB status is a desirable practice to guide member jurisdictions following each SYP update adoption, prior to the subsequent Call for Regional Transportation Projects (CfRTP).</p>		
<p>Ad hoc modeling will enable NVTA staff to utilize in-house modeling tools to conduct analyses not directly related to TransAction or the SYP, such as scenario (‘what if’) analyses, origin-destination</p>	<ul style="list-style-type: none"> • COVID Travel Trends analysis • \$44,570 (June 2020) • Outsourced to AECOM • Potential cost savings would depend on the scope and scale of the desired analysis. 	<p>NVTA is currently unable undertake any ad hoc modeling analyses to, for example, evaluate the regional impact of projects, programs, or policies such as transportation technologies and regional Bus Rapid Transit. Ad hoc modeling will enable new transportation planning analyses to</p>

Activity	Potential Cost Savings/Avoided	Remarks
analyses, corridor analyses, and deeper dives into travel behavior.		occur without outsourcing. These activities are commonplace for any regional transportation planning organization but are not currently conducted in Northern Virginia.
Modeling services to member jurisdictions (possible)	N/A – no budget provision available – but offers a potential revenue stream	The development of a regional transportation model and qualified NVTA staff may provide a (for-fee) modeling service to smaller jurisdictions that do not currently have in-house modeling capability. This is a longer-term possibility.

Q2 What are NVTA’s unique responsibilities, compared to similar bodies in the region? (Both the new Regional Transportation Planner and Transportation Modeler positions will support the execution of these responsibilities.)

- TransAction is required by Virginia Code, and NVTA can only fund projects it contains. The TransAction transportation simulation model is based on transportation networks and travel demand forecast data generated and maintained by MWCOG/TPB. NVTA is statutorily required to employ a more sophisticated multimodal model than MWCOG/TPB or any of NVTA’s member jurisdictions.
- Although the TPB is responsible for the Constrained Long-Range Plan (CLRP) known as Visualize 2045, and the Commonwealth is responsible for the statewide plan VTRANS, neither has the VA Code requirements which are placed on NVTA for a multimodal long range transportation plan for Northern Virginia (TransAction). NVTA staff coordinates with TPB and Commonwealth staff to ensure a strong awareness of these plans.
- Virginia Code (HB599:2012), which only applies to NVTA, includes language necessitating simulation modeling. We address the HB599 requirement in TransAction, but it also flows into NVTA’s SYP.
- NVTA’s SYP is the basis on which NVTA allocates regional revenues. VA Code (HB2313:2013) requires NVTA to ‘give priority to projects that achieve the greatest congest reduction relative to cost’, which necessitates sophisticated simulation modeling. The types of multimodal solutions that NVTA considers for funding cannot be evaluated without sophisticated modeling tools given saturated travel conditions in NoVA. This code language is specific to NVTA.
- HB2313 also includes the Long-Term Benefit requirement, again unique to NVTA. The estimation of ‘benefit’ requires sophisticated simulation modeling.
- TPB’s CLRP takes into account ‘a reasonable expectation of funding’ but TPB does not make programming/funding decisions. Instead, TPB’s modeling is focused on air quality conformity.

- The Commonwealth's SYIP allocates state/federal revenues, and SmartScale is used (in part) to support this process. To our knowledge, the Commonwealth does not use modeling at the same level of sophistication as required of NVTA. This would not be necessary to evaluate most SmartScale applications outside of large population centers.
- In accord with the Authority's adopted Five-Year Strategic Plan, technology investments in modeling software, server and data storage capacity have largely been deployed through prior budget actions. The modeling software in deployment was selected through collaboration with and recommendations from NVTA's jurisdiction and agency partners. The deployed system was chosen for the best compatibility with regional partner systems and processes, as well as compatibility with MWCOG/TPB's data and model.

Q3. Provide Authority metrics and staffing evolution since HB2313.

	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022 (YTD/Projected)	FY2023 Proposed
Balance Sheet - Audited Financials	\$ 289,500,245	\$ 506,949,822	\$ 688,725,027	\$ 766,105,741	\$ 949,989,650	\$ 1,081,514,260	\$ 1,123,805,100	\$ 1,284,818,080	\$1.43 Billion (Est)	\$1.55 Billion (Est)
Interest Earnings - Audited Financials/Est.	\$ 82,845	\$ 391,165	\$ 2,499,750	\$ 4,303,385	\$ 9,796,579	\$ 28,068,177	\$ 24,380,216	\$ 2,601,012	\$ 9,000,000	\$ 20,000,000
Operating Budget Allocation/Transfer	\$ 1,135,105	\$ 1,065,776	\$ 1,100,262	\$ 1,654,659	\$ 1,922,195	\$ 2,203,248	\$ 2,963,793	\$ 2,769,220	\$ 2,893,793	\$ 3,547,397
Local Distribution Funds Disbursed/Projected	\$ 85,225,940	\$ 92,183,026	\$ 95,093,539	\$ 99,328,170	\$ 102,390,189	\$ 78,969,189	\$ 82,418,396	\$ 104,575,960	\$ 112,623,565	\$ 119,452,260
Funding Program Value	\$ 196,000,000	\$ 346,000,000		\$ 466,000,000	\$ 1,285,000,000		\$ 539,000,000		\$500,000,000 Est.	
Project Reimbursements (By FY Processed, YTD)	\$ -	\$ 4,058,791	\$ 69,306,373	\$ 99,693,171	\$ 86,833,587	\$ 64,509,774	\$ 147,771,018	\$ 123,047,379	\$32,814,501 YTD	
SPA's Approved & Pending /Cumulative	33	37 / 70		12 / 82	44 / 126		21 / 147		11/158	
Completed SPAs (By Funding Program)	30	20		4	4		0		TBD	
Active SPAs (By Funding Program)	3	17		8	40		21		100 Total Open	
TransAction Prep Period										
Funding Program Update Period										

Total FTEs	6	6	6	8	9	10	12	12	14	17
CEO	1	1	1	1	1	1	1	1	1	1
Executive Assistant to CEO										
Communications/Public Outreach						1	1	1	2	2
Executive Management	1	1	1	1	2	2	2	2	4	4
Transportation Planners	2	2	2	3	3	3	5	5	5	6
Modeler/Planner										1
Planning & Programming	2	2	2	3	3	3	5	5	5	7
CFO	1	1	1	1	1	1	1	1	1	1
Asst. CFO	1	1	1	1	1	1	1	1	1	1
Board Clerk/Comms/Executive Asst.	1	1	1	1	1	1	1	1	1	1
Investment & Debt Manager				1	1	1	1	1	1	1
Financial Analyst						1	1	1	1	1
Accounting Technician										1
Finance & Administration	3	3	3	4	4	5	5	5	5	6

Economic Impacts of
\$3.3 BILLION¹
 in Regional Funding through the
**NORTHERN VIRGINIA
 TRANSPORTATION
 AUTHORITY**

KEY TAKEAWAYS

CREATING JOBS

30,000 JOBS CREATED through NVTA project funding, **90%** are staying in NoVa, adding to the tax base and ensuring the future growth and vitality of the region.



SAVING TRAVEL TIME

NVTA'S PROJECTS ARE EXPECTED TO SAVE VIRGINIA CITIZENS

225 MILLION HOURS of travel time by 2030, or **\$3.12** BILLION DOLLARS in monetary savings, giving the taxpayers more than **130%** RETURN ON THE TAXES they entrust to NVTA.



TRIGGERING MOMENTUM

NVTA'S FUNDING OF

\$2.5 BILLION in 106 multimodal regional projects has triggered another **\$2.7** BILLION in additional committed investments **+** **\$1.9** BILLION in investments yet to be identified **=** **\$7.1** BILLION in critical transportation projects to NoVa



This study was completed by Richmond, VA-based Chmura Economics & Analytics.

¹ NVTA FY2014-FY2025 Actual and Estimated Revenues



The taxes paid by Northern Virginians to NVTA, benefit the entire Commonwealth through increased economic activity.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

SUBJECT: NVTA Endorsement of the City of Alexandria and Fairfax County's RAISE applications, Town of Leesburg's Mega and INFRA applications, and NVTC's application request for Community Project Funding

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of City of Alexandria and Fairfax County's RAISE grant applications, Town of Leesburg's Mega and INFRA grant applications, and Northern Virginia Transportation Commission's Community Project Funding application.
- 2. Suggested Motion:** *I move Authority Endorsement of City of Alexandria and Fairfax County's RAISE grant application, Town of Leesburg's Mega and INFRA grant applications, and Northern Virginia Transportation Commission's Community Project Funding application.*
- 3. Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from regional agencies and local jurisdictions embraced by the Authority. To help fund their transportation projects, these regional agencies and local jurisdictions pursue sources of funding through federal grants and programs. NVTA has received five endorsement requests from three embraced localities and one regional agency under federal grant and funding programs as seen in the following table.

Federal Grant & Funding Program	Local Jurisdiction/Regional Agency
A. USDOT RAISE Discretionary Grant Program	1. City of Alexandria
	2. Fairfax County
B. USDOT Mega Grant Program	3. Town of Leesburg
C. UDOT INFRA Grant Program	4. Town of Leesburg
D. U.S. House Appropriations Committee Community Project Funding	5. Northern Virginia Transportation Commission

A. Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant:

The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER.

The RAISE program enables the USDOT to achieve national objectives, examining initiatives that promise to invest in road, rail, transit, and port projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

RAISE Program Criteria:

Projects for RAISE funding will be evaluated based on merit criteria which includes safety, environmental sustainability, quality of life, economic competitiveness, opportunity, state of good repair, innovation, and partnership. Within these criteria, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

- For this round of RAISE grants, the minimum grant award is \$5 million, and the maximum grant award is \$25 million, and no more than \$225 million can be awarded to a single State, as specified in the appropriations act. Under the RAISE FY 2022 program, minimum and maximum award sizes are the same for capital and planning projects.
- New this year, under the Bipartisan Infrastructure Law, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity. The Department will assess projects for universal design and accessibility for travelers, as well as consider how proposals increase mobility for freight and supply chain efficiency.
- The program is one of the few USDOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.
- To provide technical assistance to prospective applicants, USDOT is hosting a series of webinars during the FY 2022 RAISE grant application process.

1. Project Scope Under City of Alexandria's RAISE Application:

A request for application endorsement was received from the City of Alexandria for its King Street/N. Beauregard Street Intersection Improvements. The proposed improvements at the King Street and N. Beauregard Street intersection include lane reconfiguration, removing a right turn slip lane, and upgrades to the traffic signal equipment and operations. In addition, the project will enhance the pedestrian crossing experience with raised and painted pedestrian refuges to decrease crossing lengths, reduce conflicts with vehicles, and provide safer access to transit stops near the intersection. It will also provide streetscape improvements such as six-foot wide landscaped buffers and minimum six-foot wide sidewalks in addition to improving stormwater management at the intersection.

2. Project Scope Under Fairfax County’s RAISE Application:

Fairfax County has requested endorsement of its RAISE Application for three projects: Richmond Highway Bus Rapid Transit (BRT); Frontier Drive Extension; and Sunrise Valley Drive Active Transportation Improvements.

- a. The Richmond Highway BRT project features a mixed traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center, and then running in a dedicated median from Penn Daw on Richmond Highway to U.S. Army Fort Belvoir. The project is designed to catalyze the transformation of the Richmond Highway corridor through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes.
- b. The Frontier Drive Extension provides improvements to the circulatory system around the Franconia-Springfield Transit Center which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield thereby reducing congestion on Loisdale Drive. The project will support the relocation of the Transportation Security Administration (TSA) headquarters to Springfield, Virginia.
- c. Sunrise Valley Drive Active Transportation Improvement project will reconstruct Sunrise Valley Drive to include a 15,000-foot one-way separated bike lane in each direction from Fairfax County Parkway to the Innovation Metrorail Station. Sunrise Valley Drive is a challenge for pedestrians and bicyclists due to conditions such as wide intersections and high vehicular volumes. Separated bike lanes will significantly improve the safety of bicyclists at intersections where there is a high volume of turning motor vehicles crossing the bikeway.

B. Mega Grant Program:

The U.S. Department of Transportation’s Mega Grant Program (known statutorily as the National Infrastructure Project Assistance program) which was enacted in 2021 as part of a Bipartisan Infrastructure Law (BIL) seeks to support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

The Mega grant program funding will be made available in 2022 under the Multimodal Project Discretionary Grant Opportunity combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities. For FY2022-FY2026 \$5 billion will be available until such funds are expended.

Mega Grant Program Criteria:

Projects for the Mega grant program funding will be evaluated based on Benefit-Cost Analysis (BCA) that clearly quantifies and compares expected benefits and costs of the potential investment. Available funding under the Mega grant program will be used to ensure that

devoted projects provide significant economic benefits to users and the Nation as a whole, relative to the resources required to implement those projects.

3. Project Scope Under Town of Leesburg’s Mega Grant Application:

A request for application endorsement was received by the Town of Leesburg for its Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road construction project. This project is a very important transportation improvement project for the Town of Leesburg that also has regional significance. The Route 15 Bypass is a 4-lane divided arterial highway and is part of the National Highway System. In addition to local traffic, Route 15 serves as a major commuter route for residents from northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in eastern Loudoun County, Fairfax County, and points further east. A new interchange is proposed to elevate the Route 15 Bypass over both Edwards Ferry Road and Fort Evans Road, to provide interchange ramps, and to provide a frontage road system connecting the two roadways.

C. Infrastructure for Rebuilding America Grants Program:

The U.S. Department of Transportation’s Infrastructure for Rebuilding America (INFRA) grant program also known statutorily as the Nationally Significant Multimodal Freight & Highway Projects awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

In 2021, INFRA was updated to include new eligibilities, set asides, and other programming changes in the BIL which was substantively changed from the FACT Act of 2015. \$7.25 billion in funding is available through the INFRA grants program during a four-year period beginning in FY2022.

INFRA Grant Program Criteria:

Like Mega grant program funding, INFRA grant program funding will also be evaluated based on Benefit-Cost Analysis (BCA) that clearly quantifies and compares expected benefits and costs of the potential investment. Available funding under the INFRA grant program will be used to ensure that devoted projects provide significant economic benefits to the region and the Nation as a whole, relative to the resources required to implement those projects.

4. Project Scope Under Town of Leesburg’s INFRA Grant Application:

In conjunction with its Mega grant program application, the Town of Leesburg submits its INFRA grant program application for the construction of Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road. In addition to previously identified regional significance, this project will economically benefit users and the region. Edwards Ferry Road and Fort Evans Road intersections serve large retail centers and many other smaller stores and restaurants. This project aims to decrease congestion between the Edwards Ferry Road and Fort Evans Road intersections as well as ensure pedestrians and bicyclist safely cross Route 15.

D. The U.S. House Appropriations Committee Community Project Funding

To meet critical needs of communities across the United States, the House Appropriations Committee has invited Members of Congress to request funding for projects in their communities. These requests are subject to strict transparency and accountability rules. This funding opportunity allows state, regional, and local jurisdictions, and agencies to request funding from their Congressional representatives. Each Member of Congress can submit up to 15 funding applications during FY2023 for the House Appropriations Committee's consideration.

Community Project Funding Criteria:

In addition to other financial regulatory obligations, community engagement and support is crucial in determining which projects are worthy of Federal Funding. Only projects with demonstrated community support will be considered.

5. Project Scope Under NVTC's Community Project Funding Application:

The Northern Virginia Transportation Commission (NVTC) has submitted a request for endorsement of their FY2023 Community Project Funding Request for Envision Route 7 Bus Rapid Transit (BRT). Since 2013, NVTC has led the development of the Envision Route 7 BRT project to help the region implement high-quality, frequent, and reliable transit to the Route 7 corridor from Tysons to Alexandria via the East Falls Church Metro. The project will help connect the economically and culturally diverse communities along Route 7 to opportunities across the region as it links both to Metro and the growing network of regional BRT routes that includes: Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and The ONE BRT along Richmond Highway in Fairfax County.

Attachments:

- A. City of Alexandria's request for NVTA endorsement letter
- B. Fairfax County's Request for NVTA endorsement letter
- C. Town of Leesburg's request for NVTA endorsement letter
- D. NVTC's request for NVTA endorsement letter & Route 7 BRT Initial Plan/NEPA Study



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

March 30, 2022

Monica Backmon, CEO
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of City of Alexandria's RAISE Application for King Street/N. Beauregard Street Intersection Improvements

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Alexandria's application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for King Street/N. Beauregard Street Intersection Improvements.

The proposed improvements at the King Street and N. Beauregard Street intersection include lane reconfiguration, removing a right turn slip lane, and upgrades to the traffic signal equipment and operations. In addition, the project will enhance the pedestrian crossing experience with raised and painted pedestrian refuges to decrease crossing lengths, reduce conflicts with vehicles, and provide safer access to transit stops near the intersection. It will also provide streetscape improvements such as six-foot wide landscaped buffers and minimum six-foot wide sidewalks in addition to improving stormwater management at the intersection.

The King Street and N. Beauregard Street intersection is near the border of Arlington and Fairfax Counties, and several DASH and Metroway bus lines run through the intersection, making it significant to regional multimodal transportation. The planned West End Transitway and Future Route 7 Bus Rapid Transit line will provide frequent, convenient transit service through this intersection, and pedestrians and cyclists will be able to connect from the

Monica Backmon, CEO

March 30, 2022

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intersection to the planned Beauregard Trail which will provide access to the south. This multimodal project will reduce congestion, improve access to local and regional bus service, and provide a safer and more comfortable pedestrian experience. RAISE grant funding would greatly facilitate construction of this project.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Yon Lambert (Mar 30, 2022 11:25 EDT)

Yon Lambert, Director of Transportation and Environmental Services

cc: James F. Parajon, City Manager
Emily A. Baker, Deputy City Manager
Hillary Orr, Deputy Director, T&ES



County of Fairfax, Virginia

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

April 14, 2022

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request for NVTA Support of Fairfax County Applications for RAISE Discretionary Grant Program

Dear Ms. Backmon:

I am writing to request the Northern Virginia Transportation Authority's assistance by providing a letter of support for the applications that Fairfax County plans to submit for the United States Department of Transportation (USDOT) FY 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program. Following formal Fairfax County Board of Supervisors authorization on March 22 and April 12, 2022, Fairfax County plans to submit applications for the following projects by the April 14, 2022, deadline:

- Richmond Highway Bus Rapid Transit (BRT):
The Richmond Highway BRT (TransAction Project ID #39) project features a mixed-traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center (generally centered around the intersection of North Kings Highway/South Kings Highway and Richmond Highway) and then running in a dedicated median from Penn Daw on Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir. It includes nine transit stations, facilities for bicycles and pedestrians, while accommodating automobiles and other motorized vehicles. The project is designed to catalyze the transformation of the Richmond Highway corridor, through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes. Further, the Richmond Highway corridor is the most heavily used transit corridor in Fairfax County, and this project will generate even greater transit ridership.

Fairfax County intends to apply for \$25 million through the RAISE Program. The Authority has previously provided \$250 million to project, as well as an additional \$248 million to the Richmond Highway Widening project, which also included provisions for part of this BRT project. \$50 million has been allocated through the Commonwealth's Smart Scale Process, and approximately \$60 million in federal Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds are also allocated to the project. Fairfax County is also preparing the project to request approximately 49% of its total cost through the federal NEW STARTS Program funding.

Ms. Monica Backmon

April 14, 2022

Page 2 of 2

- Frontier Drive Extension
The Frontier Drive Extension (TransAction Project ID #84) from Franconia-Springfield Parkway to Loisdale Road provides improvements to the circulatory system around the Franconia-Springfield Transit Center, which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield, thereby reducing congestion on Loisdale Drive. It provides on-street parking along the extension of Frontier Drive, as well as pedestrian and bicycle facilities. The project will support the relocation of the Transportation Security Administration (TSA) headquarters to Springfield, Virginia. The current project estimate for the Frontier Drive Extension is \$180 million, and the County has secured \$35 million, including \$27 million through NVTVA. The County intends to apply for \$25 million through the RAISE program for this project.
- Sunrise Valley Drive Active Transportation Improvements
The Sunrise Valley Drive Active Transportation Improvement Project will reconstruct Sunrise Valley Drive to include a 15,000-foot one-way separated bike lane in each direction from Fairfax County Parkway to the Innovation Metrorail Station. Sunrise Valley Drive is a challenge for pedestrians and bicyclists due to conditions such as wide intersections, and high vehicular volumes. Traffic is expected to increase with the opening of Silver Line Phase II in Summer 2022. Separated bike lanes will significantly improve the safety of bicyclists at intersections where there is a high volume of turning motor vehicles crossing the bikeway. The current project estimate for the Sunrise Valley Drive Active Transportation Improvements is \$23.6 million, and the County has secured \$6 million. The County intends to apply for \$17.5 million through the RAISE program for this project.

As the USDOT considers funding under this program, we would appreciate the Authority's support of Fairfax County's grant applications which will provide for an improved national and regional transportation network. If you have any questions or need additional information, please call me at (703) 877-5663 or Noelle Dominguez at (703) 877-5665. Thank you for your time and assistance for these critical projects.

Sincerely,



Tom Biesiadny
Director

cc: Todd Wigglesworth, Chief, Coordination and Funding Division, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, Coordination Section Chief, FCDOT



RENÉE M. LaFOLLETTE, P.E., DIRECTOR
Department of Public Works and Capital Projects

25 West Market Street ■ 20176 ■ 703-771-2790 ■ Fax: 703-737-7065 ■ rlafollette@leesburgva.gov ■ www.leesburgva.gov

April 13, 2022

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road
Request for NVTVA support of Town of Leesburg applications for National Infrastructure Project Assistance (MEGA) and Infrastructure for Rebuilding America (INFRA) Grants

Dear Ms. Backmon:

I am writing to request Northern Virginia Transportation Authority's (NVTVA) expression of support for an application by the Town of Leesburg, Virginia for National Infrastructure Project Assistance (MEGA) and Infrastructure for Rebuilding America (INFRA) grants to construct an interchange on RT 15 Bypass at Edwards Ferry Road and Fort Evans Road.

The Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road is a very important transportation improvement project for the Town of Leesburg that also has regional significance. As such, Leesburg has advanced the project to 30 % design.

The Route 15 Bypass/Edwards Ferry Road Interchange project is administered by the Virginia Department of Transportation (VDOT). The estimated cost of the Route 15 Bypass/Edwards Ferry Road Interchange project is approximately \$184 million.

Typically, projects with large budgets will require participation from multiple funding sources. To date, the Town has been awarded \$7.4 million in Northern Virginia Transportation Authority (NVTVA) 70% regional funds for preparation of the Interchange Justification Report and design.

This design is underway by the Virginia Department of Transportation (VDOT). Additionally, a total of \$13.1 million from VDOT has been programmed to this project in future out-years.

The Route 15 Bypass/Edwards Ferry Road Interchange project is included in the Town Plan, the Virginia Department of Transportation (VDOT) Six-Year Plan, the Northern Virginia Regional Transit Authority (NVTVA) TransAction Plan adopted November 2012, and the Town's Fiscal Year 2022-2027 Capital Improvement Program (CIP).

VDOT is administering this project due to its size and complexity. Even though VDOT will be administering this project, the Town is responsible for securing the needed funding. Town staff will be actively involved throughout the design and construction of this project.

Ms. Monica Backmon

April 13, 2022

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The Route 15 Bypass is a 4-lane divided arterial highway and is part of the National Highway System. In addition to local traffic, Route 15 serves as a major commuter route for residents from northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in eastern Loudoun County, Fairfax County, and points further east.

The existing at-grade intersections at Edwards Ferry Road and Fort Evans Road represent two of the three remaining signalized intersections on the Leesburg Bypass. Both intersections serve large retail centers and many other smaller stores and restaurants. The short separation between these two intersections and the minimal distance to the adjacent Route 7 (East Market Street) interchange exacerbate the traffic issues. This intersection becomes congested on a daily basis due to commuters, and on weekends and during holiday seasons due to the adjacent retail facilities. Also, a major portion of this project will be a pedestrian component, allowing pedestrians and bicyclists to safely cross Route 15 and enabling residents to get to retail and employment centers.

A new interchange is proposed to elevate the Route 15 Bypass over both Edwards Ferry Road and Fort Evans Road, to provide interchange ramps, and to provide a frontage road system connecting the two roadways. A public information meeting was held on February 27, 2017. On May 8, 2017, Town Council endorsed this interchange concept per Town Resolution 2018-091.

Since that endorsement, VDOT and the Town have continued to make progress on the project and have met or exceeded deadlines that were established as part of the committed schedule. The following steps have been completed or are planned:

- Interchange Justification Report (IJR) has been approved by VDOT and the Town Council.
- 30% plans, associated with the IJR have been approved.
- Environmental documentation has been approved by the Federal Highway Administration.
- Land acquisition of the southwest quadrant property for the ultimate interchange.
- Design Public Hearing was held on May 31, 2018.
- Commonwealth Transportation Board (CTB) approved the Limited Access Control Change on April 10, 2019.
- Final design and construction will be scheduled after funding is secured.
- Town staff and VDOT are working together to investigate possible phased project delivery.

Final design and construction will be scheduled after all funding is secured.

In closing, thank you for your consideration and support in funding this needed project. Should NVTAA have any questions, please let us know. I look forward to your response.

Sincerely,



Renée M. LaFollette, P.E.

cc: Kaj H. Dentler, Town Manager
Philip Jones, P.E., Assistant Director of Capital Projects
Bud Siegel, Deputy Director of Public Works and Capital Projects
Calvin Grow, Transportation Engineer, Department of Public Works and Capital Projects



April 13, 2022

Chair
Hon. Canek Aguirre

Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Vice Chair
Hon. Dalia Palchik

Secretary-Treasurer
Hon. Matt de Ferranti

Reference: Request for NVTA Endorsement of NVTC's FY 2023 Community Project Funding Request
- Envision Route 7 Bus Rapid Transit

City of Alexandria
Hon. Canek Aguirre
Hon. Sarah Bagley

Dear Ms. Backmon,

Arlington County
Hon. Katie Cristol
Hon. Matt de Ferranti
Hon. Libby Garvey

I am writing to request NVTA endorsement of Northern Virginia Transportation Commission's (NVTC) application under the U.S. House Appropriations Committee's Community Project Funding for our Envision Route 7 BRT Planning Project. This funding will fill a critical funding gap that will allow the project to continue towards construction and operation.

Fairfax County
Hon. Walter L. Alcorn
Hon. John Foust
Hon. Jeffrey C. McKay
Hon. Dalia A. Palchik
Hon. James R. Walkinshaw

Since 2013, NVTC has led the development of the Envision Route 7 Bus Rapid Transit (BRT) project to help our region implement high-quality, frequent and reliable transit to the Route 7 corridor from Tysons to Alexandria via the East Falls Church Metro. The project will help connect the economically and culturally diverse communities along Route 7 to opportunities across our region as it both links to Metro as well as the growing network of regional BRT routes that includes Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and The ONE BRT along Richmond Highway in Fairfax County.

City of Fairfax
Hon. David Meyer

City of Falls Church
Hon. David F. Snyder

The Authority's early investment of \$838,000 in 2014 made possible NVTC's selection of the locally preferred alternative of bus rapid transit. The Authority has also included the Envision Route 7 BRT in its TransAction long-range plan, recognizing the importance of this regional project. Throughout these efforts, the Authority staff have been active contributors and champions of the Envision Route 7 BRT planning process.

Loudoun County
Hon. Matthew Letourneau
Hon. Michael R. Turner

Commonwealth of Virginia
Hon. Paul C. Smedberg

As community partners, we believe this project will bring a variety of benefits to the region, including:

Virginia General Assembly

Senate
Hon. John J. Bell
Hon. Adam Ebbin

House of Delegates Appointees
Mr. Nick Clemente
Ms. Aimee S. Gilroy
Mr. M. David Skiles
Mr. John C. Tuck III

- Provide a faster, more reliable transportation option
- Reduce greenhouse gas emissions
- Connect major employment centers
- Reduce congestion in a key Northern Virginia transportation corridor
- Increase economic development opportunities

We hope you will strongly support NVTC's Community Project Funding request for Envision Route 7 as the project approaches the next phase where initial planning and National Environmental Policy Act (NEPA) documentation will be completed in preparation for design and construction.

Executive Director
Katherine A. Mattice

Sincerely,

Katherine A. (Kate) Mattice
Executive Director

NVTC seeks **\$2 million** in federal support to complete the **initial planning and National Environmental Policy Act (NEPA) documentation** to prepare the **Envision Route 7 Bus Rapid Transit** project for design and construction. The Envision Route 7 BRT will provide a high performing limited stop bus transit service that will connect the Department of Defense Mark Center in Alexandria to Tysons in Fairfax County through Bailey's Crossroads, Seven Corners, and Falls Church.

This **regional project** is being done in **partnership** with Fairfax County, City of Falls Church, Arlington County and the City of Alexandria as well as the Virginia Department of Rail and Public Transportation (DRPT) and Department of Transportation (VDOT). Envision Route 7 is part of a **growing network of BRT routes** that includes *Metroway BRT* in the City of Alexandria and Arlington County, the *West End Transitway* in the City of Alexandria, and the *Embark Richmond Highway BRT* in Fairfax County. These **high-capacity BRT** routes will **connect** with Northern Virginia's **extensive transit network** of rail, bus, and commuter rail to better serve the people and businesses of Northern Virginia.

The Envision Route 7 BRT project will provide as many as 42,000 transit trips each day along the corridor, connect important business and residential areas, and, most importantly, provide high quality transit along this important historic corridor.

Bus Rapid Transit (BRT)



- > Ridership is comparable to that of light rail
- > Mode is compatible with Alexandria's West End Transitway
- > Ability to compete for federal grants is highest
- > Flexibility in meeting various travel conditions along Route 7 is greatest

Tysons to Mark Center



- > Ridership estimates are comparable with other alignments
- > Connection to Alexandria's West End Transitway is seamless, contributing to a developing regional BRT network
- > Access to jobs at the Mark Center and residences and businesses along Route 7 is enhanced

Connection to East Falls Church Metrorail Station



- > Ridership estimates are 38 percent higher with connection
- > Connections to Downtown Falls Church and neighborhoods in Seven Corners are enhanced
- > Mid-corridor connection to Metrorail's Orange and Silver lines is established.

In an assessment against the Federal Transit Administration's Capital Investment Grants program, this 12.5-mile BRT route would rate Medium High, demonstrating strong ridership, accessibility, land use and environment impacts. At a currently estimated capital cost of less than \$300 million, the project would also rate a High in cost effectiveness.

Visit <http://www.envisionroute7.com/> for more information, or contact NVTC's Executive Director Kate Mattice at 571-457-9523 or katemattice@novatransit.org

Envision Route 7 Bus Rapid Transit (BRT) Initial Planning and NEPA Study



Planning Documentation	<ul style="list-style-type: none"> The Envision Route 7 Bus Rapid Transit (BRT) project is in the planning phase and is included in Northern Virginia's long-range transportation plan, Transaction. At the appropriate time, it will be submitted for inclusion in the National Capital Region Transportation Planning Board Transportation Improvement Program (TIP) and Constrained Long-Range Plan (CLRP).
Funding Request	<ul style="list-style-type: none"> NVTC is requesting \$2,000,000 to complete the Initial Planning and National Environmental Policy Act (NEPA) phases of the project to allow the project to enter Project Development under the Federal Transit Administration's FTA Capital Investment Grants (CIG) funding.
Funding Sources	<ul style="list-style-type: none"> Planned sources of funding to complete design and construct the Envision Route 7 BRT project currently include (but not limited to) the Virginia Department of Rail and Public Transportation, Commonwealth of Virginia, Northern Virginia Transportation Authority, local funding and the FTA CIG program.
Letters of Support	<ul style="list-style-type: none"> See attached
Public Engagement	<ul style="list-style-type: none"> At each phase of the Envision Route 7 BRT planning process, NVTC has conducted extensive outreach along the corridor pro-actively and consistently engaged key stakeholders including low income and communities of color, the general public, employers, local jurisdictions, and elected leaders from local jurisdictions and NVTC. Outreach methods include public meetings open and accessible to the public, online surveys, online interactive tools, presentations to elected bodies, and a project website. Throughout the planning, conceptual design, and NEPA stages, NVTC will continue to engage the general public and the existing list of stakeholders while searching for innovative and non-traditional ways to engage with low-income, minority, and under-represented communities along the corridor to ensure high-quality, consistent, and multi-language access to all project information and engagement
Project Phase	<ul style="list-style-type: none"> Planning and Environmental Review (NEPA)
NEPA category of action	<ul style="list-style-type: none"> Anticipated NEPA category of action: NVTC will work with FTA to determine the appropriate category of action, likely a Categorical Exclusion or Environmental Assessment.
Status of Environmental Review	<ul style="list-style-type: none"> Pending funding and discussions with FTA
Previous Federal Funding	<ul style="list-style-type: none"> Phase 1 feasibility study was funded through a \$350,000 grant from the Federal Transit Administration. All subsequent work, including analysis to select the locally preferred alternative and conceptual engineering along the corridor was funded by the Virginia Department of Rail and Public Transportation, the Cities of Alexandria and Falls Church, and the Counties of Arlington and Fairfax.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

SUBJECT: Project Evaluations for the FY2022-2027 Six Year Program Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the project evaluations and Public Comment Period, specifically the Public Comment Packet, for the FY2022-2027 Six Year Program (SYP).
- 2. Background:** The SYP is updated on a two-year cycle alternating with the Commonwealth's SmartScale Program, which is also on a two-year cycle. Development of the Authority's FY2022-2027 SYP, using FY2026 and FY2027 regional revenues, will follow a similar version of the process used for the previous SYPs. This process was initiated by a Call for Regional Transportation Projects (CfRTP) on July 1, 2021, targeted at eligible jurisdictions and agencies. The deadline for applications was October 1, 2021, and for Governing Body resolutions the deadline was December 3, 2021.

As of March 10, 2022, the Authority approved May 12, 2022, as the date for the SYP Public Hearing, which will be held at 7:00pm immediately prior to the Authority's regular monthly meeting. The Authority also approved Friday, April 15, 2022, through midnight on Sunday, May 22, 2022, as the start/finish dates for the Public Comment Period. During this period, an Open House will be held on May 4, 2022, at the Annual Joint Transportation Meeting hosted by Virginia Department of Transportation (VDOT). NVTA and VDOT staff are coordinating on logistical details for the Open House.

Both the Open House and Public Hearing will be held in-person. Additionally, remote participation options will be available for citizens and stakeholders to submit testimony at the Public Hearing.

- 3. Discussion:** Working with NVTA's consultant team, NVTA staff have been evaluating the 26 candidate regional transportation projects over the past several months. During the March meeting cycle, NVTA staff briefed standing and advisory committee members on the SYP project evaluation process. Committees briefed were the Authority's two Statutory Committees – Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) –and the Planning and Programming Committee (PPC). NVTA staff will provide future briefings to committee members in April and/or May, in preparation for seeking endorsement of the NVTA staff recommendations at the June Authority meeting.

The Public Comment Packet comprises:

- a. Map of project locations
- b. Summary of project evaluations
- c. Congestion reduction relative to cost (CRRC) ratings
 - . TransAction rating
- e. Two-page summary of the 26 candidate regional transportation projects ¹

The summary of project evaluations lists the 26 candidate projects ranked by their congestion reduction relative to cost scores, with the highest performing project at the top. Other model-based quantitative evaluations include the TransAction project ratings/rankings (using the ten weighted performance measures), and the status of long-term benefit for each of the member jurisdictions (counties and cities only) that submitted project funding applications. The summary of project evaluations also includes qualitative considerations such as past performance at advancing projects funded by NVTA's regional revenues, and the scale of external funding.

Not included in the summary are other components that cannot be addressed at this time, such as modal/geographic balance and public comments. Additionally, the summary does not include NVTA staff recommendations.

NVTA's website includes a dedicated webpage [<https://thenovaauthority.org/fy2022-2027-six-year-program/>] covering all aspects of the SYP, including the full Public Comment Packet, Frequently Asked Questions (FAQs), and explanatory videos.

4. Next Steps:

- a. **April 15 – May 22, 2022:** Public Comment Period
- b. **May 4, 2022:** Open House at VDOT
- c. **May 12, 2022:** Public Hearing at NVTA (prior to regularly scheduled Authority meeting)
- d. **June 9, 2022:** Briefing on public comments to NVTA at its regularly scheduled Authority meeting
- e. **June 2022:** Release of NVTA staff project recommendations for review and endorsement by TAC, PCAC, and PPC
- f. **July 14, 2022:** Authority adoption of FY2022-2027 SYP.

Attachments:

- A. NVTA FY2022-2027 SYP Candidate Project
- B. NVTA FY2022-2027 SYP Candidate Project Map
- C. NVTA FY2022-2027 SYP Quantitative and Qualitative Evaluation Summary
- D. NVTA FY2022-2027 SYP DRAFT Congestion Reduction Relative to Cost (CRRC) Ratings
- E. NVTA FY2022-2027 SYP DRAFT TransAction Ratings

¹ FY2022-2025 SYP Webpage <https://thenovaauthority.org/fy2022-2027-six-year-program/>.

Northern Virginia Transportation Authority
 Summary of FY2022-2027 Six Year Program Candidate Projects

4/14/2022

#	Application ID	Jurisdiction / Agency	Project	Fund request	Total project cost	Primary and supporting modal components
1	ARL-021	Arlington Co	Ballston-MU Metrorail Station West Entrance	\$ 80,000,000	\$ 150,000,000	 
2	FFX-131	Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	\$ 60,207,038	\$ 415,000,000	   
3	FFX-128	Fairfax Co	Richmond Highway (Route 1) BRT	\$ 80,000,000	\$ 730,000,000	 
4	FFX-121	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	\$ 73,793,037	\$ 235,000,000	 
5	FFX-119	Fairfax Co	Frontier Drive Extension and Intersection Improvements	\$ 145,200,000	\$ 180,200,000	  
6	FFX-126	Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	\$ 108,000,000	\$ 115,035,882	    
7	FFX-125	Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	\$ 94,800,000	   
8	FFX-124	Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	\$ 10,000,000	
9	LDN-025	Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	\$ 130,992,500	
10	LDN-028	Loudoun Co	Loudoun County Parkway Interchange at US 50	\$ 35,250,000	\$ 181,152,680	 
11	LDN-024	Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	\$ 31,500,000	
12	LDN-023	Loudoun Co	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	\$ 3,777,000	
13	PWC-031	Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road	\$ 67,500,000	\$ 70,000,000	  
14	PWC-030	Prince William Co	Route 1 at Route 123 Interchange	\$ 61,200,000	\$ 68,000,000	  
15	PWC-027	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	\$ 82,000,000	  
16	PWC-029	Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	\$ 35,000,000	\$ 40,000,000	  
17	PWC-028	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	\$ 100,000,000	  
18	PWC-036	Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	\$ 25,000,000	
19	PWC-037	Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	\$ 26,500,000	\$ 26,500,000	
20	PWC-035	Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28	\$ 96,000,000	\$ 96,000,000	  
21	ALX-018	City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	\$ 5,000,000	\$ 40,999,440	  
22	ALX-020	City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	\$ 5,500,000	 
23	CFC-008	City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	\$ 22,500,000	  
24	MAN-002	City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	\$ 8,851,639	  
25	HND-005	Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	\$ 6,536,000	  
26	LEE-010	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$ 13,283,839	\$ 185,074,950	  
26			TOTAL	\$ 1,229,166,553	\$ 3,054,420,091	

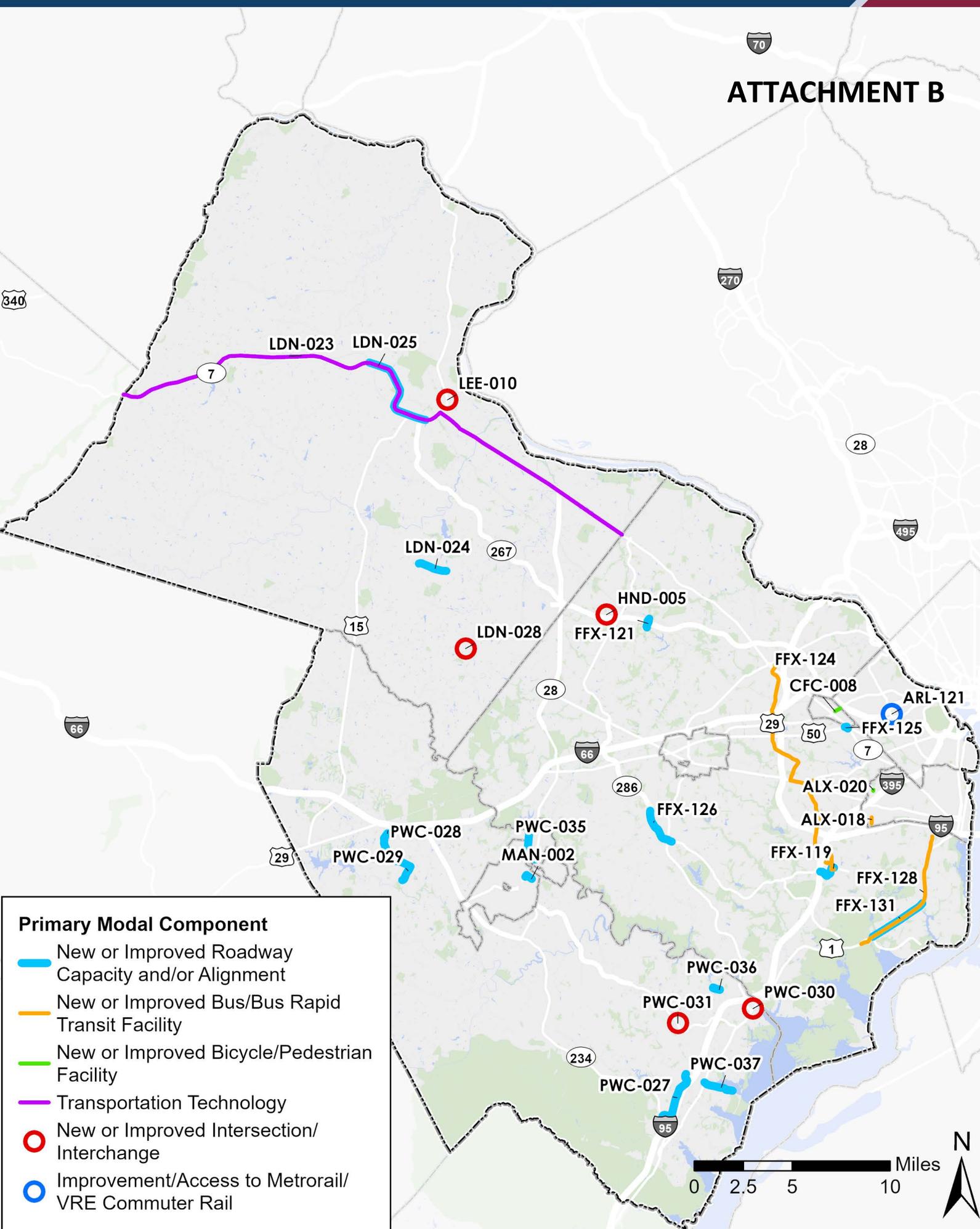
Modal Components

-  New or improved roadway capacity and/or alignment
-  New or improved intersection/interchange
-  Improvement/access to Metrorail/VRE commuter rail
-  New or improved bus/BRT facility
-  New or improved bicycle/pedestrian facility
-  New or improved bicycle facility
-  New or improved pedestrian facility
-  Transportation Technology

First symbol reflects the primary modal component, other symbols denote supporting modal components

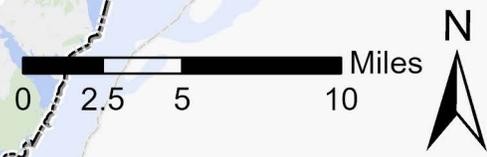


ATTACHMENT B



Primary Modal Component

- New or Improved Roadway Capacity and/or Alignment
- New or Improved Bus/Bus Rapid Transit Facility
- New or Improved Bicycle/Pedestrian Facility
- Transportation Technology
- New or Improved Intersection/Interchange
- Improvement/Access to Metrorail/VRE Commuter Rail



Northern Virginia Transportation Authority
 FY2022-27 Six Year Program Candidate Projects: Summary of Quantitative and Qualitative Evaluations

4/14/2022

Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Total project cost	Phases for which funds are requested	Previously Approved NVTA Regional Funds	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2022 Q2) Continuation Jurisdiction/ Agency	Past performance (% of allocated funds reimbursed by FY2022 Q2) Continuation Jurisdiction/ Agency	Reimb. Request to SPA ratio (FY2021)	First fiscal year of expected drawdown	Year of opening	Long Term Benefit	Other	TransAction project rating (incl. HB 599)	TransAction project rating (incl. HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
LDN-023	Loudoun Co	Route 7 Corridor ITS Implementation Program	📶	\$ 2,500,000	\$ 3,777,000	CN												20.10	9	2064.26	1
LDN-025	Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	📶	\$ 20,000,000	\$ 130,992,500	ROW, CN		PE, ROW, CN										33.32	5	110.79	2
FFX-126	Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	📶 🚶 🚲	\$ 108,000,000	\$ 115,035,882	PE, ROW, CN												56.20	1	105.22	3
PWC-035	Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28	📶 🚶 🚲	\$ 96,000,000	\$ 96,000,000	PE, ROW, CN											Note A	36.15	4	104.72	4
PWC-028	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	📶 🚶 🚲	\$ 53,000,000	\$ 100,000,000	CN												27.21	7	88.43	5
PWC-027	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	📶 🚶 🚲	\$ 80,000,000	\$ 82,000,000	PE, ROW, CN												17.16	13	70.77	6
MAN-002	City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	📶 🚶 🚲	\$ 8,851,639	\$ 8,851,639	PE, ROW, CN												7.79	24	69.11	7
PWC-036	Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	📶	\$ 25,000,000	\$ 25,000,000	PE, ROW, CN												12.03	18	64.48	8
FFX-124	Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	🚌	\$ 10,000,000	\$ 10,000,000	Asset Acq												15.99	14	48.88	9
PWC-029	Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	📶 🚶 🚲	\$ 35,000,000	\$ 40,000,000	ROW, CN												9.04	21	28.99	10
FFX-131	Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	📶 🚶 🚲	\$ 60,207,038	\$ 415,000,000	PE, ROW, CN	\$ 248,387,962											37.98	3	21.95	11
HND-005	Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	📶 🚶 🚲	\$ 4,581,000	\$ 6,536,000	ROW, CN												17.52	12	17.94	12
LDN-024	Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	📶	\$ 16,000,000	\$ 31,500,000	ROW, CN												9.28	20	17.50	13
PWC-031	Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road	📶 🚶 🚲	\$ 67,500,000	\$ 70,000,000	ROW, CN												13.75	16	13.55	14
PWC-030	Prince William Co	Route 1 at Route 123 Interchange	📶 🚶 🚲	\$ 61,200,000	\$ 68,000,000	PE, CN												10.91	19	7.37	15
LDN-028	Loudoun Co	Loudoun County Parkway Interchange at US 50	📶 🚶 🚲	\$ 35,250,000	\$ 181,152,680	PE, ROW, CN												12.80	17	6.87	16
FFX-128	Fairfax Co	Richmond Highway (Route 1) BRT	📶 🚶 🚲	\$ 80,000,000	\$ 730,000,000	PE, ROW, CN	\$ 250,000,000	PE, ROW, CN										44.50	2	5.97	17
FFX-125	Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	📶 🚶 🚲	\$ 94,800,000	\$ 94,800,000	PE, ROW, CN												8.83	22	5.13	18
FFX-121	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	📶 🚶 🚲	\$ 73,793,037	\$ 235,000,000	PE, ROW, CN	\$ 15,000,000				N/A	N/A						19.65	10	4.65	19
PWC-037	Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	📶	\$ 26,500,000	\$ 26,500,000	PE, ROW, CN												3.12	26	3.85	20
FFX-119	Fairfax Co	Frontier Drive Extension and Intersection Improvements	📶 🚶 🚲	\$ 145,200,000	\$ 180,200,000	PE, ROW, CN	\$ 27,000,000											8.46	23	3.79	21
ALX-018	City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	📶 🚶 🚲	\$ 5,000,000	\$ 40,999,440	PE		ROW, CN										30.73	6	2.77	22
LEE-010	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	📶 🚶 🚲	\$ 13,283,839	\$ 185,074,950	ROW	\$ 7,400,000	CN										17.97	11	1.83	23
ARL-021	Arlington Co	Ballston-MU Metrorail Station West Entrance	📶 🚶 🚲	\$ 80,000,000	\$ 150,000,000	CN	\$ 12,000,000											26.08	8	1.28	24
ALX-020	City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	📶 🚶 🚲	\$ 5,000,000	\$ 5,500,000	CN		PE										6.35	25	0.20	25
CFC-008	City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	📶 🚶 🚲	\$ 22,500,000	\$ 22,500,000	PE, ROW, CN												14.49	15	0.15	26
TOTAL				\$ 1,229,166,553	\$ 3,054,420,091		\$ 559,787,962														

Modal Components
 📶 New or improved roadway capacity and/or alignment
 🚶 New or improved intersection/interchange
 🚲 Improvement/access to Metrorail/VRE commuter rail
 🚌 New or improved bus/Bus Rapid Transit facility
 🚶 🚲 New or improved bicycle/pedestrian facility
 🚶 New or improved bicycle facility
 🚲 New or improved pedestrian facility
 📶 Transportation Technology
 First symbol reflects the primary modal component; other symbols denote supporting modal components

Jurisdictions
 ARL Arlington County
 FFX Fairfax County
 LDN Loudoun County
 PWC Prince William County
 ALX City of Alexandria
 CFC City of Falls Church
 CMA City of Manassas
 HND Town of Herndon
 LEE Town of Leesburg

See definition below*	See definition below#	% drawn down of expected drawdown	% drawn down of expected drawdown	% drawn down of total allocation	% drawn down of total allocation	Prior to FY26	FY26-27	FY28-29	FY30-31	FY32-33	FY34-35
None	Top 3	Very high	> 100%	> 100%	> 100%	> 100%	> 4	Prior to FY26	FY26-27		
Very low	Next 3	High	>80-100%	>80-100%	>80-100%	>80-100%	3 to 4	FY26	FY28-29	Less than	% share of revenue
Low	All others	Medium	>60-80%	>60-80%	>60-80%	>60-80%	2 to 3	FY27	FY30-31		
Medium		Low	>40-60%	>40-60%	>40-60%	>40-60%	1 to 2		FY32-33	Approx. equal to	% share of revenue
High		Very low	>20-40%	>20-40%	>20-40%	>20-40%	0 to 1		FY34-35		
Very high		None	0-20%	0-20%	0-20%	0-20%	0			More than	% share of revenue
		N/A	N/A	N/A	N/A	N/A	N/A				

*** Funding Gap**
 Higher of % or \$
 Gap> 80% or >100M
 Gap= >60-80% or >50-100M
 Gap= >40-60% or >10-50M
 Gap= >20-40% or >1-10M
 Gap= >0-20% or upto 1M
 No gap

External Funds
 Higher of % or \$
 Non-NVTA> 80% or >100M
 Non-NVTA= >60-80% or >50-100M
 Non-NVTA= >40-60% or >10-50M
 Non-NVTA= >20-40% or >1-10M
 Non-NVTA= >0-20% or upto 1M
 No external funds

Anticipated next three SYP updates
 Adopt
 FY2024
 FY2026
 FY2028
 These will be based on updated TransAction expected to be adopted in 12/2022

Notes:
 A For consistency in analyses, this project was analyzed without the NVTA-funded RT28 Corridor Improvements (RT28 Bypass) project in the future no-build and build networks.

Northern Virginia Transportation Authority
FY2022-27 Six Year Program Candidate Projects: CRRC Ratings

4/14/2022

Application ID	Jurisdiction	Project Title	CRRC Rating	CRRC Rank	Total Project Cost	Requested Amount
LDN-023	Loudoun Co	Route 7 Corridor ITS Implementation Program	2064.26	1	\$ 3,777,000	\$ 2,500,000
LDN-025	Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	110.79	2	\$ 130,992,500	\$ 20,000,000
FFX-126	Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	105.22	3	\$ 115,035,882	\$ 108,000,000
PWC-035	Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28*	104.72	4	\$ 96,000,000	\$ 96,000,000
PWC-028	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	88.43	5	\$ 100,000,000	\$ 53,000,000
PWC-027	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	70.77	6	\$ 82,000,000	\$ 80,000,000
MAN-002	City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	69.11	7	\$ 8,851,639	\$ 8,851,639
PWC-036	Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	64.48	8	\$ 25,000,000	\$ 25,000,000
FFX-124	Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	48.88	9	\$ 10,000,000	\$ 10,000,000
PWC-029	Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	28.99	10	\$ 40,000,000	\$ 35,000,000
FFX-131	Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	21.95	11	\$ 415,000,000	\$ 60,207,038
HND-005	Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	17.94	12	\$ 6,536,000	\$ 4,581,000
LDN-024	Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	17.50	13	\$ 31,500,000	\$ 16,000,000
PWC-031	Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road	13.55	14	\$ 70,000,000	\$ 67,500,000
PWC-030	Prince William Co	Route 1 at Route 123 Interchange	7.37	15	\$ 68,000,000	\$ 61,200,000
LDN-028	Loudoun Co	Loudoun County Parkway Interchange at US 50	6.87	16	\$ 181,152,680	\$ 35,250,000
FFX-128	Fairfax Co	Richmond Highway (Route 1) BRT	5.97	17	\$ 730,000,000	\$ 80,000,000
FFX-125	Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	5.13	18	\$ 94,800,000	\$ 94,800,000
FFX-121	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	4.65	19	\$ 235,000,000	\$ 73,793,037
PWC-037	Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	3.85	20	\$ 26,500,000	\$ 26,500,000
FFX-119	Fairfax Co	Frontier Drive Extension and Intersection Improvements	3.79	21	\$ 180,200,000	\$ 145,200,000
ALX-018	City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	2.77	22	\$ 40,999,440	\$ 5,000,000
LEE-010	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	1.83	23	\$ 185,074,950	\$ 13,283,839
ARL-021	Arlington Co	Ballston-MU Metrorail Station West Entrance	1.28	24	\$ 150,000,000	\$ 80,000,000
ALX-020	City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	0.20	25	\$ 5,500,000	\$ 5,000,000
CFC-008	City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	0.15	26	\$ 22,500,000	\$ 22,500,000

* For consistency in analyses, this project was analyzed without the NVTA-funded RT28 Corridor Improvements (RT28 Bypass) project in the future no-build and build networks.

Northern Virginia Transportation Authority

FY2022-27 Six Year Program Candidate Projects: TransAction Ratings

4/14/2022

Application ID	Project Name	Performance Measures										TransAction Rating	TransAction Rating Rank
		Auto PHD Reduction (A1)	Transit PHD Reduction (A2)	Congestion Duration Reduction (B1)	Growth in PMT in Dedicated ROW (B2)	Growth in Total Access (C1)	Growth in Total EEA Access (C2)	Ped-Bike-Transit Environment (D1)	Safety Points (E1)	Emissions Reduction (F1)	Surge PHT Increase (G1)		
Weights		10%	10%	10%	10%	10%	10%	15%	10%	10%	5%	100%	
FFX-126	Fairfax County Parkway Widening (Nomes Court to Route 123)	100.00	25.64	100.00	0.00	100.00	71.35	1.20	46.15	100.00	34.20	56.20	1
FFX-128	Richmond Highway (Route 1) Bus Rapid Transit	24.30	100.00	0.00	100.00	17.73	53.14	29.04	61.54	23.58	42.20	44.50	2
FFX-131	Richmond Highway Widening From Route 235 North to Route 235 South	41.12	36.69	34.33	0.00	36.73	61.33	16.13	92.31	34.41	37.39	37.98	3
PWC-035	Old Centreville Road Widening: Fairfax County Line to Route 28	54.77	17.99	48.72	0.00	69.83	91.48	4.52	30.77	26.01	30.20	36.15	4
LDN-025	Route 7 Improvements	86.05	2.83	87.83	0.00	17.44	0.00	2.42	38.46	68.86	56.16	33.32	5
ALX-018	West End Transitway Phase 1b	0.05	4.82	0.00	2.52	77.65	100.00	45.06	30.77	0.00	47.86	30.73	6
PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	51.12	3.12	49.98	0.00	23.79	19.22	5.05	46.15	48.83	44.68	27.21	7
ARL-021	Ballston-MU Metrorail Station West Entrance	0.00	13.03	0.00	14.70	9.65	48.07	100.00	23.08	0.00	4.55	26.08	8
LDN-023	Northern Virginia ITS/ICM Improvements	67.31	0.00	25.44	0.00	0.00	0.00	2.97	69.23	23.16	22.73	20.10	9
FFX-121	Soapstone Drive Extension	3.80	16.15	27.16	3.11	2.80	0.00	34.77	61.54	4.19	51.11	19.65	10
LEE-010	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	0.64	15.86	0.00	0.00	1.08	7.00	14.12	100.00	2.16	63.61	17.97	11
HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	0.54	0.00	17.49	0.00	0.00	0.00	13.53	76.92	35.36	49.09	17.52	12
PWC-027	Van Buren Road North	30.80	6.66	2.99	0.00	7.94	16.56	6.69	46.15	23.12	54.78	17.16	13
FFX-124	Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service	0.00	33.29	35.16	10.60	18.94	32.58	0.00	7.69	0.00	43.34	15.99	14
CFC-008	North Washington Street Multimodal Improvements Project	0.03	0.00	0.00	0.00	0.00	0.00	36.78	69.23	0.00	40.94	14.49	15
PWC-031	Construct Interchange at Prince William Parkway and Minnieville Road	4.40	19.69	0.78	0.00	0.00	3.70	6.57	76.92	0.00	44.37	13.75	16
LDN-028	Loudoun County Parkway Interchange at US 50	6.70	14.59	0.17	0.00	14.00	3.40	4.25	61.54	4.78	32.79	12.80	17
PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	7.33	14.59	8.16	0.00	9.18	8.46	4.09	38.46	7.88	40.18	12.03	18
PWC-030	Route 1 at Route 123 Interchange	2.05	3.54	0.00	0.00	13.47	21.36	5.99	30.77	2.76	52.32	10.91	19
LDN-024	Ryan Road Widening (Phase 2)	2.20	2.12	0.40	0.00	0.10	1.86	2.33	53.85	2.11	53.31	9.28	20
PWC-029	Devlin Road Widening: Linton Hall Road to University Boulevard	6.45	0.28	7.95	0.00	7.32	0.00	3.94	30.77	8.35	46.82	9.04	21
FFX-125	Seven Corners Ring Road Improvements	3.18	3.40	0.41	0.00	0.00	2.58	11.19	38.46	3.57	39.83	8.83	22
FFX-119	Frontier Drive Extension and Intersection Improvements	3.76	2.27	2.41	0.00	1.39	6.61	8.46	30.77	1.08	47.36	8.46	23
MAN-002	Liberia Avenue 3rd Lane Eastbound	2.49	2.83	3.54	0.00	3.36	6.39	6.76	30.77	0.75	35.22	7.79	24
ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction	0.01	0.00	0.00	0.00	0.10	0.20	12.36	23.08	0.01	43.10	6.35	25
PWC-037	Neabsco Road Improvements	0.00	6.80	0.00	0.00	0.00	1.28	0.00	23.08	0.00	0.00	3.12	26

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

SUBJECT: Programming Recommendations of the additional FY2022-2028 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds.

-
- 1. Purpose:** To inform Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of adjustments to the Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds.
 - 2. Background:** As of March 12, 2022, the Authority approved recommendations to the Commonwealth Transportation Board (CTB) FY2028 CMAQ/RSTP strawman.

Subsequently, Virginia Department of Transportation (VDOT) provided revisions that **added \$14,923,098 in CMAQ funds** and **\$62,554,295 in RSTP funds** for the FY2022-2028 period. Working with the Regional Jurisdiction and Agency Coordination Committee (RJACC) and VDOT, NVTA staff identified projects that are already recommended by the NVTA for allocating these additional funds.

On September 11, 2008, the Authority delegated the authority to the Chief Executive Officer and RJACC to approve changes to the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding. The RJACC approved the current recommendations at its March 24, 2022, meeting.

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

These recommended allocations were sent to the CTB for inclusion in the Six Year Improvement Program (SYIP). It is anticipated that the CTB will take action on the SYIP at their June 2022 meeting.

Attachments:

- A. CMAQ and RSTP Allocations FY2022-2027
- B. CMAQ RSTP Strawman FY2028

CMAQ - FY22		LIPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcellville	PWC	Vienna
Set 1	\$	2,474,741	100420	BICYCLE SHARING INITIATIVE	\$400,000	\$597,068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Set 2	\$	-	106562	ITS-INTERGRATION PHASE IV	\$881,894	\$881,894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$	2,474,741	106563	ITS INTERGRATION - PHASE III	\$118,106	\$118,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			112496	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY21	\$482,902	\$482,902	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121240	COMMUTER ASSISTANCE PROGRAM FY19-FY24 - ARLINGTON	\$0	\$5,031,311	\$5,556,613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			106958	CAPITAL BIKESHARE	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			115550	#SMART20 - RICHMOND HIGHWAY - BUS RAPID TRANSIT - ROAD WORK	\$0	\$0	\$0	\$1,491,000	\$1,491,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			106988	MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) UPGRADE AND EXPAND	\$0	\$0	\$0	\$316,396	\$521,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121448	FAIRFAX COUNTYWIDE TRANSIT STORES FY19 - FY24	\$0	\$0	\$0	\$640,000	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			104328	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$275,547	\$302,923	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			117622	LEASE COMMUTER PARKING SPACES AT LOWES ISLAND FY21 - FY23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,986	\$25,987	\$0	\$0	\$0	\$0	\$0	\$0
			112296	LOUDOUN COUNTY METRO STATION - BICYCLE AND PEDESTRIAN ACCESS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,966,580	\$5,462,993	\$0	\$0	\$0	\$0	\$0	\$0
			121457	PRTC COMMUTER ASSISTANCE PROGRAM FY19 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$321,471	\$363,409	\$0	\$0	\$0
			121031	WMATA Bus Replacement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,084,447	\$5,589,590	\$0	\$0	\$0
			118665	COMMUTER CONNECTION OPERATION CENTER FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$259,520	\$0	\$0
			118800	CLEAN AIR PARTNERS FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,334	\$0	\$0
			106989	NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPS IV FY21 - FY23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,002,306	\$0	\$0
			119456	MATOC ANNUAL SUPPORT FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367,395	\$0	\$0
			118094	VRE WOODBRIDGE PLATFORM IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,836,978	\$2,019,483
			112482	SIDEWALKS TO METRORAIL - KINSLEY ROAD BTW FREDERICK &	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			111471	#SMART18 - ROUTE 123 AND ROUTE 243 SIGNAL UPGRADES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
																\$0	\$321,471	\$353,409	

CMAQ - FY23		LIPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcellville	PWC	Vienna
Set 1	\$	2,077,074	100420	BICYCLE SHARING INITIATIVE	\$435,582	\$556,339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Set 2	\$	(241,272)	112496	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY21	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$	1,835,802	119651	WEST END TRANSITWAY OPERATIONS	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121240	COMMUTER ASSISTANCE PROGRAM FY19 - FY24 - ARLINGTON	\$0	\$6,631,082	\$7,106,791	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			120576	TRAFFIC SIGNAL OPTIMIZATION	\$0	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			115549	#SMART20 - RICHMOND HIGHWAY - BUS RAPID TRANSIT - ROAD WORK	\$0	\$0	\$0	\$3,550,867	\$3,550,867	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			106988	MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) UPGRADE AND EXPAND	\$0	\$0	\$0	\$183,037	\$387,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			116037	VRE BACKLICK ROAD STATION PLATFORM EXTENSION	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121448	FAIRFAX COUNTYWIDE TRANSIT STORES FY19 - FY24	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			104328	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$55,623	\$59,282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			117622	LEASE COMMUTER PARKING SPACES AT LOWES ISLAND FY21 - FY23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
			112296	LOUDOUN COUNTY METRO STATION - BICYCLE AND PEDESTRIAN ACCESS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,292,105	\$1,584,848	\$0	\$0	\$0	\$0	\$0	\$0
			119705	VRE MANASSAS PARK STATION SECOND PLATFORM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$444,990	\$474,264	\$0	\$0	\$0	\$0	\$0
			121457	PRTC COMMUTER ASSISTANCE PROGRAM FY19 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$389,366	\$416,712	\$0	\$0	\$0
			121031	WMATA Bus Replacement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,622,501	\$3,876,921	\$0	\$0	\$0
			118665	COMMUTER CONNECTION OPERATION CENTER FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,101	\$0	\$0
			118800	CLEAN AIR PARTNERS FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,494	\$0	\$0
			106989	NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPS IV FY21 - FY23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,224,948	\$0	\$0
			119456	MATOC ANNUAL SUPPORT FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$444,990	\$0	\$0
			112462	HOADLY ROAD SIDEWALK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,963,089	\$2,069,209
			112463	PRINCE WILLIAM PARKWAY SIDEWALK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,263,086	\$1,369,206

CMAQ - FY24		LIPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcellville	PWC	Vienna
Set 1	\$	2,761,987	100420	BICYCLE SHARING INITIATIVE	\$300,000	\$609,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Set 2	\$	(216,928)	121536	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY24	\$500,600	\$500,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$	2,545,059	119651	WEST END TRANSITWAY OPERATIONS	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121453	TRANSIT STORE FUNDING - ALEXANDRIA FY21 - FY24	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121240	COMMUTER ASSISTANCE PROGRAM FY19 - FY24 - ARLINGTON	\$0	\$510,766	\$576,549	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			115549	#SMART20 - RICHMOND HIGHWAY - BUS RAPID TRANSIT - ROAD WORK	\$0	\$0	\$0	\$2,115,353	\$2,523,026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			124212	MULTIMODAL TRAVEL INFORMATION DISPLAY (TID) FY24 - FY26	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			121448	FAIRFAX COUNTYWIDE TRANSIT STORES FY19 - FY24	\$0	\$0	\$0	\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			106986	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS PHASE II	\$0	\$0	\$0	\$0	\$0	\$459,689	\$518,893	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			123919	LEASE COMMUTER PARKING SPACES AT LOWES ISLAND FY24 - FY26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0
			112296	LOUDOUN COUNTY METRO STATION - BICYCLE AND PEDESTRIAN ACCESS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,110,028	\$2,386,935	\$0	\$0	\$0	\$0	\$0	\$0
			121033	WMATA REPLACEMENT BUSES FY24 - FY26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,779,669	\$4,266,461	\$0	\$0	\$0
			121457	PRTC COMMUTER ASSISTANCE PROGRAM FY19 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354,223	\$399,844	\$0	\$0	\$0
			121556	COMMUTER CONNECTIONS OPERATION CENTER FY25 - FY27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,923	\$0	\$0
			121559	CLEAN AIR PARTNERS FY25 - FY27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,908	\$0	\$0
			121586	NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPS II FY24 - FY26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,532,299	\$0	\$0
			119456	MATOC ANNUAL SUPPORT FY22 - FY24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$817,225	\$0	\$0
			121561	I-95 RAMP METERING ROUTE 123 NORTHBOUND ON RAMP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,603,286	\$1,603,286
			121486	JOHN MARSHALL HIGHWAY ROUTE 55 SIDEWALK	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$920,000	\$1,438,168	\$0
			121459	BUS REPLACEMENT (OMNIRIDE EXPRESS AND COMMUTER BUSES)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0

CMAQ - FY25		LIPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcellville	PWC	Vienna
Set 1	\$	2,912,313	121536	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY24	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Set 2	\$	(296,675)	106562	ITS INTERGRATION - PHASE IV	\$2,385,332	\$2,385,332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$	2,615,638	119651	WEST END TRANSITWAY OPERATIONS	\$1,000,000	\$1,515,124	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			124287	COMMUTER SERVICES PROGRAM FY25 - FY27	\$0														

RSTP - FY27

Changes		UIC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcellville	PWC	Vienna	
Set 1	\$	9,659,321	T23633	SMART MOBILITY IMPLEMENTATION - New Project	\$883,000	\$1,041,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Set 2	\$	144,642	T24287	COMMUTER SERVICES PROGRAM FY25-FY27	\$0	\$1,812,200	\$2,137,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$	9,803,963	100420	Bicycle Sharing Initiative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			T23924	Multimodal Transportation Improvements	\$0	\$0	\$0	\$724,500	\$854,671	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			107187	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			120800	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS - PH2	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			115550	#SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT - ROAD WORK	\$0	\$0	\$1,325,000	\$2,771,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			107937	RTE 286 FAIRFAX COUNTY PARKWAY CORRIDOR IMPROVEMENTS	\$0	\$0	\$6,495,000	\$7,509,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			-17486	SEVEN CORNERS INTERCHANGE IMPROVEMENTS (new for this year)- there was an unsuccessful application this cycle.	\$0	\$0	\$0	\$2,537,436	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			100411	PEDESTRIAN, BICYCLE, BRIDGE AND TRAFFIC CALMING IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$405,000	\$477,766	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			105783	STERLING BOULEVARD - 4 LANE CONSTRUCTION ON	\$0	\$0	\$0	\$0	\$0	\$114,000	\$134,482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			50100	#SMART18 - WIDEN E ELDEN ST FROM VAN BUREN ST TO FXCO PKWY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			119480	RTE 15 BYPASS INTERCHANGE AT EDWARDS FERRY & FORT EVANS RD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,665,000	\$1,964,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			T23875	ROUTE 7 IMPROVEMENTS (ROUTE 9 TO THE DULLES GREENWAY)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$3,772,990	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			T23869	ROUTE 15 ROUNDABOUT AND BRADDOCK ROAD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,932,039	\$4,932,039	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			T23893	ROUTE 50 COLLECTOR ROAD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,936,000	\$2,936,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			T24168	Dean Drive Widening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$693,281	\$817,843	\$0	\$0	\$0	\$0	\$0
			119364	RTE 123 AND OLD BRIDGE ROAD INTERSECTION IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,950,589
			119091	ROUTE 1/123 INTERCHANGE PH2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,581,500	\$7,532,089
			118313	UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CMAQ/RSTP Allocations for Northern Virginia - FY 2028

FY 2028 CMAQ/RSTP Proposed Allocations	
Winter 2021 Strawman	
CMAQ Funds	
FY 2028 ESTIMATE	\$ 23,711,788

OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED
Clean Air Partners	1 of 1	\$ 284,158	\$ 284,158
Commuter Operations Center/Northern Virginia Transportation Demand Management (TDM) Measures	1 of 1	\$ 4,654,136	\$ 2,327,068
Metropolitan Area Transportation Operations Coordination (MATOC) Program Operations	2 of 3	\$ 952,000	\$ 952,000
TOTAL OFF-THE-TOP		\$ 5,890,294	\$ 3,563,226

CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION	\$ 20,148,562
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JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
ALEXANDRIA, CITY OF		\$ 4,500,000	\$ 4,500,000
Duke Street Transitway BRT Operations	1 of 3	\$ 3,300,000	\$ 3,300,000
Mt. Vernon Avenue North Project	3 of 3	\$ 1,000,000	\$ 1,000,000
Commuter Outreach	2 of 3	\$ 200,000	\$ 200,000

ARLINGTON COUNTY		\$ 8,500,000	\$ 4,684,130
Arlington County Commuter Services (See RSTP)	1 of 3	\$ 7,250,000	\$ 3,684,131
Arlington Boulevard Trail: Edison to George Mason	2 of 3	\$ 1,000,000	\$ 1,000,000
Capital Bikeshare	3 of 3	\$ 250,000	\$ -

DUMFRIES, TOWN		\$ -	\$ -
None submitted.			\$ -

FAIRFAX, CITY		\$ -	\$ -
None submitted.			\$ -

FAIRFAX COUNTY		\$ 20,700,000	\$ 700,000
Richmond Highway Bus Rapid Transit	3 of 10	\$ 10,000,000	
Mason Neck Trail (Gunston Road Walkway) North Segment	7 of 10	\$ 10,000,000	\$ -
Countywide Transit Stores	9 of 10	\$ 700,000	\$ 700,000

FALLS CHURCH, CITY		\$ -	\$ -
None submitted.			\$ -

HERNDON, TOWN		\$ 1,000,000	\$ 544,369
Herndon Parkway Improvements at Worldgate Drive Extension (UPC 106986)	2 of 3	\$ 1,000,000	\$ 544,369

LEESBURG, TOWN		\$ -	\$ -
None submitted.			\$ -

CMAQ/RSTP Allocations for Northern Virginia - FY 2028

3/22/2022

LOUDOUN COUNTY		\$ 6,030,000	\$ 584,575
Lowes Island Park & Ride Lot Lease	4 of 4	\$ 30,000	\$ 30,000
High Priority Sidewalk and Pedestrian Improvements (See RSTP)	1 of 4	\$ 2,000,000	\$ 554,575
High Priority Intersection Improvements (See RSTP)	2 of 4	\$ 2,000,000	\$ -
Loudoun County ITS Program (See RSTP)	3 of 4	\$ 2,000,000	\$ -

MANASSAS, CITY		\$ 200,000	\$ 200,000
Bus Stop Enhancements	2 of 2	\$ 200,000	\$ 200,000

MANASSAS PARK, CITY		\$ 500,000	\$ 500,000
Manassas Park Signalization	2 of 2	\$ 500,000	\$ 500,000

PRINCE WILLIAM COUNTY		\$ -	\$ -
None submitted.			\$ -

PURCELLVILLE, TOWN		\$ -	\$ -
None submitted.			\$ -

VIENNA, TOWN		\$ -	\$ -
None submitted.			\$ -

TOTAL JURISDICTIONAL		\$ 41,430,000	\$ 11,713,074
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AGENCY ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,984,488	\$ 2,984,488
Replacement Buses	1 of 2	\$ 2,809,488	\$ 2,809,488
Bus Shelter Program	2 of 2	\$ 175,000	\$ 175,000

VDOT		\$ 2,451,000	\$ 2,451,000
VDOT Northern Region Signal Timing Optimization and Real-time Signal Operations	1 of 3	\$ 2,000,000	\$ 2,000,000
Safety Service Patrol along Route 28 between I-66 and Route 7	3 of 3	\$ 451,000	\$ 451,000

VRE		\$ -	\$ -
None submitted.			\$ -

WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 5,921,000	\$ 3,000,000
Bus Replacement	1 of 1	\$ 5,921,000	\$ 3,000,000

TOTAL AGENCY		\$ 11,356,488	\$ 8,435,488
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TOTAL CMAQ		\$ 58,676,782	\$ 23,711,788
Comparison to available funding		\$ (34,964,994)	\$ 0.00

CMAQ/RSTP Allocations for Northern Virginia - FY 2028

3/22/2022

FY 2028 CMAQ/RSTP Proposed Allocations	
Winter 2021 Strawman	
RSTP Funds	
FY 2028 ESTIMATE	\$ 65,657,893

OFF-THE-TOP PROJECTS, REGIONAL	OVERALL RANKING	REQUESTED	PROPOSED
<i>None submitted.</i>			
TOTAL OFF-THE-TOP		\$ -	\$ -

CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION	\$ 65,657,893
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JURISDICTIONAL ALLOCATIONS	OVERALL RANKING	REQUESTED	PROPOSED
ALEXANDRIA, CITY OF		\$ -	\$ -
<i>None submitted.</i>			

ARLINGTON COUNTY		\$ -	\$ 2,807,474
Arlington County Commuter Services (See CMAQ)	1 of 3	\$ -	\$ 2,807,474

DUMFRIES, TOWN		\$ -	\$ -
<i>None submitted.</i>			\$ -

FAIRFAX, CITY		\$ 1,000,000	\$ 814,716
Project Title: Multimodal Transportation Improvements	1 of 1	\$ 1,000,000	\$ 814,716

FAIRFAX COUNTY		\$ 83,000,000	\$ 33,723,282
Richmond Highway Widening (Mt. Vernon Memorial Highway to Sherwood Hall Lane)	1 of 10	\$ 20,000,000	\$ 20,000,000
Soapstone Drive Extension (Dulles Toll Road (DTR) Overpass)	2 of 10	\$ 20,000,000	\$ 13,223,282
Frontier Drive Extension	4 of 10	\$ 10,000,000	\$ 500,000
Seven Corners Ring Road (Phase 1A/Segment 1A)	5 of 10	\$ 9,000,000	\$ -
Fairfax County Parkway (Route 286) Widening (Route 123 to Route 29)	6 of 10	\$ 10,000,000	\$ -
Town Center Parkway Extension/ Dulles Toll Road (DTR)Underpass	8 of 10	\$ 9,000,000	\$ -
Route 7 Bus Rapid Transit	10 of 10	\$ 5,000,000	\$ -

FALLS CHURCH, CITY		\$ 550,000	\$ 530,828
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements	1 of 1	\$ 550,000	\$ 530,828

HERNDON, TOWN		\$ 2,100,000	\$ 500,000
East Elden Street Widening & Improvements (UPC 50100)	1 of 3	\$ 1,600,000	\$ -
Sterling Road Multi-Modal Improvements (UPC T25325)	3 of 3	\$ 500,000	\$ 500,000

LEESBURG, TOWN		\$ 2,000,000	\$ 1,743,115
Route 15 Bypass and Edwards Ferry Road Interchange	1 of 1	\$ 2,000,000	\$ 1,743,115

CMAQ/RSTP Allocations for Northern Virginia - FY 2028

3/22/2022

LOUDOUN COUNTY		\$	6,000,000	\$	11,445,425
High Priority Sidewalk and Pedestrian Improvements (See CMAQ)	1 of 4	\$	2,000,000	\$	3,445,425
High Priority Intersection Improvements (See CMAQ)	2 of 4	\$	2,000,000	\$	4,000,000
Loudoun County ITS Program (See CMAQ)	3 of 4	\$	2,000,000	\$	4,000,000
MANASSAS, CITY		\$	1,000,000	\$	1,000,000
Dean Drive Widening	1 of 2	\$	1,000,000	\$	1,000,000
MANASSAS PARK, CITY		\$	58,667,000	\$	330,548
Route 28 – Centreville Road Corridor Improvement Project	1 of 2	\$	58,667,000	\$	330,548
PRINCE WILLIAM COUNTY		\$	31,232,000	\$	12,762,505
Route 123 and Old Bridge Road Intersection Improvements	1 of 4	\$	4,232,000	\$	4,232,000
Devlin Road Widening	2 of 4	\$	5,000,000	\$	5,000,000
Minnieville Road/Prince William Parkway Interchange	3 of 4	\$	14,000,000	\$	3,530,505
Route 1/123 Interchange	4 of 4	\$	8,000,000	\$	-
PURCELLVILLE, TOWN		\$	-	\$	-
None submitted.				\$	-
VIENNA, TOWN		\$	-	\$	-
None submitted.				\$	-
TOTAL JURISDICTIONAL		\$	185,549,000	\$	65,657,893
TOTAL RSTP		\$	185,549,000	\$	65,657,893
Comparison to available funding		\$	(119,891,107)	\$	0.00

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer
Tracy M. Baynard, McGuireWoods Consulting LLC
Margaret Rockwell, McGuireWoods Consulting LLC

DATE: April 15, 2022

SUBJECT: Update on the 2022 Virginia General Assembly Session

As of writing this memo the Virginia General Assembly is still in special session and there is no indication on when they will return to vote on the budget (HB 29/HB 30) and the forty-five non-budget bills that were carried over into the special session.

2022 Regular General Assembly Session

Governor Youngkin completed his review of legislation adopted during the Regular Session and sent down his proposed amendments and vetoes. Action on key bills of interest to the Authority:

- **Transit Ridership Incentive Program Legislation - [HB 142](#) (McQuinn)/ [SB 342](#) (Barker):**
 - Allocates at least 25% of funds for free or low fare initiatives
 - Allocates at least 25% of funds for regional transit initiatives
 - Protects funding to promote improved transit in urbanized areas with populations over 100,000
 - Governor Youngkin's proposed amendment would let the 25% floor for free and low fare initiatives to expire July 1, 2024, returning to the current 25% maximum that can be used for these projects.
- **Authority for local park authorities to operate electric vehicle charging infrastructure - [HB 443](#) (Bulova):**
 - Governor Youngkin signed HB 443 bill which allows local park authorities to locate, operate, and regulate the use of, and install signage relating to electric vehicle (EV) charging stations on their property.
 - The Bill is effective July 1, 2022.

- **Permit some public bodies to conduct all-virtual meetings outside of a declared state of emergency – [HB 444](#) (Bennett-Parker):**
 - The Bill exempts local governing bodies, local school boards, planning commissions, architectural review boards, zoning appeals boards, and any board with the authority to deny, revoke, or suspend a professional or occupational license from the provisions
 - Requires the FOIA Council to convene stakeholders to develop best practices for holding all-virtual meetings
 - Legislative becomes effective September 1, 2022

The General Assembly reconvenes on April 27, 2022, to take action on Governor Youngkin’s proposed amendments and vetoes.

Overview of 2022 Special Session I

The General Assembly moved the two budget bills and forty-five other bills to the special session which convened April 4, 2022. In addition to the budget bills which contain various transportation issues of interest mentioned in earlier memos, the General Assembly is considering three initiatives that will reduce available transportation funding:

- [HB 90](#) (McNamara)/ [SB 451](#) (Boysko) will either partially or fully eliminate the grocery tax. While the current House and Senate proposals differ in amount eliminated or when it starts, they both eliminate the 0.5% that provides dedicated funding for transportation without backfilling.
 - Both budget bills also contain this language.
- New bills [HB 6001](#)(Durant)/ [SB 6001](#) would (1) temporarily suspend the state gas tax for three months, (2) gradually return the tax over two months and (3) cap the annual indexing at 2%. Current law permits an annual indexing at the rate of CPI-U.
 - The House Finance Committee will take up HB 6001 on April 19, 2022
 - The Senate Finance and Appropriations Committee is scheduled to meet April 26, 2022
- Embedded in the House version of HB 30 is language that would [roll back five cents of the state gas tax for FY 23](#).

The Authority has shared its opposition to any action that destabilizes and reduces dedicated state revenues for transportation. Any action that reduces available funding for the Interstate Operations and Enhancement Program (IOEP) reduces funding the Authority gets from this program. IOEP state funding was secured in 2020 to help partially replace regional funding diverted for Metro maintenance needs.

MEMORANDUM

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

FROM: Mayor Rishell, Finance Committee Chair

DATE: April 14, 2022

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was on March 10, 2022. The April meeting was cancelled. On the March 10, 2022, meeting, three Committee members attended in-person and the meeting was livestreamed on YouTube. The Committee welcomed two new members: Councilmember Snyder and Mayor Wood.
3. **Action Items:**
 - a. **2022 Finance Committee Meeting Schedule:** The Committee formally adopted the meeting schedule to meet on the same evening as the Authority.
 - b. **FY2023 Proposed Regional Revenue Fund Budget:** The Committee received a presentation and staff recommendation on the proposed Regional Revenue Fund Budget. The proposed budget provides \$201 million for eleven previously approved projects. After discussion, the Committee unanimously voted to recommend Authority adoption of the proposed budget.
 - c. **FY2023 Proposed Local Distribution Fund Budget:** The Committee received a presentation and staff recommendation on the proposed Local Distribution Fund Budget. The proposed budget provides \$119.5 million for distribution to member localities, with distributions based on actual revenue received. After discussion, the Committee unanimously voted to recommend Authority adoption of the proposed budget.
 - d. **FY2023 Proposed Operating Budget:** The Committee received a presentation and staff recommendation on the proposed Regional Revenue Fund Budget. The proposed budget includes funding for three new staff positions, an overhaul and possible consolidation of the Authority's websites as well as initiatives to prepare the Authority to receive Federal Grants, upgrade internet capacity, undertake additional duplicate payment audits, and update the regional economic impact study. After discussion, the Committee unanimously voted to recommend Authority adoption of the proposed budget.
4. **Discussion Items:**
 - a. **Monthly Investment Portfolio Report:** The Committee reviewed and discussed the Authority's Investment Portfolio performance. The Portfolio continues to perform well compared to its benchmarks and the overall market. Reports indicate the portfolio performance is exceeding benchmarks at a substantial pace, with a rate of return of .46% compared to the benchmark average of .13%.
 - b. **Monthly Revenue Report:** The Committee reviewed and discussed the monthly revenue reports.

- c. **Monthly Operating Budget:** The Committee received reports and discussed the FY2022 Operating Budget.
 - d. **NVTA Update (Verbal Report):** The Committee received an update on the current status of certain General Assembly issues from the Authority's CEO.
5. **Next Steps:** The next scheduled Committee meeting is Thursday, May 12, 2022, prior to the monthly Authority meeting.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 14, 2022

SUBJECT: Investment Portfolio Report

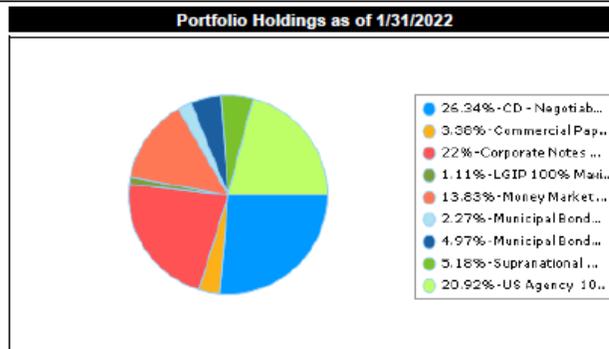
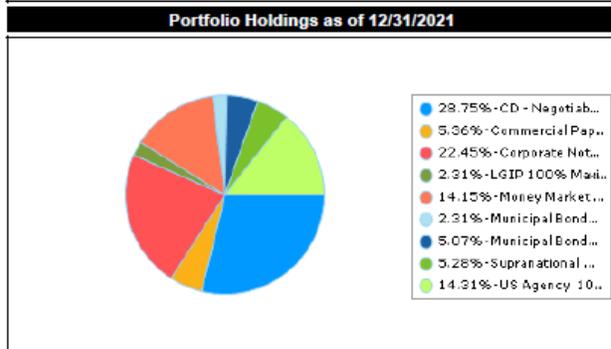
- Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through January 31, 2022.
- Background:** This Report is on investment activity through January 2022 and affirms the portfolio investments were acquired 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: 12/31/2021, End Date: 1/31/2022

Asset Category Allocation				
Asset Category	Book Value 12/31/2021	% of Portfolio 12/31/2021	Book Value 1/31/2022	% of Portfolio 1/31/2022
CD - Negotiable 25% Maximum	375,111,048.88	28.75	350,105,803.48	26.34
Commercial Paper 35% / 5% Maximum	69,983,334.64	5.36	44,991,549.94	3.38
Corporate Notes 50% Maximum	292,810,213.50	22.45	292,524,716.32	22.00
LGIP 100% Maximum	30,195,575.46	2.31	14,697,566.38	1.11
Money Market 80% Maximum	184,557,972.96	14.15	183,881,637.23	13.83
Municipal Bonds - US 75% Maximum	30,189,732.41	2.31	30,172,083.65	2.27
Municipal Bonds - Virginia 75% Maximum	66,115,310.48	5.07	68,099,119.67	4.97
Supranational 15% Maximum	68,917,380.46	5.28	68,845,553.10	5.18
US Agency 100% Maximum	186,631,382.46	14.31	278,079,820.27	20.92
Total / Average	1,304,511,951.23	100.00	1,329,397,650.04	100.00

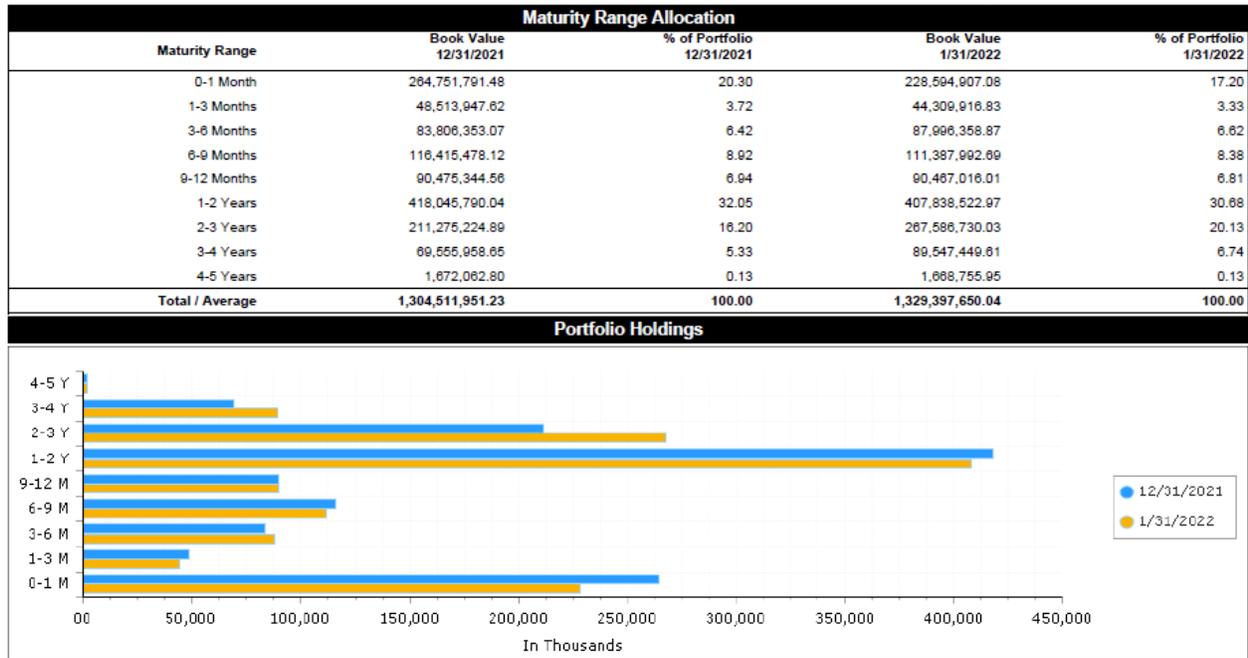


- The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



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

Begin Date: 12/31/2021, End Date: 1/31/2022



- b. The liquidity of the portfolio is reflected in the portfolio’s duration of 1.30 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Jan-22 Month End
Fed Funds Rate	0.08%
Treasury 90 Day T Bill	0.24%
Local Government Investment Pool	0.10%
Virginia Non-Arbitrage Program	0.08%
NVTA Performance	0.46%

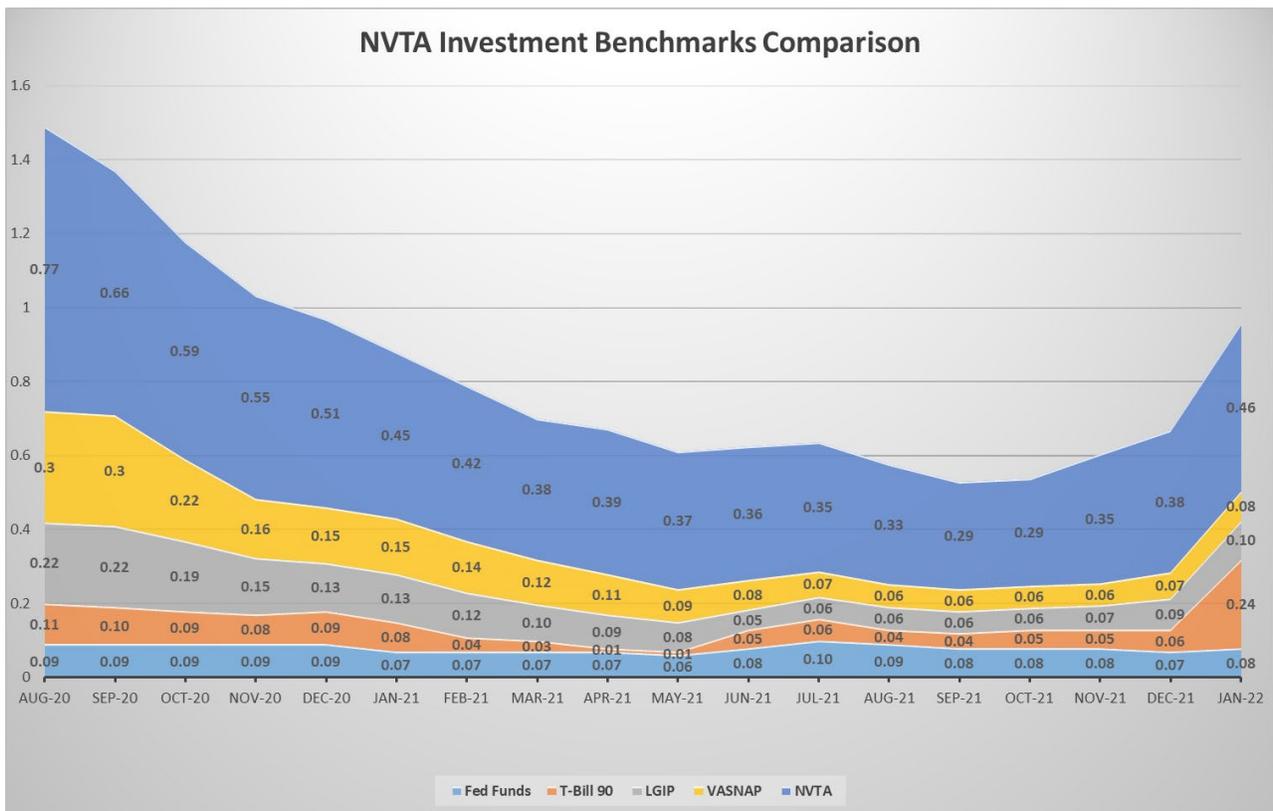
Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of January 2022 was 0.455%. The NVTA’s Investment Policy specifies the benchmarks shown above for yield performance comparison.

4. Portfolio Analysis & Statistics Overview:

- a. **Safety** The portfolio is invested primarily in:
- I. Local Government Investment Pools (1.11% from 2.31%)
 - II. Collateralized bank money market accounts (13.83% from 14.15%)
 - III. Commercial Paper (3.38% from 5.36%)
 - IV. Negotiable CD’s (26.34% from 28.75%)
 - V. AAA/AA rated investment grade corporate bonds (22% from 22.45%)
 - VI. Supranational Securities (5.18% from 5.28%)
 - VII. Treasuries and Agencies (14.31% from 20.92%)
 - VIII. VA & US Municipals (7.24% from 7.38%)

- b. **Liquidity:** The NVTA Portfolio duration is gradually creeping up from 1.20 in December 2021 to 1.30 in January 2022 (1.0 = 1 year). In expectation of eventual interest rate increases, NVTA staff initiated a process in early summer to ladder maturities such that a level amount (security value) of securities mature each month. This will result in monthly opportunities to re-invest at higher rates.
 - i. **Yield:** Bank negotiated deposit and LGIP Program fund yields are gradually increasing but still lagging in offering competitive rates. The market realities are simply working against banks and daily liquidity pools, while fixed income securities are showing minimal upward rate trends.
 - ii. Staff have been implementing a strategy targeted to have \$30 million a month in maturities. The intent of this strategy is to take advantage of rising rates in an orderly fashion by each month's maturities (principle and earned interest) being reinvested at higher rates.
 - iii. With the target monthly maturities and typical monthly positive cash flow, new monthly security purchases will typically be between \$40 million to \$48 million.
 - 1. \$30 million in maturities, plus;
 - 2. \$10 million to \$18 million in new receipts.



5. Custodian Certification: Truist (formerly BB&T) is the custodian of all NVTA investment purchases and is where all NVTA 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:
 - a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - c. **Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTAs securities or cash.

Attachment:

A. Compliance - GASB 40 Report

This 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

The Authority for Transportation in Northern Virginia

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days to Maturity	Days to Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration to Maturity
Commercial Paper													
Barclays 0 3/8/2022	06742XTR8	10,000,000.00	9,998,599.98	9,998,900.00	S&P-A1	Moodys-P1	0.76	36	36	3/8/2022		0.140	0.10
Barclays 0 5/19/2022	06742XTQ0	10,000,000.00	9,995,199.96	9,991,700.00	S&P-A1	Moodys-P1	0.76	108	108	5/19/2022		0.160	0.30
Credit Suisse 0 2/18/2022	2254EBB9	25,000,000.00	24,997,750.00	24,998,750.00	S&P-A1	Moodys-P1	1.89	18	18	2/18/2022		0.180	0.05
Sub Total / Average Commercial Paper		45,000,000.00	44,991,549.94	44,989,350.00			3.41	42	42			0.167	0.12
Corporate Bond													
Apple0.75 5/11/2023	037833DV9	5,000,000.00	5,029,828.78	4,985,300.00	S&P-AA+	Moodys-Aaa	0.38	465	465	5/11/2023		0.280	1.27
Apple1.7 9/11/2022	037833DL1	16,145,000.00	16,135,363.81	16,259,952.40	S&P-AA+	Moodys-Aaa	1.22	223	223	9/11/2022		1.800	0.61
Apple2.4 5/3/2023	037833AK6	2,500,000.00	2,564,248.38	2,539,700.00	S&P-AA+	Moodys-Aaa	0.19	457	457	5/3/2023		0.340	1.24
Apple2.85 5/11/2024-24	037833CU2	2,135,000.00	2,249,035.52	2,193,669.80	S&P-AA+	Moodys-Aaa	0.16	831	770	5/11/2024	3/11/2024	0.484	2.21
Apple2.85 5/11/2024-24	037833CU2	10,000,000.00	10,544,182.28	10,274,800.00	S&P-AA+	Moodys-Aaa	0.76	831	770	5/11/2024	3/11/2024	0.442	2.21
Apple3.45 5/6/2024	037833AS9	10,000,000.00	10,707,095.40	10,437,700.00	S&P-AA+	Moodys-Aaa	0.76	826	826	5/6/2024		0.310	2.18
AppleVar. Corp 2/9/2022	037833CN8	5,011,000.00	5,017,953.47	5,011,551.21	S&P-AA+	Moodys-Aaa	0.38	9	9	2/9/2022		0.643	0.00
Asian Development Bank 1.75 9/13/2022	045167ED1	25,000,000.00	25,236,708.14	25,163,750.00	S&P-AAA	Moodys-Aaa	1.89	225	225	9/13/2022		0.210	0.61
Asian Development Bank 2.75 3/17/2023	045167EH2	18,083,000.00	18,589,916.81	18,452,074.03	S&P-AAA	Moodys-Aaa	1.37	410	410	3/17/2023		0.250	1.11
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	10,000,000.00	10,230,432.68	10,161,100.00	S&P-AA	Moodys-Aa2	0.76	408	349	3/15/2023	1/15/2023	0.665	1.10
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	5,000,000.00	5,127,885.95	5,080,550.00	S&P-AA	Moodys-Aa2	0.38	408	349	3/15/2023	1/15/2023	0.449	1.10
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	8,200,000.00	8,404,849.67	8,332,102.00	S&P-AA	Moodys-Aa2	0.62	408	349	3/15/2023	1/15/2023	0.501	1.10
Exxon2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,330,520.55	10,111,700.00	S&P-AA-	Moodys-Aa1	0.76	928	897	8/16/2024	7/16/2024	0.699	2.47
ExxonVar. Corp 3/6/2022	30231GAK8	1,000,000.00	1,000,231.27	1,000,300.00	S&P-AA	Moodys-Aa1	0.08	34	34	3/6/2022		0.550	0.00
ExxonVar. Corp 3/6/2022	30231GAK8	7,500,000.00	7,501,646.70	7,502,250.00	S&P-AA	Moodys-Aa1	0.57	34	34	3/6/2022		0.550	0.00
ExxonVar. Corp 8/16/2022	30231GBA9	10,000,000.00	10,008,534.83	10,012,600.00	S&P-AA	Moodys-Aa1	0.76	197	197	8/16/2022		0.485	0.00
IBRD 0.25 11/24/2023	459058JM6	25,000,000.00	25,018,928.15	24,590,000.00	S&P-AAA	Moodys-Aaa	1.89	662	662	11/24/2023		0.208	1.81
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,031,919.55	14,815,500.00	S&P-AA+	Moodys-Aa3	1.14	574	574	8/28/2023		0.344	1.57
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,031,953.69	14,815,500.00	S&P-AA+	Moodys-Aa3	1.14	574	574	8/28/2023		0.344	1.57
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,242,204.27	5,119,800.00	S&P-AA+	Moodys-Aa3	0.38	873	873	6/22/2024		0.701	2.33
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,711,645.78	7,501,932.90	S&P-AA+	Moodys-Aa3	0.55	799	799	4/9/2024		0.400	2.10
MetLife 0.45 9/1/2023	59217GEK1	10,000,000.00	10,023,566.52	9,840,100.00	S&P-AA-	Moodys-Aa3	0.76	578	578	9/1/2023		0.301	1.58
MetLife 0.45 9/1/2023	59217GEK1	20,000,000.00	20,036,838.20	19,680,200.00	S&P-AA-	Moodys-Aa3	1.51	578	578	9/1/2023		0.333	1.58
MetLife 0.45 9/1/2023	59217GEK1	13,920,000.00	13,952,926.26	13,697,419.20	S&P-AA-	Moodys-Aa3	1.05	578	578	9/1/2023		0.300	1.58
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,746,041.94	13,525,460.00	S&P-AAA	Moodys-Aaa	0.98	683	653	12/15/2023	11/15/2023	0.530	1.82
Nestle 3.35 9/24/2023-23	641062AD6	15,665,000.00	16,410,882.38	16,177,872.10	S&P-AA-	Moodys-Aa3	1.19	601	570	9/24/2023	8/24/2023	0.437	1.60
New York Life 0.4 10/21/2023	64952WDT7	20,000,000.00	20,030,848.27	19,712,000.00	S&P-AA+	Moodys-Aaa	1.51	628	628	10/21/2023		0.310	1.72
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,487,615.34	7,351,200.00	S&P-AA+	Moodys-Aaa	0.57	1,002	1,002	10/29/2024		0.961	2.71
New York Life 1.1 5/5/2023	64952WDP5	18,175,000.00	18,373,656.10	18,165,003.75	S&P-AA+	Moodys-Aaa	1.38	459	459	5/5/2023		0.230	1.25
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,771,103.88	4,651,700.00	S&P-AA+	Moodys-Aaa	0.34	800	800	4/10/2024		0.378	2.12
Prcoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,399,592.11	9,164,340.00	S&P-AA-	Moodys-Aa3	0.68	966	966	9/23/2024		0.700	2.56
Walmart3.4 6/26/2023-23	931142EK5	10,000,000.00	10,422,112.74	10,304,400.00	S&P-AA	Moodys-Aa2	0.76	511	480	6/26/2023	5/26/2023	0.372	1.38
Sub Total / Average Corporate Bond		354,569,000.00	361,370,269.42	356,631,527.39			26.83	544	534			0.455	1.45
FFCB Bond													
FFCBVar. FFCB 8/1/2022	3133EMAN2	25,000,000.00	25,000,000.00	25,004,500.00	S&P-AA+	Moodys-Aaa	1.89	182	182	8/1/2022		0.250	0.00
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,092,710.60	18,412,209.00	S&P-AA+	Moodys-Aaa	1.45	1,393	1,393	11/24/2025		0.610	3.77
FFCB Var. FFCB 1/31/2023	3133EMPG1	25,000,000.00	25,000,000.00	25,000,250.00	S&P-AA+	Moodys-Aaa	1.89	365	365	1/31/2023		0.245	0.00
FFCB Var. FFCB 11/7/2022	3133EK6W1	10,000,000.00	10,012,353.83	10,031,800.00	S&P-AA+	Moodys-Aaa	0.76	280	280	11/7/2022		0.610	0.00
FFCB Var. FFCB 5/16/2022	3133EKLN4	10,000,000.00	10,001,158.91	10,008,000.00	S&P-AA+	Moodys-Aaa	0.76	105	105	5/16/2022		0.460	0.00
Sub Total / Average FFCB Bond		89,100,000.00	89,106,223.34	88,456,759.00			6.74	495	495			0.390	0.81
FHLB Bond													
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,998,984.08	14,704,500.00	S&P-AA+	Moodys-Aaa	1.14	787	787	3/28/2024		0.273	2.15

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
FHLB 1.11/15/2024-22	3130APRF4	22,500,000.00	22,517,912.11	22,210,875.00	Moody's-Aaa	S&P-AA+	1.70	1,019	15	11/15/2024	2/15/2022	0.971	2.75
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	24,899,250.00	S&P-AA+	Moody's-Aaa	1.89	892	70	7/11/2024	4/11/2022	1.040	2.42
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,950,821.17	19,809,400.00	S&P-AA+	Moody's-Aaa	1.51	1,078	347	1/13/2025	1/13/2023	1.185	2.91
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	19,867,000.00	S&P-AA+	Moody's-Aaa	1.51	1,051	45	12/17/2024	3/17/2022	1.125	3.08
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	26,437,725.00	S&P-Aaa	Moody's-Aaa	2.01	872	80	6/21/2024	4/21/2022	1.200	2.36
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	19,911,800.00	S&P-AA+	Moody's-Aaa	1.51	1,227	70	6/11/2025	4/11/2022	1.280	3.38
FHLB 1.31 12/15/2025-22	3130AQ5U3	25,000,000.00	24,993,951.06	24,843,000.00	S&P-AA+	Moody's-Aaa	1.89	1,414	43	12/15/2025	3/15/2022	1.317	4.02
Sub Total / Average FHLB Bond		174,000,000.00	173,961,668.42	172,683,550.00			13.17	1,049	151			1.083	2.90
FHLMC Bond													
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,011,928.51	14,685,600.00	Fitch-AAA	Moody's-Aaa	1.14	798	798	4/8/2024		0.338	2.18
Sub Total / Average FHLMC Bond		15,000,000.00	15,011,928.51	14,685,600.00			1.14	798	798			0.338	2.18
Local Government Investment Pool													
Commonwealth of Virginia LGIP	LGIP0825	12,013.56	12,013.56	12,013.56	S&P-Aaa	NR	0.00	1	1	N/A	N/A	0.104	0.00
Commonwealth of Virginia LGIP	LGIP0549	14,685,552.82	14,685,552.82	14,685,552.82	S&P-Aaa	NR	1.11	1	1	N/A	N/A	0.104	0.00
Sub Total / Average Local Government Investment Pool		14,697,566.38	14,697,566.38	14,697,566.38			1.11	1	1			0.104	0.00
Money Market													
John Marshall Bank ICS MM	MM60000	52,762,887.71	52,762,887.71	52,762,887.71	NR	NR	3.99	1	1	N/A	N/A	0.210	0.00
Truist MM	MM1006	508,710.37	508,710.37	508,710.37	NR	NR	0.04	1	1	N/A	N/A	0.010	0.00
United BankMM	MM3272SV	52,148,419.41	52,148,419.41	52,148,419.41	NR	NR	3.95	1	1	N/A	N/A	0.150	0.00
United BankMM	MM3272CK	28,079,764.29	28,079,764.29	28,079,764.29	NR	NR	2.12	1	1	N/A	N/A	0.150	0.00
United Bank Ck MM	MM0667	9,686.00	9,686.00	9,686.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	50,372,169.45	50,372,169.45	50,372,169.45	NR	NR	3.81	1	1	N/A	N/A	0.090	0.00
Sub Total / Average Money Market		183,881,637.23	183,881,637.23	183,881,637.23			13.91	1	1			0.150	0.00
Municipal Bond													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,045,796.86	6,825,630.00	S&P-Aaa	Moody's-Aaa	0.53	1,278	1,278	8/1/2025		0.600	3.44
Calvert County MD 2 5/1/2022	131537T36	805,000.00	808,372.53	808,397.10	S&P-Aaa	Fitch-AAA	0.06	90	90	5/1/2022		0.300	0.25
Calvert County MD 2 5/1/2023	131537T44	2,640,000.00	2,692,418.41	2,671,416.00	S&P-Aaa	Fitch-AAA	0.20	455	455	5/1/2023		0.400	1.24
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,407,854.60	2,361,874.40	S&P-Aaa	Fitch-AAA	0.18	821	821	5/1/2024		0.500	2.20
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,733,100.38	2,652,933.40	S&P-Aaa	Fitch-AAA	0.20	1,186	1,186	5/1/2025		0.650	3.15
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,487,687.02	2,424,209.40	S&P-Aaa	Moody's-Aaa	0.18	1,005	1,005	11/1/2024		0.420	2.68
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,989,804.96	1,919,805.30	S&P-Aaa	Moody's-Aaa	0.14	1,370	1,370	11/1/2025		0.570	3.62
City Richmond GO 2 7/15/2023	76541VWT0	3,000,000.00	3,069,325.34	3,038,100.00	S&P-AA+	Moody's-Aa1	0.23	530	530	7/15/2023		0.400	1.44
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,109,321.55	3,037,830.00	S&P-AA+	Moody's-Aa1	0.23	896	896	7/15/2024		0.500	2.41
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	429,528.07	414,956.90	S&P-AA+	Moody's-Aa1	0.03	1,261	1,261	7/15/2025		0.600	3.35
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,031,638.51	4,843,850.00	S&P-Aaa	Moody's-Aaa	0.38	1,339	1,339	10/1/2025		0.470	3.62
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,050,919.17	6,887,860.00	S&P-AA	Fitch-AA	0.53	1,247	1,247	7/1/2025		1.039	3.35
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,931,396.25	1,899,718.30	S&P-AA+	Moody's-Aa1	0.15	669	669	12/1/2023		0.310	1.83
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,668,755.95	1,626,645.00	Fitch-AA+	Moody's-Aa1	0.11	1,582	1,582	6/1/2026		1.080	4.03
NYC GO 1.58 8/1/2022	64966QFW5	10,000,000.00	10,001,926.58	10,048,000.00	S&P-AA	Moody's-Aa1	0.76	182	182	8/1/2022		1.541	0.50
VA Resources Auth Infrastructure Rev 0.329 11/1/20	92818NUZ9	435,000.00	435,000.00	433,129.50	S&P-Aaa	Moody's-Aaa	0.03	274	274	11/1/2022		0.329	0.75
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	720,000.00	720,000.00	708,667.20	S&P-Aaa	Moody's-Aaa	0.05	639	639	11/1/2023		0.436	1.74
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	973,980.00	S&P-Aaa	Moody's-Aaa	0.08	1,005	1,005	11/1/2024		0.636	2.73
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,136,163.00	S&P-Aaa	Moody's-Aaa	0.09	1,370	1,370	11/1/2025		0.736	3.70
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,301,049.54	1,276,340.00	S&P-AA	Moody's-Aa1	0.10	1,005	1,005	11/1/2024		0.720	2.72
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,828,616.83	22,256,117.80	S&P-AA+	Moody's-Aa1	1.73	944	944	9/1/2024		0.465	2.57
VA State College Building Auth 0.5 9/1/2023	92778WKP0	16,305,000.00	16,348,690.77	16,132,330.05	S&P-AA+	Moody's-Aa1	1.23	578	578	9/1/2023		0.330	1.58
Sub Total / Average Municipal Bond		95,270,000.00	96,271,203.32	94,377,953.35			7.21	854	854			0.625	2.31
Negotiable Certificate Of Deposit													
Banco Santander 0.21 6/8/2022	05966DB92	20,000,000.00	20,000,000.00	19,976,800.00	S&P-A1	Moody's-P1	1.51	128	128	6/8/2022		0.210	0.36
Banco Santander 0.27 4/18/2022	05966DA93	25,000,000.00	25,001,066.35	25,003,250.00	S&P-A1	Moody's-P1	1.89	77	77	4/18/2022		0.250	0.21
Credit Suisse 0.27 11/16/2022	22552G4L1	25,000,000.00	25,007,998.48	24,889,500.00	S&P-A1	Moody's-P1	1.89	289	289	11/16/2022		0.229	0.80
Credit Suisse 0.68 10/10/2023	22552G4R8	15,000,000.00	15,015,237.91	14,957,700.00	S&P-A1	Moody's-P1	1.14	617	617	10/10/2023		0.619	1.71
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,014,418.10	14,935,350.00	S&P-A1	Moody's-P1	1.14	709	709	1/10/2024		0.700	1.97
Landesbank 0.2 6/24/2022	51501HKT5	18,000,000.00	18,000,000.00	17,983,260.00	Fitch-F1	Moody's-P1	1.36	144	144	6/24/2022		0.200	0.40
Landesbank 0.27 12/15/2022	0727MCPPE1	30,011,663.70	30,011,663.70	29,944,137.46	Fitch-F1	Moody's-P1	2.27	318	318	12/15/2022		0.270	0.88
MUFG Bank 0.22 7/11/2022	55380TUR9	30,000,000.00	30,000,000.00	29,962,800.00	S&P-A1	Moody's-P1	2.27	161	161	7/11/2022		0.220	0.45
Nordea Bank0.26 4/20/2023	65558UGN6	30,000,000.00	30,000,000.00	29,873,400.00	S&P-A1+	Moody's-P1	2.27	444	444	4/20/2023		0.260	1.23
Rabobank 0.26 2/23/2023	21684LAZ5	40,000,000.00	40,000,000.00	39,864,400.00	S&P-A1	Moody's-P1	3.03	388	388	2/23/2023		0.260	1.08
Standard Chartered Bank 0.25 10/21/2022	85325VN71	25,000,000.00	25,005,459.33	24,966,500.00	S&P-A1	Moody's-P1	1.89	263	263	10/21/2022		0.220	0.73
Standard Chartered Bank 0.35 6/16/2023	85325VQ37	25,000,000.00	25,006,906.16	24,883,750.00	S&P-A1	Moody's-P1	1.89	501	501	6/16/2023		0.330	1.39
Standard Chartered Bank 0.36 7/20/2023	85325VQ60	30,000,000.00	30,013,293.96	29,835,000.00	S&P-A1	Moody's-P1	2.27	535	535	7/20/2023		0.330	1.49

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,029,559.49	21,744,360.00	S&P-A1	Moody's-P1	1.66	995	995	10/22/2024		0.899	2.76
Sub Total / Average Negotiable Certificate Of Deposit		350,011,663.70	350,105,603.48	348,820,207.46			26.49	384	384			0.331	1.07
Total / Average		1,321,529,867.31	1,329,397,650.04	1,319,224,150.81			100	492	371			0.455	1.30

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 14, 2022

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through January 31, 2022.
3. **Comments:**
 - a. **FY2022 Revenues (Attachment A)**
 - i. The Authority has received approximately \$176.8 million through the January 31, 2022, transfers from the Commonwealth.
 - ii. The Authority has received \$15 million of the annual Northern Virginia District Transfer; \$26.2 million in Regional Congestion Relief Fees (Grantor's Tax); and \$135.6 million in Sales Tax Receipts.
 - iii. FY2022 annualized sales tax receipts through January 2022 shows a 15.6% positive variance and the Regional Congestion Relief Fees reflects a 105.5% positive variance when compared to the FY2022 adopted revenue budget.
 - iv. Staff have been working to update the Authority's revenue projections for FY2022 to FY2025 and add projections for FY2026 and FY2027.
 - b. **FY2022 Distribution to Localities (Attachment B)**
 - i. As of January 2022, eight member jurisdictions have completed the required *Code of Virginia* Section 33.2-2510 annual certification to receive FY2022 Local Distribution Funds (30%). Subsequently, the ninth jurisdiction has filed the certification.
 - ii. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received, in acceptable form, by March 1st of the current fiscal year, the jurisdiction's share of the Local Distribution Fund will be irrevocably transferred to the Regional Revenue Fund.

- iii. Postponements of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.
- iv. As of January 2022, \$51.8 million has been distributed in FY2022 Local 30% Distribution funds to member jurisdictions.

c. FY2015 to FY2022 Year over Year Revenue Comparison (Attachment C).

- i. 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 as of January 2022.

Attachments:

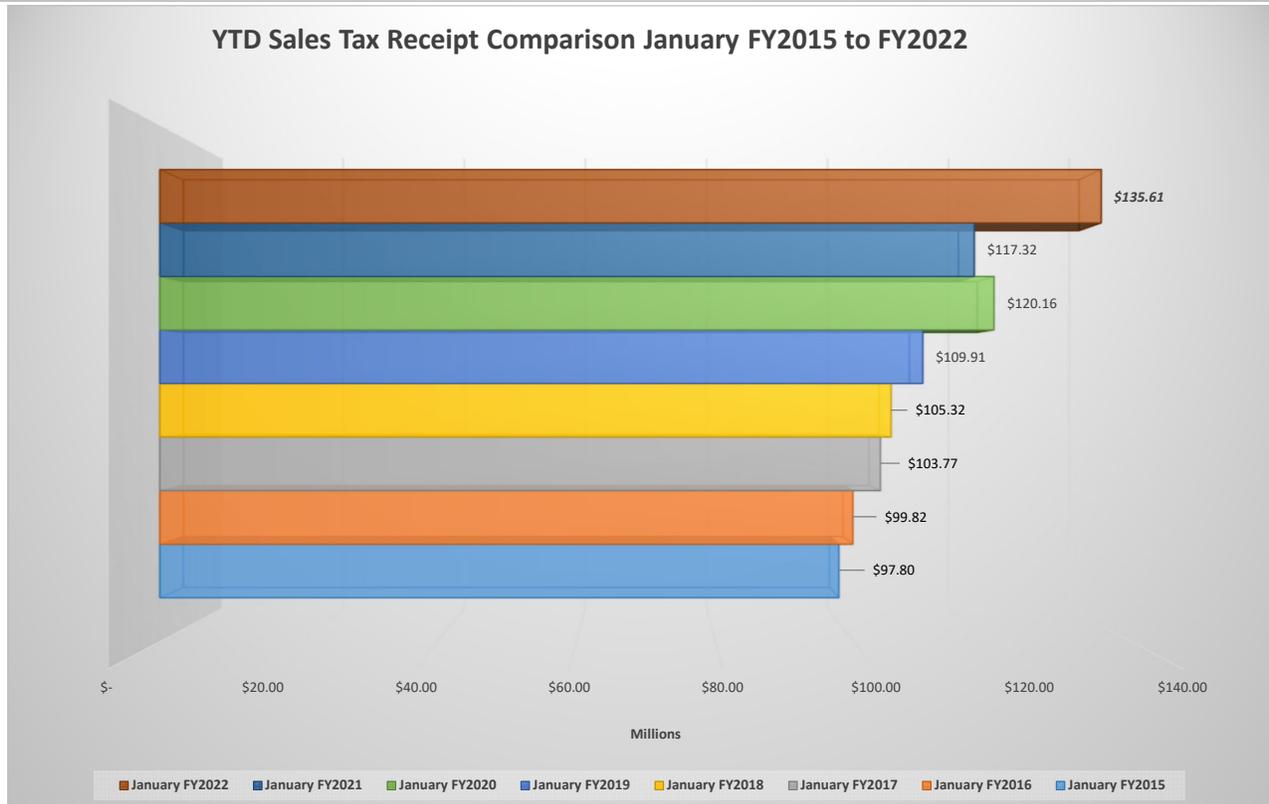
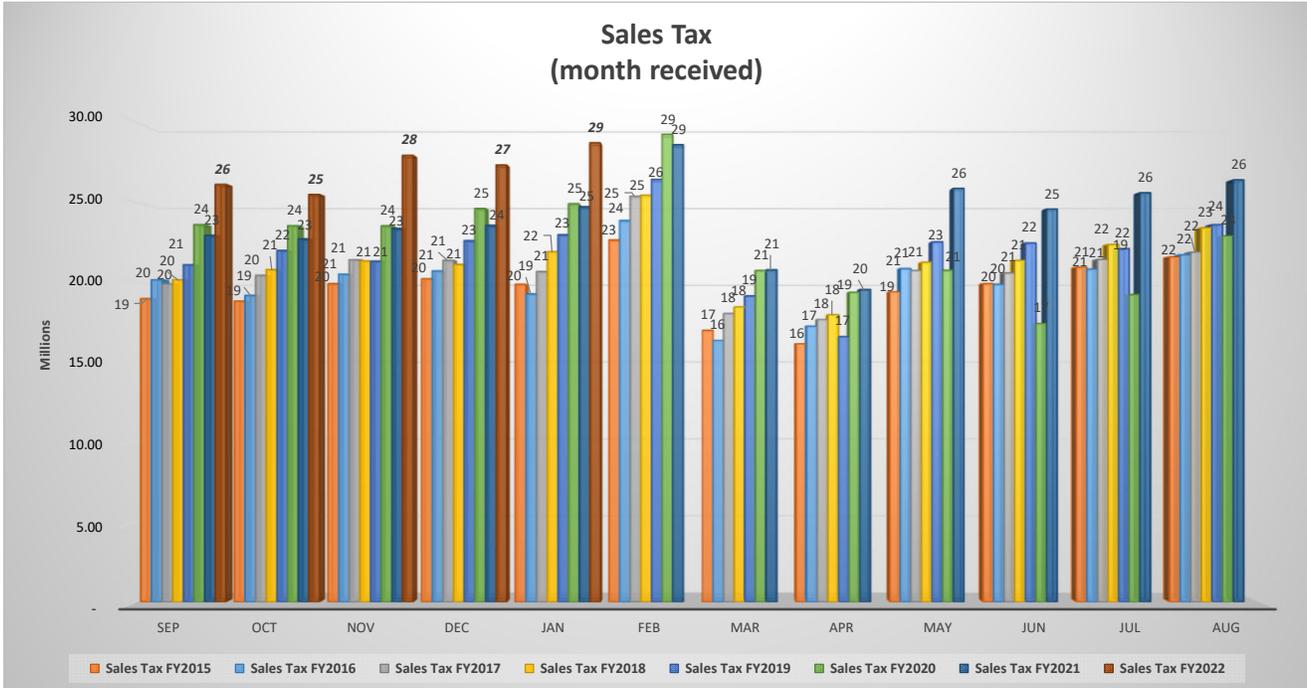
- A. FY2022 Revenues Received by Tax Type Compared to Estimates, Through January 2022
- B. FY2022 30% Distribution by Jurisdiction, as of January 2022
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for January 2015 to 2022

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

Regional Sales Tax Transaction Months	5	Annualized		FY2022 Budget	Annualized - Actual To Budget	
		Received To Date	Revenue based on YTD Receipts			
City of Alexandria		\$ 8,962,644	\$ 21,510,345	\$ 19,703,915	\$ 1,806,429	
Arlington County		11,861,639	28,467,933	22,518,760	5,949,173	
City of Fairfax		3,393,301	8,143,923	8,444,535	(300,612)	
Fairfax County		57,065,751	136,957,802	115,408,646	21,549,156	
City of Falls Church		1,498,976	3,597,542	2,814,845	782,697	
Loudoun County		27,152,510	65,166,024	59,111,746	6,054,278	
City of Manassas		3,022,701	7,254,483	5,629,690	1,624,793	
City of Manassas Park		871,272	2,091,053	2,814,845	(723,792)	
Prince William County		21,785,471	52,285,130	45,037,520	7,247,609	
Total Sales Tax Revenue		\$ 135,614,265	\$ 325,474,235	\$ 281,484,503	\$ 43,989,732	15.6%
Interstate Operation Enhance Program Transaction Months	1	Annualized		FY2022 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ -	\$ -	\$ 931,000	\$ (931,000)	
Arlington County		-	-	1,064,000	(1,064,000)	
City of Fairfax		-	-	399,000	(399,000)	
Fairfax County		-	-	5,453,000	(5,453,000)	
City of Falls Church		-	-	133,000	(133,000)	
Loudoun County		-	-	2,793,000	(2,793,000)	
City of Manassas		-	-	266,000	(266,000)	
City of Manassas Park		-	-	133,000	(133,000)	
Prince William County		-	-	2,128,000	(2,128,000)	
Interstate Operation Enhance Program		\$ -	\$ -	\$ 13,300,000	\$ (13,300,000)	-100.0%
Regional Congestion Relief Fee Transaction Months	6	Annualized		FY2022 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 2,295,440	\$ 4,590,880	\$ 2,386,800	\$ 2,204,080	
Arlington County		3,220,625	6,441,249	2,511,750	3,929,499	
City of Fairfax		257,171	514,341	242,250	272,091	
Fairfax County		10,611,655	21,223,310	10,409,100	10,814,210	
City of Falls Church		123,131	246,261	183,600	62,661	
Loudoun County		5,562,886	11,125,772	5,418,750	5,707,022	
City of Manassas		286,198	572,395	247,350	325,045	
City of Manassas Park		179,096	358,192	94,350	263,842	
Prince William County		3,667,950	7,335,900	4,006,050	3,329,850	
Total Regional Congestion Relief Fee		\$ 26,204,151	\$ 52,408,302	\$ 25,500,000	\$ 26,908,302	105.5%
NVTD Transfer from COVA Transaction Months	3	Annualized		FY2022 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 989,131	\$ 1,318,841	\$ 1,400,000	\$ (81,159)	
Arlington County		1,230,908	1,641,211	1,600,000	41,211	
City of Fairfax		417,960	557,280	600,000	(42,720)	
Fairfax County		6,229,676	8,306,235	8,200,000	106,235	
City of Falls Church		175,539	234,052	200,000	34,052	
Loudoun County		3,072,911	4,097,214	4,200,000	(102,786)	
City of Manassas		351,255	468,340	400,000	68,340	
City of Manassas Park		93,456	124,608	200,000	(75,392)	
Prince William County		2,439,164	3,252,219	3,200,000	52,219	
Total NVTD Transfer from COVA		\$ 15,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 176,818,415	\$ 397,882,537	\$ 340,284,503	\$ 57,598,034	16.93%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY											
FY2020 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through January 2022											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	12/31/2021 Accrued Interest (1)	12/31/2021 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ -	\$ 8,962,643.60	\$ 2,295,440.20	\$ 989,131	\$ 2,028.51	\$ 12,249,243.04	\$ 3,674,772.91	\$ 79.57	\$ 2,918,938.25	\$ 755,914.23	\$ 3,674,852.48
Arlington County	\$ -	\$ 11,861,638.88	\$ 3,220,624.50	\$ 1,230,908	\$ 2,762.71	\$ 16,315,934.50	\$ 4,894,780.35	\$ 102.30	\$ 3,924,165.00	\$ 970,717.65	\$ 4,894,882.65
City of Fairfax	\$ -	\$ 3,393,301.29	\$ 257,170.70	\$ 417,960	\$ 739.09	\$ 4,069,171.14	\$ 1,220,751.34	\$ 22.73		\$ 1,220,774.07	
Fairfax County	\$ -	\$ 57,065,750.79	\$ 10,611,654.85	\$ 6,229,676	\$ 12,581.71	\$ 73,919,663.25	\$ 22,175,898.98	\$ 477.43	\$ 18,053,555.59	\$ 4,122,820.82	\$ 22,176,376.41
City of Falls Church	\$ -	\$ 1,498,975.78	\$ 123,130.60	\$ 175,539	\$ 295.60	\$ 1,797,941.05	\$ 539,382.32	\$ 11.37	\$ 434,697.96	\$ 104,695.73	\$ 539,393.69
Loudoun County	\$ -	\$ 27,152,509.93	\$ 5,562,886.20	\$ 3,072,911	\$ 5,882.74	\$ 35,794,189.37	\$ 10,738,256.81	\$ 227.34	\$ 8,647,904.33	\$ 2,090,579.82	\$ 10,738,484.15
City of Manassas	\$ -	\$ 3,022,701.20	\$ 286,197.70	\$ 351,255	\$ 622.27	\$ 3,660,776.21	\$ 1,098,232.86	\$ 22.73	\$ 899,334.02	\$ 198,921.57	\$ 1,098,255.59
City of Manassas Park	\$ -	\$ 871,272.28	\$ 179,096.00	\$ 93,456	\$ 207.34	\$ 1,144,031.73	\$ 343,209.52	\$ 11.37	\$ 292,207.84	\$ 51,013.05	\$ 343,220.89
Prince William County	\$ -	\$ 21,785,470.75	\$ 3,667,950.20	\$ 2,439,164	\$ 4,767.63	\$ 27,897,352.76	\$ 8,369,205.83	\$ 181.87	\$ 6,801,830.22	\$ 1,567,557.48	\$ 8,369,387.70
Total Revenue	\$ -	\$ 135,614,264.50	\$ 26,204,150.95	\$ 15,000,000.00	\$ 29,887.60	\$ 176,848,303.05	\$ 53,054,490.92	\$ 1,136.71	\$ 41,972,633.21	\$ 11,082,994.42	\$ 51,834,853.56
	Interest 12/31/2021					\$ 176,848,303.05	53,054,490.92				\$ 51,834,853.56

FY2022 January 2022



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: April 14, 2022

SUBJECT: Monthly Operating Budget Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVRTA) on the Authority's Operating Budget for FY2022.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2022 through transfers from the Regional Revenue Fund.
- 3. Comments:** Through January 31, 2022, the FY2022 Operating Budget has produced the following:
 - a.** The Operating Budget will be fully funded through quarterly transfers of \$686,202 from the Regional Revenue Fund.
 - b.** On November 18, 2021, the Authority adopted a mid-year budget adjustment increasing expenditures \$148,984, to fund two additional staff positions as recommended in the Chief Executive Officer Position and Compensation Survey Report from the Millennium Group International LLC, which was accepted at the same meeting.
 - c.** As of January 31, 2022, the Authority has utilized 58% of its FY2022 amended expenditure budget through 7 months of the fiscal year. Certain large expenses such as the on boarding of the two additional staff members approved in the midyear budget adjustment and the next phase of Project Implementation for the Management and Monitoring System (PIMMS) will be spread out across the remainder of the fiscal year.
 - d.** As of January 31, 2022, all expense categories remained within budget.
 - e.** The attached statement shows the total operating budget income and expenditure activity for FY2022 through January 31, 2022.

Attachment:

- A. FY2021 Monthly Operating Budget through January 31, 2022

02/10/22
10:49:07

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 1 / 22

Page: 1 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	103,746.66	842,923.80	1,646,103.00	803,179.20	51
130	Health & Dental Benefits	12,829.38	96,148.73	256,478.00	160,329.27	37
131	Payroll Taxes	10,329.23	51,575.71	128,634.00	77,058.29	40
132	Retirement VRS	8,755.91	60,356.43	136,385.00	76,028.57	44
133	Life Insurance	1,482.77	9,425.75	20,807.00	11,381.25	45
134	Flex Spending/Dependent Care	41.33	289.98	881.00	591.02	33
135	Workers Comp		1,202.00	1,708.00	506.00	70
137	Disability Insurance	404.00	10,951.20	19,270.00	8,318.80	57
	Total Account	137,589.28	1,072,873.60	2,210,266.00	1,137,392.40	49
420000	Professional Services					
210	Audit & Accounting Services	18,500.00	36,500.00	48,000.00	11,500.00	76
220	Bank Service			750.00	750.00	
230	Insurance		8,797.00	7,835.00	-962.00	112
240	Payroll Services	265.44	1,446.52	2,636.00	1,189.48	55
245	Consulting Services		25,200.00	25,000.00	-200.00	101
260	Public Outreach & Regional Event Support		12,029.00	49,925.00	37,896.00	24
261	Legal/Bond Counsel Services		2,621.96	10,000.00	7,378.04	26
262	Financial Advisory Services		8,750.00	36,951.00	28,201.00	24
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services	10,255.00	45,984.88	78,690.00	32,705.12	58
265	Investment Custody Svc		5,140.00	25,000.00	19,860.00	21
	Total Account	29,020.44	149,156.86	287,487.00	138,330.14	52
430000	Technology/Communication					
310	Acctg & Financial Report Systems		46,476.51	94,685.00	48,208.49	49
320	HW SW & Peripheral Purchase		14,752.16	5,000.00	-9,752.16	295
330	IT Support Svc Incl Hosting	1,880.45	17,902.90	29,304.00	11,401.10	61
335	GIS/Project Mgt/Modeling	1,500.00	17,466.66	211,728.00	194,261.34	8
340	Phone Service & Web Ex Chgs	981.44	8,490.49	13,160.00	4,669.51	65
350	Web Develop & Hosting	420.75	3,021.74	9,185.00	6,163.26	33
	Total Account	4,782.64	108,110.46	363,062.00	254,951.54	30
440000	Administrative Expenses					
410	Advertisement	1,286.00	1,989.20	1,500.00	-489.20	133
411	Dues & Subscriptions	903.98	7,996.10	10,544.00	2,547.90	76
412	Duplication & Printing	2,789.24	5,482.76	13,610.00	8,127.24	40
413	Furniture & Fixture			14,000.00	14,000.00	
414	Hosted Meeting Expenses	357.51	2,635.98	4,500.00	1,864.02	59
415	Mileage/Transportation	143.08	580.45	11,000.00	10,419.55	5
417	Office Lease	14,757.13	102,217.54	193,976.00	91,758.46	53
418	Office Supplies	2,029.25	3,425.82	7,100.00	3,674.18	48
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	2,173.73	5,090.68	23,650.00	18,559.32	22
	Total Account	24,439.92	129,418.53	280,580.00	151,161.47	46

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Total Expenses	195,832.28	1,459,559.45	3,141,395.00	1,681,835.55	46
	Net Income from Operations	-195,832.28	-1,459,559.45			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue		687,375.52	2,744,809.00	-2,057,433.48	25 25
	Total Other Revenue	0.00	687,375.52	2,744,809.00	-2,057,433.48	25
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			574,710.00	574,710.00	
825	Transf to Equip Reserve			31,486.00	31,486.00	
	Total Account			606,196.00	606,196.00	
	Total Other Expenses	0.00	0.00	606,196.00	606,196.00	
	Net Income	-195,832.28	-772,183.93			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Wilson, Planning and Programming Committee Chair

DATE: April 14, 2022

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on March 21, 2022, at 5:00 PM. The meeting was held at the NVTA office. Four Committee members attended in-person and the meeting was livestreamed on YouTube.
3. **Action Item:**
 - a. **Approval of the November 29, 2021, Summary Notes:**
The summary notes for the November 29, 2021, meeting was unanimously approved.
4. **Information and Discussion Items:**
 - a. **FY2022-2027 Six Year Program: Status Update**
The Committee received a status update from the NVTA staff on the progress of the Six Year Program. As of March 21st, the analyses of projects are underway to include the ten performance measures approved by the Authority that will be included in the TransAction Rating, Congestion Reduction Relative to Cost (CRRC), Long-Term Benefit, and a series of qualitative considerations such as external funding. Additionally, public comments and geographic/modal balance will also be considered for funding recommendations.
 - b. **TransAction: Status Update**
The Committee received an update on the status of the TransAction update. Several top-down projects are being added to the project list. This includes inputs from the Bus Rapid Transit (BRT) Planning Working Group established by the NVTA staff and included northern Virginia jurisdictions/agencies as well as District Department of Transportation (DDOT), Montgomery County, and Prince George's County. The analysis results are expected to be published for public comment in late summer.
 - c. **NVTA Update**
Ms. Backmon informed the Committee that the next Authority meeting has been rescheduled for April 21st.

5. **Next Steps:** The PPC will continue to be engaged in the update of FY2022-2027 Six Year Program, looking into the project evaluation results and public input in the upcoming months. The Committee will also be engaged in discussing the evaluation results from the TransAction Plan update.

The next two Committee meetings will be on Thursday May 26, 2022, at 5 p.m. and Thursday June 23, 2022, at 7:30 p.m.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Colbert, Planning Coordination Advisory Committee Chair

DATE: April 14, 2022

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on March 23, 2022. The meeting was held at the NVTA offices. Seven members attended in-person, one member joined remotely, and the meeting was livestreamed via the NVTA YouTube Channel.
3. **Action Items:**
 - a. **Summary Notes of December 1, 2021, Meeting:**

The summary notes for the November 22, 2021, meeting was approved, with abstentions from members who did not attend the December 1, 2021, meeting.
 - b. **Approval of Meeting Schedule for Calendar Year 2022:**

The motion to accept the draft meeting schedule was approved unanimously.
4. **Discussion Items:**
 - a. **Status of FY2022-2027 Six Year Program Update:**

Mr. Jasper provided the committee members with an update on the status of the FY2022-2027 Six Year Program and provided an overview of the evaluation process. Mr. Jasper shared the following items: (1) a summary list of all candidate projects, (2) a map showing project locations, and (3) the project evaluation template. Quantitative metric evaluation processes were discussed, as well as the Long-Term Benefit process where jurisdictions' revenue contribution is compared with transportation benefits was explained.

In response to members' questions, staff noted that an estimate of revenue available for this program cycle is anticipated to be released around May 2022. Technical details for travel network and land use/trip demand assumptions in model analyses were also discussed.

b. Status of TransAction Plan Update:

Mr. Jasper described the purpose of the TransAction perception survey and reported that the dissemination of such information is being shared via newly introduced blog posts on the TransAction web page. Mr. Jasper also shared other features of the ongoing update processes which include:

1. Coordinating a BRT planning work group.
2. Compiling a project list to meet regional transportation needs.
3. Derive the new TransAction project list, and scenario analyses to address uncertainties in any planning/forecasting process.

Next steps in the planning process include a public comment period, public hearing, and adoption of TransAction later this year.

c. NVTA Update:

NVTA Chief Executive Officer Monica Backmon reported an upcoming Authority work session that will convene and discuss findings from the TransAction analyses. Ms. Backmon updated the Committee on the proposed FOIA bill that will allow advisory committees to meet virtually. She also noted that the General Assembly Special Session starts April 4th. Staff will be closely monitoring the Special Session activities and will report back to the Committee on any updates that impact the Authority and the region regarding transportation.

- 5. Next steps:** The PCAC will continue to be engaged in the update of NVTA's FY2022-2027 Six Year Program and its long-range transportation plan TransAction.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Technical Advisory Committee Chairman

DATE: April 14, 2022

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on March 16, 2022, at 7:00 PM. The meeting was held at the NVTA office. Six committee members attended in-person and the meeting was also livestreamed on YouTube.
3. **Action Items:**
 - a. **Summary Notes of November 22, 2021, Meeting:**

The summary notes for the November 22, 2021, meeting was unanimously approved.
 - b. **Approval of Meeting Schedule for Calendar Year 2022:**

The motion to accept the draft meeting schedule was approved unanimously.
4. **Discussion and Information Items:**
 - a. **Status of FY2022-2027 Six Year Program Update**

NVTA Staff provided an update on the process that had been undertaken as of March 16th, to evaluate the 26 projects that had been submitted for consideration in NVTA's FY2022-2027 Six Year Program (SYP.) This included calculating TransAction Ratings, Congestion Reduction Relative to Cost (CRRC), and Long-Term Benefit (LTB) for each project. It was noted that next consideration will be qualitative factors and public input as there are several upcoming opportunities for the public to provide feedback. NVTA Staff hope to seek Authority adoption of the FY2022-2027 SYP at the July 2022 Authority meeting.
 - b. **Status of TransAction Plan Update**

NVTA Staff informed the Committee that the model being developed for TransAction is now ready and has been used to create a baseline to which projects will be compared. The team is now working to finalize top-down project lists, based on gaps identified in the region. NVTA Staff also provided an update on TransAction public engagement, indicating that NVTA Staff intend to ask the Authority to approve a date for a Public Hearing, likely in September 2022.

c. NVTA Updates

NVTA staff informed the Committee that the Authority meeting initially scheduled for April 14th would likely be rescheduled to April 21st, which was subsequently confirmed.

- 5. Next Steps:** The TAC will continue to be engaged in the update of TransAction, discussing future scenarios and plan development. The TAC will also be engaged in the Six Year Program (SYP) application evaluations and program development.

The next meeting of the Committee is scheduled for April 20, 2022, at 7:00 PM at the NVTA Office.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Councilmember David Snyder, Technical Advisory Committee Chair

DATE: April 14, 2022

SUBJECT: Transportation Technology Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Transportation Technology Committee (TTC).
2. **Background:** The Transportation Technology Committee met on April 13th, 2022, at 8:30am. The meeting was held at the NVTA office. Six committee members attended in-person, two committee members participated virtually, and the meeting was also livestreamed via the NVTA YouTube Channel.
3. **Action Items:**
 - a. **Summary Notes of October 10, 2021, Meeting:**

The summary notes for the October 10, 2021, meeting was unanimously approved.
4. **Discussion Items:**
 - a. **Transportation Technology Strategic Plan (TTSP) Update**

NVTA Transportation Planner Mackenzie Love provided an overview of progress that has been made towards implementation of the Transportation Technology Strategic Plan (TTSP) since the last meeting of the Committee in October 2021. This included continued work to integrate the TTSP into the TransAction update process; increased outreach and education through an update to NVTA's Driven By InNoVation newsletter which now features TTSP content monthly; and incorporation of a new position to NVTA's State and Federal Legislative Program and Legislative Priorities to "Support use of effective transportation technology".

Ms. Love also informed the Committee of any major developments, locally and/or in the transportation sector, as a whole, that are relevant to each of the eight strategies included in the TTSP. She went on to note three important developments that did not directly map to one of the existing eight strategies; OmniRide's consideration of a microtransit pilot; NHSTA's finalization of the first occupant safety protection standards for autonomous vehicles (AVs); and the Virginia Department of Transportation's (VDOT) finalization of a Connected and Automated Vehicle Investment Roadmap.

b. Presentation on VDOT's Connected and Automated Vehicle Program

Ms. Amanda Hamm presented information about VDOT's Connected and Automated Vehicles (CAV) Program. She indicated that CAVs could beneficially or adversely impact safe, accessible, and efficient travel in the Commonwealth, and this program is intended to prepare VDOT to maximize benefits. There are four primary tasks associated with the program, including a literature review and CAV program readiness assessment; identification of use cases and creation of an investment roadmap; production of an education strategy; and development of a business strategy.

Ms. Hamm also provided examples of CAV efforts already underway in Virginia: a Cellular Vehicle-to-Everything (C-V2X) Deployment; the Fairfax County Automated Shuttle; a Work Zone Builder App; Connected Smart Vests prototype and pilot; and the Automated Truck Mounted Attenuator (ATMA) program. VDOT is also participating in external initiatives like Federal Highway Administration's (FHWA) Cooperative Automation Research Mobility Applications (CARMA) testing; Daimler's testing of automated trucks on I-81; and two U.S. Department of Transportation (USDOT) grant funded projects led by the Virginia Tech Transportation Institute. The first will work to develop a Concept of Operations (CONOPS) for managing mixed trucking fleets that include Automate Driving Systems (ADS), and the second will create an optimized automated driving corridor demonstration.

c. TTSP candidate topic overview and discussion

Chairman Snyder led the members of the Committee in a discussion of topic areas for potential addition to the TTSP. Throughout that discussion the Committee also asked questions of and received information from Amanda Hamm and NVTA Staff, who provided an overview of the relationship between the TTSP and the ongoing update of Northern Virginia's long-range transportation plan, TransAction. Several Committee members also shared their unique expertise on an array of transportation innovations including AVs, hydrogen propulsion systems, pedestrian safety, and the status of vehicle fleets including turn-over rates and the prospects for existing personal and public vehicles to be modified for emerging technologies.

Ultimately the Committee advised NVTA Staff to explore two topics further and make recommendations for incorporating them into the plan. These topics were connected and automated vehicles and related infrastructure like smart intersections, and transit innovation with a focus on microtransit. The Committee made special emphasis to NVTA's Core Value of safety, while noting the Core Values of Equity and Sustainability will also be applied. Finally, the Committee requested recommendations on how to enhance the representation of hydrogen propulsion systems and infrastructure within the TTSP.

d. 7th Annual Northern Virginia Transportation Roundtable Recap

The 7th Annual Northern Virginia Transportation Roundtable was held on Wednesday March 30, 2022. The event was comprised of two panels, the first of which focused on electrification and touched on other propulsion options like hydrogen. Both the content of the panel and the subsequent moderated discussion were highly relevant

to TTSP strategy #8 to “Advance decarbonization of the transportation system.” The speakers in the second panel presented on an array of innovations being developed in the transportation sector in the Northern Virginia region and beyond. This included a presentation on how the TTSP is informing scenario analysis work as part of the TransAction update; information on New York City’s Central Business District Tolling Program, which is relevant to TTSP Strategy #5 to “Develop pricing mechanisms that manage travel demand and provide sustainable travel options”; an update on the Regional Multi-Modal Mobility Program (RM3P), which is relevant to several TTSP strategies, most notably #5 to “Develop pricing mechanisms that manage travel demand and provide sustainable travel options” and #7 to “Enhance regional coordination and encourage interoperability in the transportation system”; and a presentation on use of AVs for local deliveries, which is relevant to TTSP Strategy #4 to “Minimize potential for Zero Occupancy passenger Vehicles” and the discussion of potential topics to add to the TTSP as described above.

e. NVTA Updates

Ms. Backmon informed the Committee of upcoming opportunities to provide feedback on NVTA’s FY2022 – 2027 Six Year Program (SYP). These include the Public Comment Period, which will be from April 15th – May 22nd; the Annual Northern Virginia Joint Transportation Meeting on May 4th, which will also serve as the Open House for the SYP; and the Public Hearing on May 12th.

f. Member Updates

Chairman Snyder invited all members to provide any feedback on developments in their own work and/or on TTSP-related content and deliverables, at any time.

- 5. Next Steps:** The TTC will continue to provide guidance and expertise in developing content for Transportation Technology Strategic Plan (TTSP), which is maintained as a living document. It will also continue to guide progress in implementing deliverables recommended in the TTSP.

The next meeting of the Committee is scheduled for July 6, 2022.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

SUBJECT: Chief Executive Officer's Report

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

a. TransAction Update:

The analytical work regarding the projects and scenarios to be included in the Plan are underway. The findings will be shared with NVTa's Statutory Committees and the Planning and Programming Committee over the next few months. The preliminary results will be presented to the jurisdiction and agency staff at a work session on May 5th. These results will be shared along with the request for feedback from the Authority members at a work session scheduled on Thursday, May 19th, from 10 am. to 2 pm. A stakeholder group meeting is also being planned for the same timeframe. Phase 2 of the public engagement is ongoing with a blog series on TransAction which can be viewed on NVTa's TransAction (Newsroom) or by following the link: [TransAction At-a-Glance Blog Series](#). So far, three blogs have been published about goals, objectives, performance measures, population and employment growth, future transportation needs, and current travel patterns, and more blogs are scheduled to be posted. At the July Authority meeting, staff will request the Authority to approve the TransAction public engagement period from the end of July to the end of September with a public hearing on September 8th (the same day as the Authority meeting). Final adoption of the Plan is expected in November 2022.

b. Program Information Management and Monitoring System (PIMMS):

Staff continue to coordinate with the consultant team for various system enhancement tasks, identified as Phase 4. In this phase, various Dashboard functions and charts were enhanced, and presented at the December 2021 Authority meeting. Last month, staff reviewed development efforts for several reports managing financial oversight of NVTa's projects (e.g., tracking outstanding Appendix A/B updates and

reimbursement requests). Jurisdiction and agency staff are continually benefitting from the system's automated features to report cost/schedule changes, submit invoices for reimbursements, and provide project progress status information. Staff are also utilizing various automated functions in the system (e.g., to produce project status reports and project evaluation materials for the ongoing updates of NVTA's FY2022-2027 Six Year Program) for more efficient and faster processing.

c. Regional Multi-Modal Mobility Program (RM3P) Update:

The RM3P, led by Virginia Department of Transportation (VDOT), NVTA, and the Virginia Department of Rail and Public Transportation (DRPT) is comprised of four Program Elements (PEs). These are Data Exchange Platform (DEP), AI-Based Decision Support System (DSS), Dynamic Incentivization (DI) and Commuter Parking Information System (CPIS). In 2021, it was [announced](#) that the established and well-respected Regional Integrated Transportation Information System, also known as RITIS, had been selected to serve as the foundation of the DEP. Procurement activity is now underway for additional PEs, with a Request For Proposals ([RFP for the DSS](#)) that was posted in February, and a separate [RFP for DI](#) posted in March. Regional coordination and stakeholder engagement also remain priorities in developing RM3P, and there is regular activity on those fronts. Such outreach includes the presentation of RM3P made by Virginia Transportation Research Council's (VTRC) Director of Research and Innovation Cathy McGhee, VDOT and Chair of the RM3P Executive Committee, during the 7th Annual Northern Virginia Transportation Roundtable.

d. 7th Annual Northern Virginia Transportation Roundtable:

The 7th Annual Northern Virginia Transportation Roundtable, hosted by NVTA and the Intelligent Transportation Society of Virginia (ITSVA), and sponsored by Cambridge Systematics, was held on Wednesday March 30, 2022. The event took place in a fully virtual format with nearly 120 attendees that participated across WebEx and YouTube. Chair Randall began the event by welcoming the participants and sponsors, and opening remarks were provided by Senator Mark Warner. All attendees were encouraged to submit questions throughout the event via chat boxes on each platform, and perform in live polling. These options allowed for dynamic interaction between attendees and the two panels, which were comprised of elected officials, local subject matter experts, private sector leaders in innovation, and more. Both panels were highly relevant to the TransAction update and the Transportation Technology Strategic Plan (TTSP), with the first focusing on electrification, while the second provided an overview of transportation innovations in the region and beyond. A full recording of the Roundtable has been posted to [NVTA's YouTube Channel](#), and a summary of the event will be included in the next edition of NVTA's [Driven by InNoVation newsletter](#).

- e. Pentagon City Multimodal Connections and Transitway Extension Groundbreaking:**
On May 9th, NVTA will join Arlington County to celebrate the start of construction on the Pentagon City Multimodal Connections and Transitway Extension Project. NVTA is investing nearly \$29 million in regional revenues toward this project. An invitation will be distributed to Authority Members in the coming days.
- f. NVTA Joins Coalition Opposing Proposed Gas Tax Suspension:**
On April 1st, NVTA joined a coalition that was sent to Governor Glenn Youngkin and the members of the Virginia General Assembly opposing the proposed suspension of the gas tax and 2% indexing cap. Transportation advocates across Virginia are expressing concern regarding the proposal to suspend the state gas and diesel tax for three months, return it to current levels over two months, and cap the annual indexing rate at 2.0% in perpetuity. It is the Authority's policy to oppose any reduction in dedicated transportation revenues that reduces funding to address multimodal needs.
- g. Route 234 and Brentsville Road Interchange Groundbreaking:**
On March 28th, NVTA joined Prince William County for the Route 234 (Prince William Parkway/Dumfries Road) and Brentsville Road Interchange Project Groundbreaking Ceremony. NVTA is fully funding this regionally significant project with a total investment of nearly \$55 million. A truly multimodal solution to tackling traffic congestion, the Route 234/Brentsville Road Interchange project includes bike and pedestrian improvements, such as a shared-use path, and improving bottlenecks in the corridor. Authority Members Chair Randall and Chair Wheeler, along with Ricardo Canizales, Prince William County Director of Transportation, and Greg Andricos, President and COO of Wagman Heavy Civil, provided remarks during the milestone celebration.
- h. Van Buren Street/Herndon Parkway Intersection Groundbreaking:**
On March 25th, the Town of Herndon broke ground on the Van Buren Street/Herndon Parkway Intersection Improvement Project that is expected to bring congestion relief during peak AM/PM commuting hours and aid in increasing pedestrian, bicycle, transit access. \$500K in NVTA regional revenue and \$1M in the NVTA 30% local distribution fund were allocated to this project.
- i. NVRC/German delegation briefing on e-Mobility:**
On March 22nd the Northern Virginia Regional Commission (NVRC) welcomed a delegation from the German State of Hessen, who were visiting the United States as part of a study tour. NVTA Staff were invited to brief the delegation on electrification and other transportation innovations, including autonomous vehicles, in Northern

Virginia. Each of these topics were discussed from three different perspectives: market-driven; government-driven; and that of consumers, which the results of [NVTA's Perception Survey](#) provided excellent context. This fostered a fruitful dialog between members of the delegation which included NVRC Executive Director Bob Lazaro, NVTA's Principle, Transportation Planning and Programming Keith Jasper, and Regional Transportation Planner Mackenzie Love. One topic that garnered particular attention was the potential for differences in business cases and market penetration rates between electric vehicles and autonomous vehicles in the United States. The visiting delegation was also particularly intrigued by the speed with which NVTA, NVRC, and the region can advance projects.

j. 495 NEXT Project Breaks Ground:

On March 14th, Authority Members, Hon. Jeff McKay; Anthony Bedell, P.A.; and John Lynch, P.E., and I joined Governor Glenn Youngkin and Virginia Secretary of Transportation W. Sheppard ("Shep") Miller III, along with other leaders in the region, to celebrate the 495 NEXT groundbreaking. The project will add a 2 1/2-mile extension to I-495 Express Lanes to help alleviate traffic.

k. Duke Street Transitway Project Public Engagement:

The City of Alexandria has compiled the results of more than 1,800 feedback form responses from both online and in-person pop-up events for the "Duke Street In Motion" project. [Video highlights](#) are available for a brief overview of some of the findings from the community's input. NVTA has invested \$87M in the Alexandria Duke Street Transitway project.

2. Upcoming Events & Report Updates:

NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, May 12, 2022, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, May 12th, 2022, at 6:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee's next meeting is Thursday, May 26th, 2022 at 5pm.

NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, April 20th, 2022 at 7:00pm.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee's is scheduled for Wednesday, April 27th, 2022 at 6:30pm.

CMAQ-RSTP Transfers:

- CMAQ and RSTP Transfers requested since the last Chief Executive Officer’s report are presented in Attachment A.

Regional Projects Status Report:

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

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

Attachments:

- 12A.** Reallocation of RSPT Funds for Arlington County
- 12B.** Reallocation of RSPT Funds for City of Fairfax
- 12C.** Regional Funding Program Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

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

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

On March 24, 2022, Arlington County requested the following reallocation:

- Transfer of \$7,860 of RSTP funds from UPC 70506 (Bus Shelters/Safety Enhancements) to UPC T21240 (Commuter Assistance Program FY19-24 – Arlington)

UPC 70506 (Bus Shelters/Safety Enhancements) is completed, and the surplus funds include state matching funds.

3. **Coordination:** Regional Jurisdiction and Agency Coordinating Committee
 - At its meeting on March 24, 2022, the RJACC approved this request.

Attachments:

- 16A.a.** Reallocation Request Letter from Arlington County
- 16A.b.** Draft Letter to VDOT NOVA District Administrator John Lynch



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-0588 www.arlingtonva.us

16A.a

March 22, 2022

Mr. Paolo Belita, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Belita:

Arlington County requests RJACC approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds:

1. \$7,860 from UPC 70506 (Bus Shelters / Safety Enhancement) to UPC T21240 (Commuter Assistance Program FY19-FY24 - Arlington)

The total requested funding transfer to UPC T21240 is \$7,860. These surplus RSTP funds from a previously completed project include state matching funds. UPC T21240 has been previously approved by the Authority, so only RJACC approval of this transfer request is required. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or rroisman@arlingtonva.us.

Sincerely,

Dennis M. Leach
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVTA
Carol Bondurant, NoVa Programming Manager, VDOT
Gabriel Ortiz, NoVa Mobility Projects Manager, DRPT
Jim Larsen, Commuter Services Bureau Chief, Arlington County
David Frye, Grants Manager, Arlington County



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

April 21, 2022

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Arlington County

Dear Mr. Lynch:

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

On March 24, 2022, Arlington County requested the following reallocation:

- Transfer of \$7,860 of RSTP funds from UPC 70506 (Bus Shelters/Safety Enhancements) to UPC T21240 (Commuter Assistance Program FY19-24 – Arlington)

UPC 70506 (Bus Shelters/Safety Enhancements) is completed, and the surplus funds include state matching funds.

The RJACC approved the request on March 24, 2022, and the NVTA was informed at their April 21, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Dennis Leach, Director of Transportation, Arlington County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for City of Fairfax

DATE: April 14, 2022

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

On March 24, 2022, City of Fairfax requested the following reallocation:

- Transfer of \$41,506 of RSTP funds from UPC 14650 (Bus Shelters/Safety Enhancements) to UPC 109811 (Rehabilitation of Old Lee Highway Bridge Over Accotink Creek).

UPC 14650 is completed, and the surplus funds can be utilized for the bridge project.

At its meeting on March 24, 2022, the RJACC approved this request.

Attachments:

- 16B.a.** Reallocation Request Letter from City of Fairfax
- 16B.b.** Draft Letter to VDOT NOVA District Administrator John Lynch

Coordination:

Regional Jurisdiction and Agency Coordinating Committee

16B.a



City of Fairfax

10455 Armstrong Street
Fairfax, Virginia 22030-3630

March 7, 2022

Mr. Rich Roisman and Mr. Paolo Belita
Co-Chairmen, Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Roisman and Mr. Belita:

The City of Fairfax would like to request a transfer of \$49,366 in RSTP funding from UPC 14650, a completed and closed project with residual funds, to UPC 109811 (Rehab of Old Lee Highway Bridge over Accotink Creek). Both projects have previously been approved by the NVTA.

If you have any questions, please contact me at (703) 385-7889 or Wendy.Sanford@fairfaxva.gov.

Sincerely,

A handwritten signature in cursive script that reads "Wendy Block Sanford".

Wendy Block Sanford
Transportation Director

cc: David Summers, Public Works Director
Carol Bondurant, VDOT Manager, NOVA Program Management



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

April 21, 2022

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for City of Fairfax

Dear Mr. Lynch:

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

On March 24, 2022, City of Fairfax requested the following reallocation:

- Transfer of \$41,506 of RSTP funds from UPC 14650 (Bus Shelters/Safety Enhancements) to UPC 109811 (Rehabilitation of Old Lee Highway Bridge Over Accotink Creek)

UPC 14650 is completed, and the surplus funds can be utilized for the bridge project.

The RJACC approved the request on March 24, 2022, and the NVTA was informed at their April 21, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Wendy Block Sanford, Director of Transportation, City of Fairfax



NVTA Funding Program Project Status
Summary Report

As of March 25, 2022.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,491,195,952	1. Town of Leesburg: Construct Interchange at Route 15 Bypass and Battlefield Parkway, a neighborhood Virtual Public Information Meeting is scheduled on April 28, 2022, at 7 pm. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$627,022,608	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	64	
Completed	53	
Not Yet Executed	25	
Substantive Status Updates (during February - March 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	County Board approved shifting entrance design to at-grade alternative to reduce project costs at the March meeting; 30% design will be based on this alternative. Revised project schedule underway.	56.6%
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	Final design is approved. ITB was advertised in February 10, 2022 with bid openings March 11, 2022. County staff continues to work on securing easements for two parcels.	10.0%
Fairfax County		
Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY2015-16/FY2017/FY2018-23)	Categorical Exception (CE) obtained as part of NEPA process. Project is 32% complete.	FY2015-16: 70.0% FY2017: 0.0% FY2018-23: 0.0%
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16/FY2017/FY2018-23)	FCDOT authorized project contractor to proceed with Right of Way acquisition.	FY2015-16: 86.5% FY2017: 0.0% FY2018-23: 1.1%
Loudoun County		
Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road (FY2018-23)	Final geotechnical field work was completed. 90% Design Plans submitted in February 2022.	3.8%
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	Roadway 100% Plans, second submission, were submitted to Building and Development (Loudoun County). The design team is proceeding with the plat development.	3.7%
Prince William County		
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Project was advertised for construction in February, 2022; utility relocation was substantially completed.	8.1%
Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (FY2015-16/FY2018-23)	An RFP for ROW, utility and geotechnical activities for project were advertised and proposals received. County is currently negotiating with the selected consultant. A virtual Public Information Meeting was held in March, 2022.	FY2015-16: 44.5% FY2018-23: 0%
Route 28 Widening: Route 234 Bypass to Linton Hall Road (FY2014/ FY2015-16/FY2017/FY2018-23)	VDOT accepted the road widening portion of project on December 16, 2021. Residency Road final signal inspection accepted by VDOT in February 2022. For the shared-use path - electric utility relocation underway and storm sewer work anticipated to begin July.	FY2014: 100.0% FY2015-16: 100.0% FY2017: 0.0% FY2018-23: 74.5%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	A ground-breaking ceremony was held in March, 2022. A recorded Public Information Meeting will be posted to the PWC DOT website, and there is a 10-day comment period.	3.3%
City of Alexandria		
West End Transitway (FY2015-16)	Design contract Notice-To-Proceed award is delayed, now anticipated in April.	37.6%
City of Falls Church		
Falls Church Enhanced Regional Bike Routes (W&OD) (FY2018-23)	The W&OD Dual Trails Project is complete. The City is in the process of submitting final reimbursements.	86.4%
Town of Herndon		
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	All NVTA-funded tasks are completed. Construction Contract awarded on January 25, 2022; Notice-To-Proceed issued. Substantial completion December 2022. A ground-breaking ceremony was held in Mrach, 2022.	89.3%

**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

No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Boundary Channel Drive Interchange (FY2014)	May 2021.	50.7%
Glebe Road Corridor ITS Improvements (FY2015-16)	March 2021.	31.2%
Intelligent Transportation System Improvements (FY2018-23)	January 2021.	6.50%