



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 12, 2019

6:00pm

**8407 Pennell Street
Fairfax, VA 22031**

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Duker, Clerk
- III. Minutes of the November 14, 2019 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Action

- IV. Adoption of the 2020 Legislative Program** Chair Randall, Chair, GPC
Recommended action: Adoption of Legislative Program
- V. Appointment of Mayor Wood as the Town Representative for CY20** Chairman Nohe
Recommended action: Appointment of Town Member
- VI. Appointment of Chairman and Vice-Chairman for CY20** Chairman Nohe
Recommended action: Appointment of Chair and Vice-Chair

Discussion/Information

- VII. Six-Year Program Update** Ms. Backmon, Executive Director
- VIII. Finance Committee** Mayor Parrish, Chair, FC
- IX. Investment Portfolio Report** Mr. Longhi, CFO
- X. Monthly Revenue Report** Mr. Longhi, CFO
- XI. Operating Budget Report** Mr. Longhi, CFO
- XII. Executive Director's Report** Ms. Backmon, Executive Director
- XIII. Chairman's Comments**

Closed Session

XIV. Adjournment

Correspondence

XV. Resignation Letter

Mr. Minchew

**Next Meeting: January 9, 2019 at 7:00pm; TransAction Open House at
6:00pm - NVTA Offices**



III.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, November 14, 2019
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
A. Chairman Nohe called the meeting to order at 7:11 PM.
- II. Roll Call** Ms. Duker, Clerk
A. Voting Members: Chairman Nohe; Chair Randall represented by Vice Chair Buona; Chairman Bulova; Mayor Parrish; Board Member Cristol represented by Vice Chair Garvey; Mayor Rishell; Councilmember Snyder represented by Councilmember Litkenhous; Senator Black; Mr. Minchew; Mr. Kolb; Ms. Hynes.
B. Non-Voting Members; Mayor Wood; Ms. Cuervo; Mr. Horsley.
C. Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Peggy Teal (Assistant Finance Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Richard Stavros (Investment and Debt Manager); Erica Hawksworth (Communication and Public Affairs Manager); Dev Priya Sen (Financial Analyst); Margaret Duker (Board Clerk); various jurisdictional and agency staff.
D. Mayor Wilson arrived at 7:19pm.
- III. Minutes of the November 14th, 2019 Meeting**
 - Mayor Parrish moved the approval of the November 14, 2019 minutes seconded by Ms. Hynes. Motion carried with abstentions by Vice Chair Garvey, Vice Chair Buona and Councilmember Litkenhous.

Presentation

- IV. FY2019 Audit Presentation** Mr. Michael Garber, PBMares, LLP
- ✓ To kick off his presentation, Mr. Garber informed Authority members that he met with the Audit and Finance Committee a month ago to go over the financial statements in greater detail.
 - ✓ He stated that the opinions noted in the financial statements regarding internal control and compliance were unmodified and clean opinions.
 - ✓ This meant that there were no items which needed to be addressed.

- ✓ He noted that there were a few statements which he would like to highlight from the financial statements:
 - Page 17 shows the balance sheet of Government Funds, with the General Fund, the Local Distribution Fund and Regional Revenue Fund.
 - He noted that there is an amount of \$890 million under Fund Balances which is restricted for appropriated project funding.
 - There is a little over a billion dollars of investments in the portfolio with \$890 million of that restricted for project funding.
 - Page 70 to 71 has a listing of approved projects; the budgeted amounts for the projects and what remains of their appropriation.
- ✓ Mr. Garber pointed out that the last document which he discussed with the Audit and Finance Committee, involved the Compliance Audit followed by the guidelines used to perform the Audit.
- ✓ The document also details if there were any Audit adjustments or difficulties getting information, which there were none.
- ✓ He concluded that a copy of the arrangement and representation letters (given by management) was attached to the packet.

Action

V. Acceptance of FY2019 Audited Financial and Compliance Reports

Mayor Parrish, Chair, FC

- ✓ Mayor Parrish added that Mr. Garber consistently communicated with him as well as staff throughout the audit process with additional details of the results presented to the Finance Committee.

Mayor Parrish moved Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the fiscal year ended June 30, 2019; seconded by Chairman Bulova. Motion passed unanimously.

VI. Revisions to Policy 19-Local Distribution (30% Funds)

Mr. Longhi, CFO

- ✓ Mr. Longhi informed the Authority that both policy revisions (19 and 20) were driven by legislative changes in the 2019 General Assembly Session.
- ✓ Policy 19 refers to the Local Distribution Fund which is commonly known as the 30% Fund.
- ✓ Senate Bill 1468, which was patroned by Senator Black, provides the Authority the flexibility to pay operating expenses out of the Regional Revenue Fund (70% revenues).
- ✓ He noted that instead of the money (expenses) coming out of the 30% fund, there is now the option to take it out of the Regional Revenue Fund.
- ✓ Senate Bill 1716, is related to funding for the I-81 Corridor Improvements and provides additional funding to the Authority, which the Commonwealth estimates as:

- FY2020 - \$9.4 million
- FY2021 - \$13.8 million
- FY2022 and beyond - \$19.5 million
- ✓ Mr. Longhi noted that thus far, revenue projections are coming in below projection.
 - The Authority should receive \$783,000 a month in order to make the \$9.4 million estimate by the Commonwealth. However, we are currently on a trajectory to only bring in \$1.7 million in 12 months.
 - He noted that there are ongoing discussions with the Finance Committee and outreach to the Commonwealth to determine if there is a processing error.
 - Mr. Longhi added that SB1716 was not incorporated into the revenue projections.
- ✓ Policy 19 must also be changed to reflect the loss of the Grantor's Tax and Transient Occupancy Tax in 2018, as well as improve clarity and consistency of language in relation to the Annual Certification Process and overall document.
- ✓ He noted that the revisions were reviewed by the Council of Counsels, Bond Counsel and Financial Advisor.

Mayor Parrish moved Authority approval of the changes to Policy 19 – Local Distribution (30% Funds); seconded by Mayor Rishell. Motion passed unanimously.

- VII. Revisions to Policy 20—Regional Revenue (70% Funds)** Mr. Longhi, CFO
- ✓ Mr. Longhi noted that Policy 20 revisions were made to ensure compliance with the Virginia State Code as well as Bond Indenture.
 - ✓ Coordination and input from Bond Counsel, Council of Counsels and the Financial Advisor went into making these revisions.
 - ✓ He noted that SB1716 revenue is not bondable thus the need to make very specific wording changes to ensure compliance with NVTAs Bond Indenture.
 - ✓ These changes preserve the Bond Indenture and will allow NVTAs to process revenues as needed.

Mayor Parrish moved Authority approval of the changes to Policy 20 – Regional Revenue (70% Funds); seconded by Vice Chair Garvey. Motion passed unanimously.

VIII. Approval of Calendar Year 2020 Meeting Schedule

Ms. Backmon, Executive Director

Recommended action: Approval of Meeting Schedule

- ✓ Ms. Backmon proposed that the Authority continues to meet the second Thursday of each month during CY2020, with the exception of the month of the April, which has the Authority meeting scheduled on the third Thursday to avoid conflict with Spring Break and Passover.

X. FY2019 Joint Commission on Transportation Accountability Annual Report Mr. Nampoothiri, Transportation Planner

- ✓ Ms. Backmon referenced the report to the Joint Commission on Transportation Accountability due annually on November 15th of each year, and details how the Authority is spending the revenues received.
- ✓ Chairman Nohe inquired whether the Authority had been requested to present the report this year. To this, Ms. Backmon responded NVTA has not been asked to do so as of yet.
- ✓ Ms. Backmon pointed out that this JCTA Report is different from the Annual Report which is presented to the Authority at the beginning of each year since that is a calendar year report; whereas this one does not have all the end of year financials since it is due by November 15th.

XI. Finance Committee Mayor Parrish, Chair, FC

- ✓ Mayor Parrish mentioned that there would be more information about the Reimbursement Parameters Study and a report on Policy 29 for the Finance Committee at their next meeting.
- ✓ Also reminded members of the Finance Committee that the next meeting will be held on Thursday at 1:00pm.

XII. Investment Portfolio Report Mr. Longhi, CFO

- ✓ No verbal report given.

XIII. Monthly Revenue Report Mr. Longhi, CFO

- ✓ No verbal report given.

XIV. Operating Budget Report Mr. Longhi, CFO

- ✓ No verbal report given.

XV. Executive Director's Report Ms. Backmon, Executive Director

- ✓ No verbal report given.

XVI. Chairman's Comments

- ✓ Chairman Nohe reminded Authority members that the December meeting will be at 6:00PM at the Northern Virginia Association of Realtors building which is across the street. Ms. Backmon also added that the Annual Report will be presented during the December meeting.

Closed Session

- ✓ **Motion for a Closed Meeting:**
Chairman Nohe moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code section 2.2-3711. A.1, for the purpose of discussing a personnel matter; seconded by Mayor Rishell. Motion passed unanimously.
- ✓ The closed session began at 7:35pm.

- ✓ **Motion to Re-Open the Meeting:**
Chairman Nohe moved that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Committee; seconded by Ms. Hynes. Motion passed unanimously.
- ✓ Meeting reconvened at 8:11pm with another motion to adjourn the meeting by Chairman Nohe; seconded by Chairman Bulova.

XVII. Adjournment: Meeting adjourned at 8:12PM

Correspondence

XVIII. LHATC Open Letter - RT. 9 Traffic Calming Project - Hillsboro VA

Next Meeting: December 12, 2019 at 6:00pm
National Virginia Association of Realtors
8407 Pennell St.
Fairfax, VA 22031

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Nohe and Members of the
Northern Virginia Transportation Authority

FROM: Chair Phyllis Randall – Chair, Governance and Personnel Committee

SUBJECT: Adoption of the 2020 Legislative Program

DATE: December 5, 2019

- 1) **Purpose:** To seek Northern Virginia Transportation Authority (NVRTA) approval of the 2020 Legislative Program, as prepared by the Governance and Personnel Committee (GPC).
- 2) **Suggested Motion:** *I move Authority approval the 2020 Legislative Program, inclusive of any amendments made at the December 12, 2019 Authority meeting.*
- 3) **Background:**
 - a) The GPC, with the assistance of the Authority's Legislative Liaison, Ms. Tracy Baynard – McGuireWoods Consulting LLC, has met since October of 2019 to work on the draft development of the 2020 Legislative Program.
 - b) A draft of the 2020 Legislative Program was circulated for comment to the GPC and all Authority members on October 24th.
 - c) The GPC will have met to review and discuss as well as finalize the draft Program at their December 12th 5:00PM meeting (today).
 - d) Please note, due to the compressed time-line, with GPC meeting prior to the Authority meeting on December 12th, a revised version, incorporating any changes made at the meeting, will be circulated if needed.

Attachment: 2020 Legislative Program



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

NVTA 2020 State and Federal Legislative Program (Adopted: XX)

PREAMBLE:

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use.

The 2019 General Assembly Session brought a small recovery of the \$102 million per year revenue diversion through SB1716/ HB2718 (2019). The Commonwealth estimates that when fully implemented in FY 2022, SB1716/HB2718 will raise just under \$20 million per year for the Authority and its member jurisdictions.

2020 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

I. RESTORE LONG TERM FUNDING TO THE AUTHORITY (Revised Position)

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional

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

In recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022 the new interstate funding tools will raise just under \$20 million per year for the Authority and its member jurisdictions.

The Authority seeks an additional \$82 million in annual dedicated revenue that will restore the region to pre-2018 levels of funding. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

II. AMEND THE VIRGINIA INVESTMENT OF PUBLIC FUNDS ACT TO INCLUDE FITCH RATINGS (New Position)

Current Virginia Code limits which rating agencies public entities can consult for rating of any investment purchases. Today companies seek ratings from two of three of the following organizations – Standard & Poor’s, Moody’s Investor Service and Fitch Ratings. Virginia Code currently only recognizes Standard & Poor’s and Moody’s Investor Service. The Authority supports efforts to add Fitch’s Ratings as an acceptable rating agency for investment of public funds.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- a) **State of Good Repair: The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to ensure Northern Virginia’s primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.**
 - i. The Authority encourages the Commonwealth to adopt performance metrics and a funding strategy for pavement and bridge maintenance that recognizes the unique use patterns in Northern Virginia where primary and secondary roads carry significantly more traffic than similar facilities in other parts of Virginia.

- b) **Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below \$100 million.**
 - i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own

- money on transportation projects, is important to the Authority and the region.
- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

c) **Transit Capital Funding: The Authority supports efforts to fully address the pending state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services.** Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges.

d) **Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure.** Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

e) **Smart Scale: The Authority supports allocation of state funds via objective and transparent data analysis.** In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost.

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector. Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- a) **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**
 - i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.

- b) **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders.** The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.

- c) **Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA’s current and long-term challenges.**
 - i. Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
 - ii. WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
 - iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

- d) **Maximize Metrorail’s Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**
 - i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
 - ii. Improvements to the system’s core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

III. VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia’s already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost

from highway operation.

- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state and federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.
- c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

IV. LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, teleworking, safe pedestrian and bicyclist movement; and user-friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

FEDERAL LEGISLATIVE PROGRAM

I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to rules to establish performance measures and standards for numerous programs;

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and

Safety and security must continue to be an important focus of transportation projects.

(Reaffirms previous position)

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to **enhance the safety and security of the system and its riders, through adequate funding and oversight.**
 - i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to provide at least \$200 million annually to address urgent capital needs of the region's critical transit backbone.
 - ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
 - iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Revises Previous Position)

- b) **Maximize Metrorail's Existing Infrastructure:** The Authority supports **continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**
 - i. While focusing on safety and state of good repair, the region must also work

to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.

- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

III. VIRGINIA RAILWAY EXPRESS (VRE):

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. (Reaffirms previous position)

VI. FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan

Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 5, 2019

SUBJECT: Appointment of Town Representative to the Authority for CY 2020

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVRTA) approval of the Town Representative to the Authority for Calendar Year 2020.
2. **Suggested Motion:** *I move Authority appointment of Mayor Derrick Wood of the Town of Dumfries as the calendar year 2020 Town Representative.*
3. **Background:**
 - As part of the composition of the Authority membership, there is a requirement that the Authority include the chief elected officer of one town in a county embraced by the Authority with a population of 3,500 or more.
 - The Town Representative is to be chosen by the Authority at the annual meeting and is a non-voting member.
 - The Mayors of Dumfries, Herndon, Leesburg, Purcellville and Vienna were queried as to their interest in serving for CY2020.
 - Mayor Derrick Wood, Town of Dumfries, was recommended by his colleagues. With Authority approval, Mayor Wood will represent the towns on the Authority for calendar year 2020.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 5, 2019

SUBJECT: Update on the Development of the FY2020-2025 Six Year Program

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on the status of the development of the Authority's FY2020-25 Six Year Program (SYP).
- 2. Background.** At its June 14, 2018 meeting, the Authority adopted its inaugural SYP, using revenues for FY2018-2023. The SYP is updated on a two-year cycle alternating with the Commonwealth's Smart Scale Program, which is also on a two-year cycle. Development of the Authority's FY2020-2025 SYP will follow an enhanced version of the process used for the inaugural SYP, initiated by a Call for Regional Transportation Projects (CfRTP) that was posted on July 1, 2019.
- 3. Status.** The deadline for eligible jurisdictions and agencies to respond to the CfRTP was September 27, 2019 and to submit the governing body resolutions was November 29, 2019. NVTA staff have been reviewing the project applications, conducting eligibility verifications, requesting clarifications, and preparing information for the modeling and other analytical work including congestion reduction relative to cost calculations.
For the first time in any NVTA funding program, the project application process was automated, enabling jurisdiction/agency staff to submit applications through an online portal. This greatly streamlined the application process for NVTA staff as well as for jurisdiction/agency staff. Another first for the FY2020-2025 SYP was inviting staff from each jurisdiction/agency to meet with NVTA staff to present their respective applications, and to provide an early opportunity for NVTA staff to request clarifications.
The candidate project list includes 41 applications from 13 jurisdictions/agencies, with a combined request of approximately \$1.44 billion. These candidate projects will now advance to the detailed project evaluation phase. It is noted that project details may change during the evaluation phase to reflect any updates that are received by NVTA staff. A breakdown of applications based on the primary mode for the project applications is provided on Table 1 below. Please note that the projects may support other modes as well.

Table 1: Summary of Applications by Primary Mode

Primary Mode	Applications (#)
New or improved roadway capacity and/or alignment	21
New or improved intersection/interchange	6
Improvement/access to Metrorail/VRE commuter rail	4
New or improved bus/BRT facility	2
New or improved bicycle facility	1
New or improved pedestrian facility	7
TOTAL	41

The final list of candidate projects and a regional map showing the locations of the candidate projects are provided in Attachments 1 and 2. Draft project description forms for these candidate projects can be accessed at <https://thenovaauthority.org/fy2024-2025-six-year-program-update/>

- 4. Next Steps.** Development of the FY2020-2025 SYP remains on schedule. Upcoming milestones include:
- a. **December 2019-January 2020:** project evaluations including TransAction ratings (HB599), Congestion Reduction Relative to Cost (CRRC), Long Term Benefit (LTB), and qualitative considerations.
 - b. **February 2020:** commence Technical Advisory Committee (TAC), Planning Coordination Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews;
 - c. **March 2020:** release candidate project list and evaluations;
 - d. **April 2020:** public comment period, NVTA Public Hearing/Open House, jurisdictional Town Hall meetings;
 - e. **May 2020:** finalize regional revenues available for FY2020-2025 SYP; release NVTA staff project recommendations for review by TAC, PCAC, and PPC;
 - f. **June 2020:** adoption of SYP.

Attachments:

- 1. List of candidate projects
- 2. Regional map showing candidate projects and primary mode.

Northern Virginia Transportation Authority
 Summary of FY2020-2025 Six Year Program Candidate Projects

12/4/2019

#	Project ID#	Jurisdiction / Agency	Project	Local Priority	Fund request	Previous NVTA funds	Other committed funds	Total project cost	Funding gap excluding NVTA request	Phases for which funds are requested	Phases for which there is still a funding gap	Primary and supporting modal components
1	ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance	1	\$ 33,510,000	\$ 12,000,000	\$ 50,957,000	\$ 130,000,000	\$ 33,533,000	CN	CN	
2	ARL-014	Arlington Co	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	2	\$ 18,000,000	\$ -	\$ 18,177,000	\$ 36,177,000	\$ -	PE, CN		
3	ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	3	\$ 11,874,000	\$ -	\$ -	\$ 11,874,000	\$ -	PE, ROW, CN		
4	ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	4	\$ 2,000,000	\$ -	\$ 160,000	\$ 2,160,000	\$ -	Study, PE		
5	FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South	1	\$ 183,700,000	\$ 128,000,000	\$ 60,300,000	\$ 372,000,000	\$ -	ROW, CN		
6	FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT	2	\$ 71,000,000	\$ 250,000,000	\$ 111,000,000	\$ 730,000,000	\$ 298,000,000	PE, ROW, CN	ROW, CN	
7	FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	3	\$ 27,700,000	\$ 16,111,000	\$ 35,154,765	\$ 78,965,765	\$ -	PE, ROW, CN		
8	FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	4	\$ 69,000,000	\$ -	\$ 145,000,000	\$ 214,000,000	\$ -	PE, ROW, CN		
9	FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court	5	\$ 37,400,000	\$ 60,430,000	\$ 10,330,624	\$ 108,160,624	\$ -	PE, ROW, CN		
10	FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	6	\$ 79,000,000	\$ -	\$ 7,283,356	\$ 86,283,356	\$ -	PE, ROW, CN		
11	FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements	7	\$ 105,000,000	\$ 27,000,000	\$ 8,000,000	\$ 140,000,000	\$ -	ROW, CN		
12	FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	8	\$ 94,800,000	\$ -	\$ -	\$ 94,800,000	\$ -	PE, ROW, CN		
13	LDN-016	Loudoun Co	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	1	\$ 36,700,000	\$ -	\$ 6,240,000	\$ 42,940,000	\$ -	CN		
14	LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road (Route 621)	2	\$ 11,899,000	\$ -	\$ 12,411,000	\$ 24,310,000	\$ -	CN		
15	LDN-018	Loudoun Co	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	3	\$ 30,000,000	\$ -	\$ 30,000,000	\$ 60,000,000	\$ -	PE, ROW, CN		
16	LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	4	\$ 18,000,000	\$ -	\$ 17,500,000	\$ 35,500,000	\$ -	PE, ROW, CN		
17	PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements	1	\$ 50,000,000	\$ 95,000,000	\$ -	\$ 306,000,000	\$ 161,000,000	CN	ROW, CN	
18	PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening	2	\$ 24,000,000	\$ 11,000,000	\$ -	\$ 35,000,000	\$ -	CN		
19	PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road (Wellington Road)	3	\$ 6,800,000	\$ -	\$ -	\$ 48,800,000	\$ 42,000,000	PE	ROW, CN	
20	PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	4	\$ 26,500,000	\$ -	\$ 16,500,000	\$ 43,000,000	\$ -	CN		
21	PWC-024	Prince William Co	North Woodbridge Mobility Improvements	5	\$ 8,000,000	\$ -	\$ 300,000	\$ 8,300,000	\$ -	PE, ROW, CN		
22	PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	6	\$ 10,000,000	\$ -	\$ -	\$ 150,000,000	\$ 140,000,000	PE	ROW, CN	
23	PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection	7	\$ 11,000,000	\$ 1,900,000	\$ -	\$ 12,900,000	\$ -	CN		
24	PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	8	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	\$ -	PE, ROW, CN		
25	PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	9	\$ 6,000,000	\$ -	\$ -	\$ 51,500,000	\$ 45,500,000	PE	ROW, CN	
26	PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	10	\$ 8,000,000	\$ -	\$ -	\$ 80,000,000	\$ 72,000,000	PE	ROW, CN	
27	ALX-014	City of Alexandria	Alexandria Duke Street Transitway	1	\$ 75,000,000	\$ 12,000,000	\$ 555,000	\$ 87,555,000	\$ -	ROW, CN, Asset Acq		
28	CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	1	\$ 11,600,000	\$ 10,750,000	\$ -	\$ 22,380,000	\$ 30,000	CN	CN	
29	CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements	2	\$ 8,000,000	\$ 5,000,000	\$ 9,000,000	\$ 25,000,000	\$ 3,000,000	CN	CN	
30	CFX-014	City of Fairfax	Government Center Parkway Extension	3	\$ 3,540,000	\$ -	\$ 3,960,181	\$ 7,500,181	\$ -	ROW, CN		
31	CFX-013	City of Fairfax	Roadway Network Northfax West	4	\$ 2,400,000	\$ 2,500,000	\$ 2,437,000	\$ 9,600,000	\$ 2,263,000	ROW, CN	ROW	
32	CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	5	\$ 700,000	\$ -	\$ -	\$ 1,400,000	\$ 700,000	PE, ROW, CN	PE, ROW, CN	
33	CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	1	\$ 6,900,000	\$ -	\$ -	\$ 6,900,000	\$ -	PE, ROW, CN		
34	CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	2	\$ 8,300,000	\$ -	\$ 2,240,000	\$ 10,540,000	\$ -	ROW, CN		
35	DMF-003	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	1	\$ 78,000,000	\$ 51,760,000	\$ -	\$ 129,760,000	\$ -	CN		
36	LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	1	\$ 116,564,678	\$ 7,400,000	\$ 3,835,322	\$ 127,800,000	\$ -	ROW, CN		
37	VIE-003	Town of Vienna	Vienna Regional Bikeshearing	2	\$ 282,400	\$ -	\$ -	\$ 282,400	\$ -	PE, CN, Asset Acq		
38	VRE-011	VRE	VRE Crystal City Station Improvements	1	\$ 15,800,000	\$ 4,400,000	\$ 29,740,000	\$ 49,940,000	\$ -	CN		
39	VRE-013	VRE	VRE Woodbridge Station Improvements	2	\$ 2,210,000	\$ -	\$ 3,200,000	\$ 29,710,000	\$ 24,300,000	PE	CN	
40	NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	1	\$ 5,646,000	\$ -	\$ -	\$ 5,646,000	\$ -	PE, CN		
41	RPT-001	DRPT	Franconia-Springfield Passenger Rail Bypass	1	\$ 100,000,000	\$ -	\$ 234,223,132	\$ 334,223,132	\$ -	CN		
TOTAL					\$ 1,444,826,078	\$ 695,251,000	\$ 818,504,380	\$ 3,780,907,458	\$ 822,326,000			

Modal Components

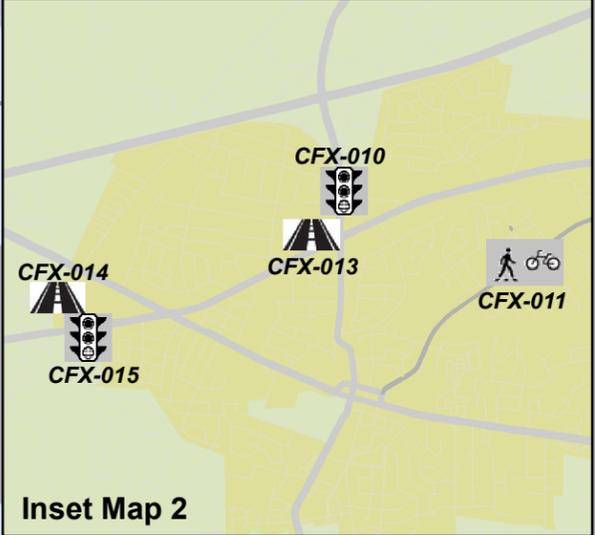
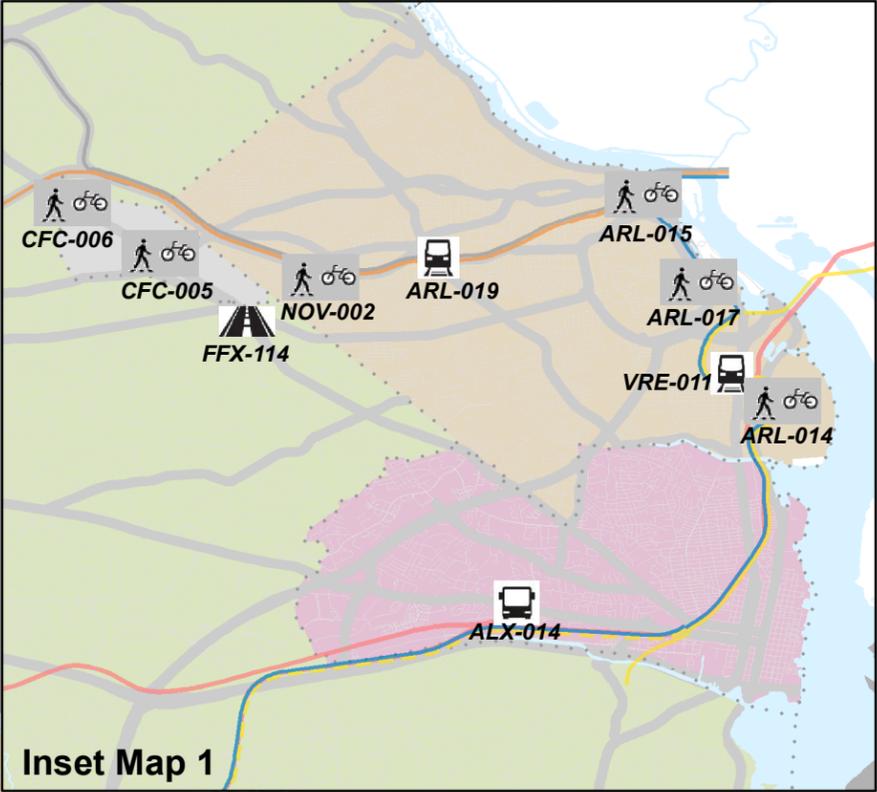
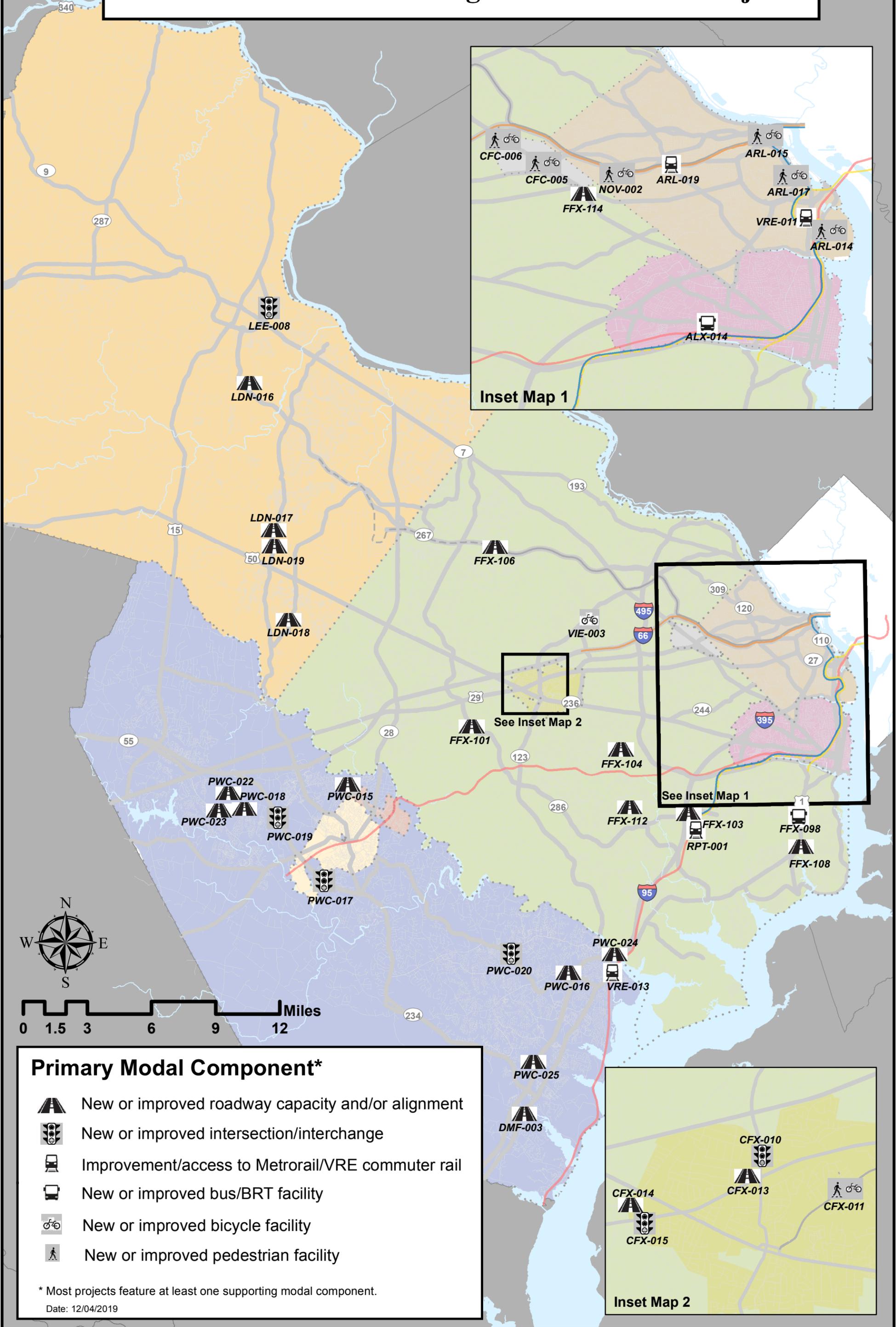
- New or improved roadway capacity and/or alignment
- New or improved intersection/interchange
- Improvement/access to Metrorail/VRE commuter rail
- New or improved bus/BRT facility
- New or improved bicycle facility
- New or improved pedestrian facility

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

Phases

- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- Asset Acq Asset Acquisition

FY2020-2025 Six Year Program Candidate Projects



Primary Modal Component*

- 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 facility
- New or improved pedestrian facility

* Most projects feature at least one supporting modal component.
Date: 12/04/2019

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – NVTA Finance Committee

DATE: December 5, 2019

SUBJECT: Finance Committee Report of the November 21, 2019 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on Thursday, November 21, 2019. The next meeting is scheduled for Thursday, January 16, 2020, at 1:00 PM. The following summarizes the November 21st meeting.
3. **NVTA Community Bank Program Presentation:** Ms. Anna McDonald (United Bank – Assistant Vice President) and Richard Stavros (NVTA - Investment and Debt Manager) provided a presentation of the NVTA Community Bank Program. Their presentation noted:
 - a. This program allows Northern Virginia community-based banks which meet rigorous review requirements and pay above market rates, to hold NVTA deposits.
 - b. Additionally, these banks must demonstrate significant community-based activity beyond what is required in the Federal Community Reinvestment Act (CRA). United Bank has the distinction of receiving the highest rating in all three categories of the CRA. Less than 10% of banks nationally have this distinction.
 - c. The intent of the program is to safely invest the proceeds from Northern Virginia's taxes back into Northern Virginia by providing deposits to community-based banks.
 - d. The funds are invested through money market accounts and certificates of deposit with various terms and maturities. These deposits are comprised of funds that have been appropriated by the Authority for future transportation project expenditures.
 - e. There is currently \$203 million on deposit with three community-based banks through the program. United Bank currently holds approximately \$100 million.
4. **Information/Discussion Items (February 21):**
 - a. **Policy 29 Report:** The Committee received and discussed the third report of NVTA funded projects with Policy 29 compliance concerns. Discussion focused on the Arlington County, Ballston Second Metro Entrance project. Additionally, while not under Policy 29, the Committee discussed two WMATA Traction Power Projects on the Orange and Blue Lines with apparent conflicts with NVTA Resolution 14-8 and project application compliance.

- b. Financial Activities Report:** The Committee received a report of items the Finance Team is currently focusing on. This report covered:
 - i. Preparations for the FY2021 Operating, Regional Revenue and Local Distribution Budgets.
 - ii. Revenue Estimate Updates.
 - iii. SB1716 Revenue Estimate Shortfall.
 - iv. TransAction Contract Amendments 4 and 5.
- c. Investment Portfolio Report.** The Committee received reports and provided comments on investment activity and performance. The report to the Committee noted that the portfolio continues to outperform benchmarks and is retaining return and value relative to the declining interest rate market.
- d. Monthly Revenue Report.** The report received and discussed by the Committee showed sales tax-based revenue is showing a marked increase. This increase is prospectively linked to the implementation of taxes on internet sales. However, the SB1716 (I-81 Heavy Truck Registration and Diesel Fuel) receipts are currently far behind what would be expected to meet the Commonwealth's revenue projections of what the Authority should receive in FY2020. Staff also discussed information recently received from the Commonwealth related to the SB1716 revenue. The Commonwealth has noted some transaction processing issues which they hope to be resolved in February 2020.
- e. NVTA Operating Budget.** The report received and discussed by the Committee showed the Operating Budget was positive to projections, with no changes projected at this time.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 5, 2019

SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through October 31, 2019.
- 2) **Background:** This report is on investment activity through October 2019 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.

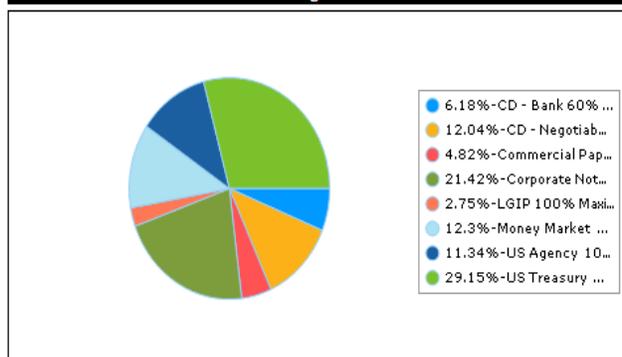


Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

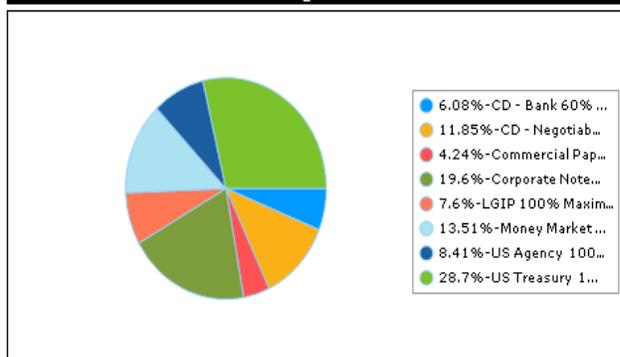
Begin Date: 9/30/2019, End Date: 10/31/2019

Asset Category Allocation				
Asset Category	Book Value 9/30/2019	% of Portfolio 9/30/2019	Book Value 10/31/2019	% of Portfolio 10/31/2019
CD - Bank 60% Maximum	65,134,723.53	6.18	65,134,723.53	6.08
CD - Negotiable 25% Maximum	127,001,441.91	12.04	127,001,192.20	11.85
Commercial Paper 30% / 5% Maximum	50,867,657.78	4.82	45,467,293.33	4.24
Corporate Notes 50% Maximum	225,868,474.86	21.42	209,949,962.11	19.60
LGIP 100% Maximum	28,953,428.03	2.75	81,424,268.79	7.60
Money Market 60% Maximum	129,706,369.94	12.30	144,781,639.89	13.51
US Agency 100% Maximum	119,575,304.27	11.34	90,099,145.47	8.41
US Treasury 100% Maximum	307,310,010.38	29.15	307,438,445.87	28.70
Total / Average	1,054,417,410.70	100.00	1,071,296,671.19	100.00

Portfolio Holdings as of 9/30/2019



Portfolio Holdings as of 10/31/2019



3) **Current Period Reports:**

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

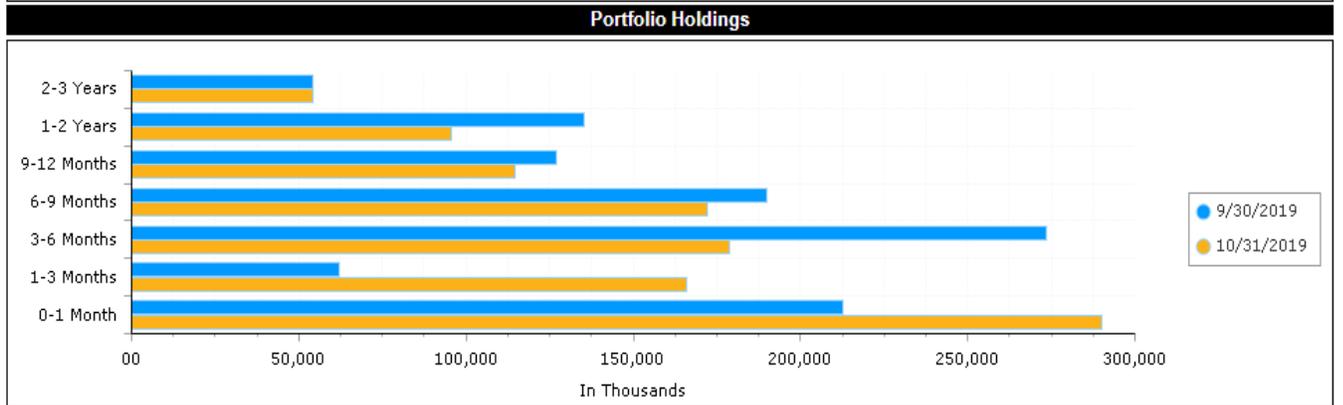


**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value**

Report Group: Regional Revenue

Begin Date: 9/30/2019, End Date: 10/31/2019

Maturity Range Allocation				
Maturity Range	Book Value 9/30/2019	% of Portfolio 9/30/2019	Book Value 10/31/2019	% of Portfolio 10/31/2019
0-1 Month	212,622,237.56	20.16	290,028,851.35	27.07
1-3 Months	61,895,962.76	5.87	165,870,271.58	15.48
3-6 Months	273,313,158.39	25.92	178,651,152.52	16.68
6-9 Months	190,125,373.00	18.03	172,257,426.61	16.08
9-12 Months	126,985,257.50	12.04	114,805,715.93	10.72
1-2 Years	135,211,072.72	12.82	95,427,095.79	8.91
2-3 Years	54,264,348.77	5.15	54,256,157.41	5.06
Total / Average	1,054,417,410.70	100.00	1,071,296,671.19	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of .43 (1.0 = 1 year) and the maturity schedule shown above:

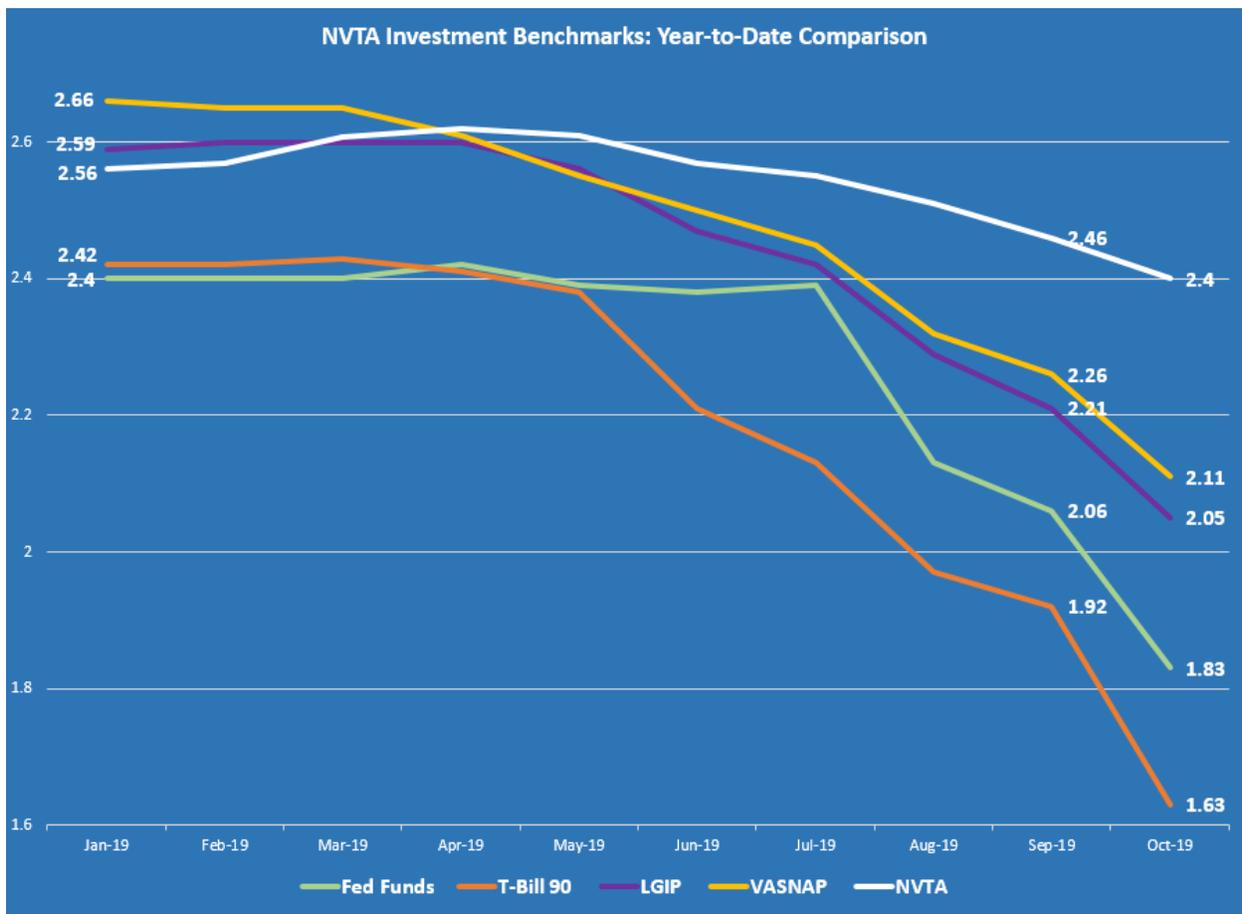
NVTA Investment Benchmarks	Oct-19 Month End
Fed Funds Rate	1.83%
Treasury 90 Day T Bill	1.63%
Local Government Investment Pool	2.05%
Virginia Non-Arbitrage Program	2.11%
NVTA Performance	2.40%

Source: Bloomberg, Statements

- c. The yield on the portfolio at the end of October 2019 was 2.40%. 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) AAA/AA rated U.S. Treasury and Agency Bonds
 - ii) AAA/AA rated investment grade corporate bonds
 - iii) Collateralized bank money market accounts.
- b) **Liquidity:**
- i) Since our last report on October 17, the NVTA Portfolio average duration has fallen to .43 from .51 or less than 6 months – reflecting U.S. Treasury purchases and recent maturities.
 - ii) As noted previously, analysis of forward transportation project liabilities (reimbursements) associated with the Six Year Program found that the portfolio has the flexibility to extend modestly to 2-3 year maturities (5.1% of the portfolio presently).
- c) **Yield:**
- i) **Third Fed Rate Cut of 2019:** On October 30, the Federal Reserve cut rates for the third time this year, lowering rates by 25 basis points to a range of 1.5% to 1.75% in response to slowing U.S. economic growth. The Fed's target policy is now a total of 75 basis points lower from its first rate cut in mid-summer.
 - ii) **Year-to-Date Performance:** In response to the change in rates and economic sentiment, NVTA conducted a review in October 2019 of the portfolio's performance since the beginning of the year as compared to its policy benchmarks as a way to review our rate strategy, see chart below, updated for November.
 - **Value Preservation:** NVTA's Regional Portfolio continues to outperform its benchmarks over the last 7 months. This performance is attributed to steps taken earlier in the year to increase safety by purchasing US Treasuries. Furthermore, more shorter dated portfolio benchmarks have been impacted more severely by the third Fed rate cut, see chart.
 - **Rate Strategy Implications:** While there are still many safe, liquid and fair yielding investments, staff acknowledges that over time NVTA's portfolio performance will move (decline) with the market.



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

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



Northern Virginia Transportation Authority

Portfolio Holdings Compliance - GASB 40 Report - As of 10/31/2019

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
John Marshall Bank1.94 1/23/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.93	01/23/2020	1.940	0.23
John Marshall Bank2.17 11/7/2019	17,500,000.00	17,500,000.00	17,500,000.00	NR	NR	1.63	11/07/2019	2.170	0.02
United Bank2.6 4/30/2020	15,000,000.00	15,000,000.00	15,000,000.00	NR	NR	1.40	04/30/2020	2.600	0.50
United Bank2.75 1/17/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.93	01/17/2020	2.750	0.21
United Bank 2.7 3/5/2020	12,634,723.53	12,634,723.53	12,634,723.53	NR	NR	1.18	03/05/2020	2.700	0.35
Sub Total / Average CD	65,134,723.53	65,134,723.53	65,134,723.53			6.07		2.426	0.26
Commercial Paper									
JP Morgan Securities 0 5/29/2020	20,000,000.00	19,789,000.00	19,713,066.66	S&P-A1	Moody's-P1	1.86	05/29/2020	1.824	0.58
JP Morgan Securities 0 6/19/2020	12,000,000.00	11,851,520.00	11,828,920.00	S&P-A1	Moody's-P1	1.12	06/19/2020	1.948	0.63
JP Morgan Securities 0 6/19/2020	14,000,000.00	13,826,773.33	13,800,406.66	S&P-A1	Moody's-P1	1.30	06/19/2020	1.948	0.63
Sub Total / Average Commercial Paper	46,000,000.00	45,467,293.33	45,342,393.32			4.29		1.894	0.61
Corporate Bond									
ADP 2.25 9/15/2020	5,000,000.00	4,988,809.07	5,019,100.00	S&P-AA	Moody's-Aa3	0.47	09/15/2020	2.512	0.87
Apple Corp 1.8 11/13/2019	15,000,000.00	14,996,519.85	15,000,300.00	S&P-AA+	Moody's-Aa1	1.40	11/13/2019	2.470	0.03
Apple Corp 1.8 11/13/2019	4,995,000.00	4,993,811.16	4,995,099.90	S&P-AA+	Moody's-Aa1	0.47	11/13/2019	2.488	0.03
Apple Corp 1.8 11/13/2019	10,000,000.00	9,997,917.31	10,000,200.00	S&P-AA+	Moody's-Aa1	0.93	11/13/2019	2.400	0.03
Apple Corp.1.9 2/7/2020	5,403,000.00	5,389,564.03	5,403,756.42	S&P-AA+	Moody's-Aa1	0.50	02/07/2020	2.840	0.27
Apple Corp.Var. Corp 8/9/2022	5,011,000.00	5,048,072.95	5,048,983.38	S&P-AA+	Moody's-Aa1	0.47	08/09/2022	2.685	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,964,104.55	5,015,450.00	S&P-AA+	Moody's-Aa1	0.47	11/13/2020	2.718	1.02
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,324,526.49	7,433,787.42	S&P-AA	Moody's-Aa2	0.69	03/15/2021	2.833	1.36
Berkshire Hathaway2.2 3/15/2021	10,000,000.00	10,018,551.08	10,064,700.00	S&P-AA	Moody's-Aa2	0.93	03/15/2021	2.061	1.36
BlackRock 5 12/10/2019	1,097,000.00	1,099,575.12	1,100,389.73	S&P-AA-	Moody's-Aa3	0.10	12/10/2019	2.804	0.11
Chevron Corp.1.961 3/3/2020	5,000,000.00	4,982,813.14	5,000,750.00	S&P-AA	Moody's-Aa2	0.47	03/03/2020	2.998	0.34
Chevron Corp. 1.991 3/3/2020	7,500,000.00	7,486,036.04	7,503,075.00	S&P-AA	Moody's-Aa2	0.70	03/03/2020	2.549	0.34
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,492,583.45	5,587,410.80	S&P-AA	Moody's-Aa2	0.52	05/16/2021	2.923	1.51
Chevron Corp. 2.193 11/15/2019	8,950,000.00	8,948,758.13	8,950,537.00	S&P-AA	Moody's-Aa2	0.83	11/15/2019	2.540	0.04

Exxon Mobil Corp 1.912 3/6/2020	8,663,000.00	8,643,887.13	8,664,039.56	S&P-AA+	Moodys-Aaa	0.81	03/06/2020	2.566	0.35
Exxon Mobil Corp 1.912 3/6/2020	5,000,000.00	4,981,988.61	5,000,600.00	S&P-AA+	Moodys-Aaa	0.47	03/06/2020	2.973	0.35
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,005,829.34	1,006,010.00	S&P-AA+	Moodys-Aaa	0.09	03/06/2022	2.482	0.00
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,541,506.52	7,545,075.00	S&P-AA+	Moodys-Aaa	0.70	03/06/2022	2.482	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,044,190.48	10,051,800.00	S&P-AA+	Moodys-Aaa	0.93	08/16/2022	2.304	0.00
Johnson and Johnson2.95 9/1/2020	5,000,000.00	5,019,352.43	5,044,500.00	S&P-AAA	Moodys-Aaa	0.47	09/01/2020	2.472	0.83
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,890,317.52	4,992,250.00	S&P-AAA	Moodys-Aaa	0.47	08/08/2021	2.850	1.75
Microsoft Corp.1.85 2/12/2020	5,000,000.00	4,985,418.14	5,000,800.00	S&P-AAA	Moodys-Aaa	0.47	02/12/2020	2.900	0.28
Microsoft Corp.1.85 2/6/2020	1,196,000.00	1,193,874.36	1,196,299.00	S&P-AAA	Moodys-Aaa	0.11	02/06/2020	2.530	0.26
Microsoft Corp.1.85 2/6/2020	5,000,000.00	4,986,538.46	5,001,250.00	S&P-AAA	Moodys-Aaa	0.47	02/06/2020	2.878	0.26
Microsoft Corp.1.85 2/6/2020	3,000,000.00	2,992,137.37	3,000,750.00	S&P-AAA	Moodys-Aaa	0.28	02/06/2020	2.851	0.26
National Australia Bank 2.25 1/10/2020	5,000,000.00	4,993,224.10	5,003,400.00	S&P-AA-	Moodys-Aa3	0.47	01/10/2020	2.970	0.19
Proctor and Gamble Co 1.9 11/1/2019	2,386,000.00	2,385,936.22	2,386,000.00	S&P-AA-	Moodys-Aa3	0.22	11/01/2019	2.897	0.00
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,960,036.16	5,009,100.00	S&P-AA-	Moodys-Aa3	0.47	10/23/2020	2.746	0.97
Toyota 2.15 3/12/2020	5,057,000.00	5,050,390.82	5,062,006.43	S&P-AA-	Moodys-Aa3	0.47	03/12/2020	2.515	0.36
Toyota 2.15 3/12/2020	5,000,000.00	4,993,061.42	5,004,950.00	S&P-AA-	Moodys-Aa3	0.47	03/12/2020	2.537	0.36
Toyota Motor Credit corpVar. Corp 5/17/2022	10,000,000.00	10,036,666.41	10,020,200.00	S&P-AA-	Moodys-Aa3	0.93	05/17/2022	2.524	0.00
Toyota Motor Credit corp Var. Corp 1/11/2022	4,607,000.00	4,648,884.70	4,647,173.04	S&P-AA-	Moodys-Aa3	0.43	01/11/2022	2.674	0.00
Toyota Motor Credit corp Var. Corp 1/11/2022	900,000.00	908,182.38	907,848.00	S&P-AA-	Moodys-Aa3	0.08	01/11/2022	2.674	0.00
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,995,069.44	5,002,900.00	S&P-AA-	Moodys-Aa3	0.47	01/10/2020	2.720	0.19
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,993,267.24	5,002,900.00	S&P-AA-	Moodys-Aa3	0.47	01/10/2020	2.910	0.19
WalmartVar. Corp 6/23/2021	5,000,000.00	5,013,065.22	5,016,200.00	S&P-AA	Moodys-Aa2	0.47	06/23/2021	2.389	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,955,495.27	5,011,800.00	S&P-AA	Moodys-Aa2	0.47	12/15/2020	2.722	1.11
Sub Total / Average Corporate Bond	210,211,000.00	209,949,962.11	210,701,390.68			19.59		2.612	0.41
FFCB Bond									
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	4,996,100.00	S&P-AA+	Moodys-Aaa	0.47	09/13/2021	2.137	0.00
FFCB 1.85 3/3/2022	5,000,000.00	4,998,826.92	4,998,950.00	S&P-AA+	Moodys-Aaa	0.47	03/03/2022	1.860	2.29
FFCB 2.7 11/5/2019	5,000,000.00	5,000,000.00	5,000,850.00	S&P-AA+	Moodys-Aaa	0.47	11/05/2019	2.700	0.01
FFCB 2.85 4/15/2020	5,000,000.00	5,000,000.00	5,027,950.00	S&P-AA+	Moodys-Aaa	0.47	04/15/2020	2.850	0.46
Sub Total / Average FFCB Bond	20,000,000.00	19,998,826.92	20,023,850.00			1.86		2.387	0.69
FHLB Bond									
FHLB 0 12/10/2019	5,000,000.00	4,985,166.67	4,990,950.00	S&P-AA+	Moodys-Aaa	0.47	12/10/2019	2.744	0.11
FHLB 2.125 2/11/2020	10,000,000.00	9,988,524.62	10,012,700.00	S&P-AA+	Moodys-Aaa	0.93	02/11/2020	2.541	0.28
FHLB 2.375 3/3/2020	5,000,000.00	4,993,297.30	5,016,700.00	S&P-AA+	Moodys-Aaa	0.47	03/03/2020	2.781	0.42
FHLB 2.4 2/15/2022-20	10,000,000.00	10,023,997.71	10,023,300.00	S&P-AA+	Moodys-Aaa	0.93	02/15/2022	2.291	2.22
FHLB 2.875 9/11/2020	5,000,000.00	4,998,201.99	5,053,400.00	S&P-AA+	Moodys-Aaa	0.47	09/11/2020	2.917	0.85
Sub Total / Average FHLB Bond	35,000,000.00	34,989,188.29	35,097,050.00			3.26		2.587	0.91
FHLMC Bond									

FHLMC 1.5 1/17/2020	5,000,000.00	4,986,972.34	4,998,400.00	S&P-AA+	Moodys-Aaa	0.47	01/17/2020	2.750	0.21
FHLMC 1.875 11/17/2020	5,000,000.00	4,947,772.73	5,013,350.00	S&P-AA+	Moodys-Aaa	0.47	11/17/2020	2.910	1.03
FHLMC Step 6/30/2021-18	5,000,000.00	4,941,456.63	4,999,300.00	S&P-AA+	Moodys-Aaa	0.47	06/30/2021	3.501	1.64
FHLMC Step 9/30/2021-17	4,903,000.00	4,811,940.42	4,896,920.28	S&P-AA+	Moodys-Aaa	0.46	09/30/2021	3.582	1.89
Sub Total / Average FHLMC Bond	19,903,000.00	19,688,142.12	19,907,970.28			1.86		3.184	1.19
FNMA Bond									
FNMA 1.25 3/27/2020	10,435,000.00	10,369,913.14	10,417,156.15	S&P-AA+	Moodys-Aaa	0.97	03/27/2020	2.825	0.41
Sub Total / Average FNMA Bond	10,435,000.00	10,369,913.14	10,417,156.15			0.97		2.825	0.41
Local Government Investment Pool									
Commonwealth of Virginia LGIP	440,248.00	440,248.00	440,248.00	S&P-AAA	NR	0.04	N/A	2.046	0.00
Commonwealth of Virginia LGIP	21,315,168.87	21,315,168.87	21,315,168.87	S&P-AAA	NR	1.99	N/A	2.046	0.00
VIP Stable NAV LGIP	59,668,851.92	59,668,851.92	59,668,851.92	S&P-AAA	NR	5.56	N/A	2.040	0.00
Sub Total / Average LGIP	81,424,268.79	81,424,268.79	81,424,268.79			7.59		2.042	0.00
Money Market									
Access National Bank MM	57,127,012.52	57,127,012.52	57,127,012.52	NR	NR	5.32	N/A	2.090	0.00
BB&T MM	6,432,352.68	6,432,352.68	6,432,352.68	NR	NR	0.60	N/A	1.870	0.00
John Marshall Bank ICS MM	19,568,980.47	19,568,980.47	19,568,980.47	NR	NR	1.82	N/A	2.240	0.00
United Bank MM	61,653,294.22	61,653,294.22	61,653,294.22	NR	NR	5.75	N/A	2.070	0.00
Sub Total / Average Money Market	144,781,639.89	144,781,639.89	144,781,639.89			13.49		2.092	0.00
Negotiable Certificate Of Deposit									
CIBC NY Office 2.53 3/27/2020	15,000,000.00	15,001,192.20	15,041,850.00	S&P-A1	Moodys-P1	1.40	03/27/2020	2.510	0.41
CIBC NY Office 2.64 4/15/2020	30,000,000.00	30,000,000.00	30,105,600.00	S&P-A1	Moodys-P1	2.80	04/15/2020	2.640	0.46
Rabobank NY 2.05 7/17/2020	17,000,000.00	17,000,000.00	17,019,040.00	S&P-A1	Moodys-P1	1.58	07/17/2020	2.050	0.71
TD Bank NY 2.05 6/26/2020	10,000,000.00	10,000,000.00	10,010,900.00	S&P-A1+	Moodys-P1	0.93	06/26/2020	2.050	0.66
TD Bank NY 2.08 7/15/2020	10,000,000.00	10,000,000.00	10,013,600.00	S&P-A1+	Moodys-P1	0.93	07/15/2020	2.080	0.71
TD Bank NY 2.68 3/12/2020	15,000,000.00	15,000,000.00	15,047,850.00	S&P-A1+	Moodys-P1	1.40	03/12/2020	2.680	0.37
TD Bank NY 2.81 1/22/2020	30,000,000.00	30,000,000.00	30,068,400.00	S&P-A1+	Moodys-P1	2.80	01/22/2020	2.810	0.23
Sub Total / Average Negotiable CD	127,000,000.00	127,001,192.20	127,307,240.00			11.84		2.500	0.46
Treasury Note									
T-Note 1.375 1/15/2020	20,000,000.00	19,950,239.70	19,990,600.00	S&P-AA+	Moodys-Aaa	1.86	01/15/2020	2.593	0.21
T-Note 1.375 1/15/2020	20,000,000.00	19,950,071.02	19,990,600.00	S&P-AA+	Moodys-Aaa	1.86	01/15/2020	2.597	0.21
T-Note 1.375 1/15/2020	20,000,000.00	19,950,239.70	19,990,600.00	S&P-AA+	Moodys-Aaa	1.86	01/15/2020	2.593	0.21
T-Note 1.375 10/31/2020	10,000,000.00	9,890,116.93	9,976,200.00	S&P-AA+	Moodys-Aaa	0.93	10/31/2020	2.504	1.00
T-Note 1.375 4/30/2020	10,000,000.00	9,944,376.53	9,988,300.00	S&P-AA+	Moodys-Aaa	0.93	04/30/2020	2.514	0.50
T-Note 1.5 5/15/2020	10,000,000.00	9,945,228.50	9,994,500.00	S&P-AA+	Moodys-Aaa	0.93	05/15/2020	2.537	0.54
T-Note 1.5 5/15/2020	15,000,000.00	14,920,356.21	14,991,750.00	S&P-AA+	Moodys-Aaa	1.40	05/15/2020	2.505	0.54
T-Note 1.5 6/15/2020	10,000,000.00	9,936,436.72	9,994,900.00	S&P-AA+	Moodys-Aaa	0.93	06/15/2020	2.542	0.62
T-Note 1.5 8/15/2020	10,000,000.00	9,922,182.19	9,991,000.00	S&P-AA+	Moodys-Aaa	0.93	08/15/2020	2.506	0.79

T-Note 1.5 8/15/2020	10,000,000.00	9,961,092.53	9,991,000.00	S&P-AA+	Moodys-Aaa	0.93	08/15/2020	2.000	0.79
T-Note 1.5 8/15/2020	5,000,000.00	4,980,938.63	4,995,500.00	S&P-AA+	Moodys-Aaa	0.47	08/15/2020	1.990	0.79
T-Note 1.625 10/15/2020	10,000,000.00	9,966,436.17	10,003,900.00	S&P-AA+	Moodys-Aaa	0.93	10/15/2020	1.981	0.95
T-Note 1.625 12/31/2019	10,000,000.00	9,987,018.37	9,996,800.00	S&P-AA+	Moodys-Aaa	0.93	12/31/2019	2.414	0.17
T-Note 1.625 7/31/2020	5,000,000.00	4,986,796.67	5,000,400.00	S&P-AA+	Moodys-Aaa	0.47	07/31/2020	1.983	0.75
T-Note 1.875 12/31/2019	10,000,000.00	9,990,615.38	10,000,900.00	S&P-AA+	Moodys-Aaa	0.93	12/31/2019	2.450	0.17
T-Note 1.875 12/31/2019	10,000,000.00	9,988,812.50	10,000,900.00	S&P-AA+	Moodys-Aaa	0.93	12/31/2019	2.561	0.17
T-Note 2 11/30/2020	5,000,000.00	5,003,844.12	5,020,500.00	S&P-AA+	Moodys-Aaa	0.47	11/30/2020	1.927	1.07
T-Note 2 11/30/2020	6,000,000.00	6,010,033.78	6,024,600.00	S&P-AA+	Moodys-Aaa	0.56	11/30/2020	1.842	1.07
T-Note 2.25 3/31/2020	10,000,000.00	9,989,050.33	10,026,200.00	S&P-AA+	Moodys-Aaa	0.93	03/31/2020	2.518	0.42
T-Note 2.25 3/31/2020	10,000,000.00	9,988,741.88	10,026,200.00	S&P-AA+	Moodys-Aaa	0.93	03/31/2020	2.526	0.42
T-Note 2.375 12/31/2020	7,000,000.00	7,043,261.84	7,060,130.00	S&P-AA+	Moodys-Aaa	0.65	12/31/2020	1.835	1.15
T-Note 2.375 4/30/2020	10,000,000.00	9,992,462.35	10,037,100.00	S&P-AA+	Moodys-Aaa	0.93	04/30/2020	2.528	0.50
T-Note 2.5 6/30/2020	10,000,000.00	9,999,002.92	10,056,300.00	S&P-AA+	Moodys-Aaa	0.93	06/30/2020	2.514	0.66
T-Note 2.625 7/31/2020	10,000,000.00	10,008,672.50	10,074,600.00	S&P-AA+	Moodys-Aaa	0.93	07/31/2020	2.506	0.74
T-Note 2.625 8/31/2020	5,000,000.00	5,026,748.80	5,041,800.00	S&P-AA+	Moodys-Aaa	0.47	08/31/2020	1.971	0.83
T-Note 2.75 9/15/2021	10,000,000.00	9,957,067.69	10,218,800.00	S&P-AA+	Moodys-Aaa	0.93	09/15/2021	2.990	1.83
T-Note 2.75 9/30/2020	10,000,000.00	9,992,800.03	10,101,600.00	S&P-AA+	Moodys-Aaa	0.93	09/30/2020	2.831	0.91
T-Note 2.75 9/30/2020	10,000,000.00	10,021,656.30	10,101,600.00	S&P-AA+	Moodys-Aaa	0.93	09/30/2020	2.507	0.91
T-Note 2.75 9/30/2020	5,000,000.00	5,040,849.35	5,050,800.00	S&P-AA+	Moodys-Aaa	0.47	09/30/2020	1.845	0.91
T-Note 2.75 9/30/2020	5,000,000.00	5,041,026.18	5,050,800.00	S&P-AA+	Moodys-Aaa	0.47	09/30/2020	1.841	0.91
T-Note 3.5 5/15/2020	10,000,000.00	10,052,270.05	10,100,000.00	S&P-AA+	Moodys-Aaa	0.93	05/15/2020	2.508	0.53
Sub Total / Average Treasury Note	308,000,000.00	307,438,445.87	308,888,880.00			28.71		2.433	0.61
TVA Bond									
TVA 3.875 2/15/2021	5,000,000.00	5,053,075.00	5,141,500.00	S&P-AA+	Moodys-Aaa	0.47	02/15/2021	3.017	1.26
Sub Total / Average TVA Bond	5,000,000.00	5,053,075.00	5,141,500.00			0.47		3.017	1.26
Total / Average	1,072,889,632.21	1,071,296,671.19	1,074,168,062.64			100		2.401	0.43

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 5, 2019

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through October 2019. October receipts represent two months of FY2020 Sales Tax receipts.
3. **Comments:**
 - a. **FY2020 Revenues (Attachment A)**
 - i. The Authority has received approximately \$47.1 million through the October 2019 transfers from the Commonwealth.
 - ii. Actual revenue (two months of sales tax receipts) to estimate comparison of annual sales tax revenues through October 2019 show a 6.3% positive variance in receipts compared to the FY2020 adopted revenue projections.
 - iii. It is too early in the revenue cycle to rely on the positive variance to be sustained through the remaining 10 months. Monthly receipts will be monitored closely to determine if the increase is attributable to the newly taxed internet sales.
 - iv. Revenue related to Heavy Truck Registration and Diesel Fuel (SB1716) has not materialized at the level expected to support Commonwealth projections for FY2020. However, it is extremely early in the cycle for this first-time revenue source. VDOT is preparing an analysis of the receipts and should be sharing the results before the end of the month.
 - v. Tracking of current fiscal year revenue on an actual to projection basis has been substantially improved through the use of a statistical packet called Palisade's Stat Tools. The tool was previously back tested against prior revenues to confirm its utility and accuracy. Reports from the tool are included in Attachment D.
 - b. **FY2020 Distribution to localities (Attachment B)**
 - i. Seven jurisdictions have completed the required annual HB2313 certification to receive FY2020 Local Distribution Funds (30%). The two remaining jurisdictions have been contacted and are aware of the deadlines.
 - ii. As of October 2019, approximately \$12.4 million of the \$14.3 million of 30% local distribution funds have been distributed to member jurisdictions.

c. FY2015 to FY2020 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 through October 2019.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through October 2019
- B. FY2020 30% Distribution by Jurisdiction, through October 2019
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for October 2015 to 2019
- D. Palisade's Stat Tool Analysis of FY2020 Revenue Actual to Projections

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through October 2019
 FYE June 30, 2020

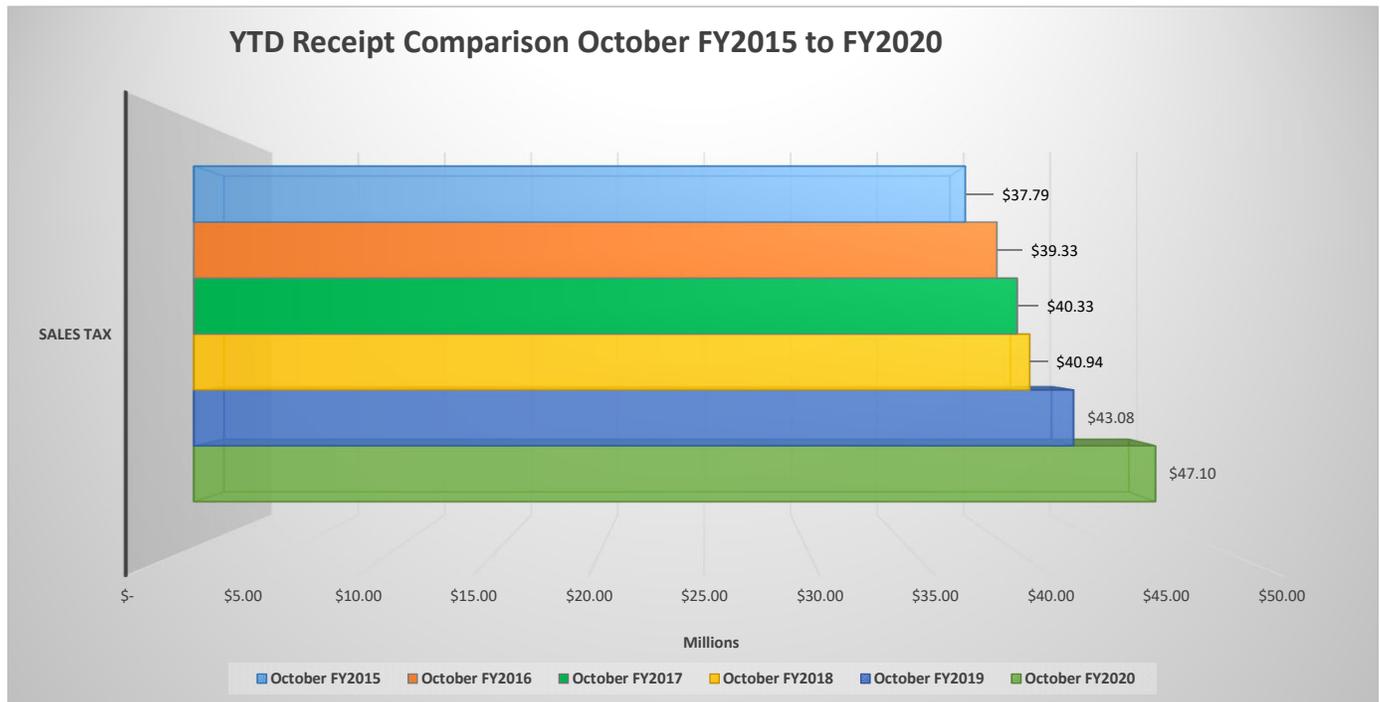
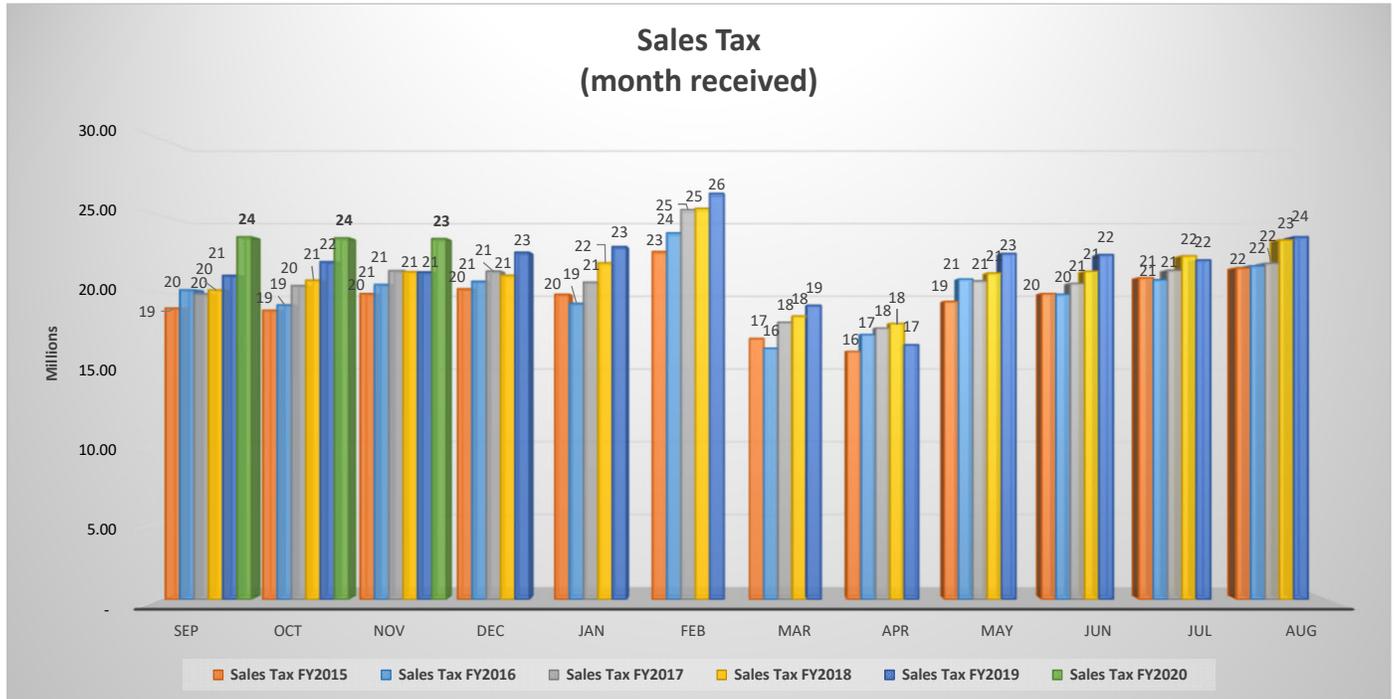
Regional Sales Tax		Annualized				
Transaction Months	2	Received	Revenue based	FY2020	Annualized - Actual	
		To Date	on YTD Receipts	Budget	To Budget	
City of Alexandria		\$ 3,035,648	\$ 18,213,886	\$ 16,379,177	\$ 1,834,709	
Arlington County		4,732,046	28,392,277	25,943,302	2,448,975	
City of Fairfax		1,268,787	7,612,725	7,506,931	105,794	
Fairfax County		19,816,134	118,896,802	114,583,396	4,313,406	
City of Falls Church		561,479	3,368,872	2,777,700	591,172	
Loudoun County		9,356,549	56,139,292	52,470,000	3,669,292	
City of Manassas		1,071,316	6,427,899	5,202,000	1,225,899	
City of Manassas Park		273,180	1,639,083	1,469,727	169,356	
Prince William County		6,981,599	41,889,596	39,514,160	2,375,436	
Total Sales Tax Revenue		\$47,096,738	\$ 282,580,431	\$ 265,846,393	\$ 16,734,038	6.3%

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2020 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through October 2019

Jurisdiction	Vehicle License- Registration Fee	Regional Sales Tax		NVTA Fund Interest	Cumulative Total	30% Funds	9/30/2019 Accrued Interest (1)	9/30/2019 Prior Distributions	Current Month Distribution	Total Funds Transferred
							(+)			
City of Alexandria	\$ -	\$ 3,035,647.70	\$ -	\$ -	\$ 3,035,647.70	\$ 910,694.31	\$ 229.26	\$455,664.35	\$ 455,259.22	\$ 910,923.57
Arlington County	\$ -	\$ 4,732,046.16	\$ -	\$ -	\$ 4,732,046.16	\$ 1,419,613.85	\$ 382.10		\$ 1,419,995.95	
City of Fairfax	\$ -	\$ 1,268,787.42	\$ -	\$ -	\$ 1,268,787.42	\$ 380,636.23	\$ 114.63		\$ 380,750.86	
Fairfax County	\$ -	\$19,816,133.61	\$ -	\$ -	\$19,816,133.61	\$ 5,944,840.08	\$ 1,604.84	\$2,984,237.62	\$ 2,962,207.30	\$ 5,946,444.92
City of Falls Church	\$ -	\$ 561,478.70	\$ -	\$ -	\$ 561,478.70	\$ 168,443.61	\$ 38.21	\$86,315.59	\$ 82,166.23	\$ 168,481.82
Loudoun County	\$ -	\$ 9,356,548.63	\$ -	\$ -	\$ 9,356,548.63	\$ 2,806,964.59	\$ 764.20	\$1,380,247.99	\$ 1,427,480.80	\$ 2,807,728.79
City of Manassas	\$ -	\$ 1,071,316.42	\$ -	\$ -	\$ 1,071,316.42	\$ 321,394.93	\$ 76.42	\$165,949.64	\$ 155,521.71	\$ 321,471.35
City of Manassas Park	\$ -	\$ 273,180.45	\$ -	\$ -	\$ 273,180.45	\$ 81,954.14	\$ 38.21	\$40,318.53	\$ 41,673.82	\$81,992.35
Prince William County	\$ -	\$ 6,981,599.40	\$ -	\$ -	\$ 6,981,599.40	\$ 2,094,479.82	\$ 573.15	\$1,046,365.59	\$ 1,048,687.38	\$ 2,095,052.97
Total Revenue	\$ 428,773.50	\$47,096,738.49	\$ -	\$ -	\$47,525,511.99	\$14,257,653.60	\$ 3,821.02	\$6,159,099.31	\$ 8,102,375.32	\$ 12,332,095.77
	Interest earned through 9/30/2019									



ATTACHMENT D

NVTA Sales Tax Revenue Forecast: Model vs Actual vs Projection											
FY	Forecasting Data	Monthly Actual	Model Factors			Monthly Model Forecast	Statistical Variance	End of Year		Actual YTD	
			Level	Trend	Season			Model Forecast	NVTA Projected		
	Sep-2017	\$20,154,895	\$20,929,358	46,015	0.98	\$20,478,439	-323,543			\$20,154,895	
	Oct-2017	\$20,786,302	\$20,976,003	46,645	0.99	\$20,744,601	41,702			\$40,941,198	
	Nov-2017	\$21,343,035	\$21,022,842	46,838	1.01	\$21,329,914	13,121			\$62,284,233	
	Dec-2017	\$21,115,955	\$21,062,414	39,572	1.03	\$21,614,762	-498,808			\$83,400,188	
	Jan-2018	\$21,915,159	\$21,110,539	48,125	1.01	\$21,336,444	578,714			\$105,315,346	
	Feb-2018	\$25,453,243	\$21,158,197	47,658	1.20	\$25,490,890	-37,647			\$130,768,589	
	Mar-2018	\$18,454,178	\$21,210,882	52,684	0.86	\$18,166,074	288,104			\$149,222,767	
	Apr-2018	\$17,961,788	\$21,272,100	61,219	0.82	\$17,491,997	469,790			\$167,184,555	
	May-2018	\$21,248,451	\$21,331,946	59,846	1.00	\$21,340,319	-91,868			\$188,433,006	
	Jun-2018	\$21,365,954	\$21,393,953	62,007	0.99	\$21,222,512	143,441			\$209,798,960	
	Jul-2018	\$22,367,630	\$21,458,019	64,065	1.04	\$22,224,964	142,666			\$232,166,590	
FY18	Aug-2018	\$23,408,269	\$21,527,724	69,706	1.07	\$23,004,812	403,457	\$254,445,729	\$253,421,494	\$255,574,859	
	Sep-2018	\$21,094,228	\$21,596,928	69,203	0.98	\$21,127,127	-32,899			\$21,094,228	
	Oct-2018	\$21,988,381	\$21,674,602	77,675	0.99	\$21,427,759	560,622			\$43,082,609	
	Nov-2018	\$21,319,899	\$21,741,226	66,623	1.01	\$22,070,206	-750,308			\$64,402,508	
	Dec-2018	\$22,602,475	\$21,811,206	69,980	1.03	\$22,372,028	230,447			\$87,004,983	
	Jan-2019	\$22,970,789	\$21,893,697	82,491	1.01	\$22,124,303	846,486			\$109,975,772	
	Feb-2019	\$26,427,801	\$21,975,593	81,896	1.20	\$26,475,802	-48,001			\$136,403,572	
	Mar-2019	\$19,145,454	\$22,061,847	86,254	0.86	\$18,895,629	249,825			\$155,549,026	
	Apr-2019	\$16,589,175	\$22,118,482	56,634	0.82	\$18,219,641	-1,630,466			\$172,138,201	
	May-2019	\$22,525,822	\$22,180,247	61,765	1.00	\$22,182,392	343,430			\$194,664,024	
	Jun-2019	\$22,453,420	\$22,247,847	67,601	0.99	\$22,066,003	387,417			\$217,117,444	
	Jul-2019	\$22,103,784	\$22,300,856	53,008	1.04	\$23,115,257	-1,011,473			\$239,221,228	
FY19	Aug-2019	\$23,605,507	\$22,349,832	48,976	1.07	\$23,893,896	-288,389	\$263,970,043	\$258,926,224*	\$262,826,735	
	Sep-2019	\$23,603,918	\$22,424,670	74,838	0.98	\$21,911,055	1,692,863			\$23,603,918	
	Oct-2019	\$23,492,821	\$22,518,257	93,588	0.99	\$22,251,966	1,240,854			\$47,096,738	
	Nov-2019					\$22,942,338					
	Dec-2019					\$23,292,833					
	Jan-2020					\$23,052,334					
	Feb-2020					\$27,579,857					
	Mar-2020					\$19,691,208					
	Apr-2020					\$18,986,068					
	May-2020					\$23,180,975					
	Jun-2020					\$23,082,839					
	Jul-2020					\$24,197,812					
FY20	Aug-2020	*Current Fiscal Year Projection					\$25,069,967		\$275,239,253	\$265,846,393*	

NVTA Sales Tax Revenue Forecast 2014-2019: Model Observations

Winters' Exponential Smoothing Forecast

Forecasting Constants (Optimized)

Level (Alpha)	0.015
Trend (Beta)	1.000
Season (Gamma)	0.000

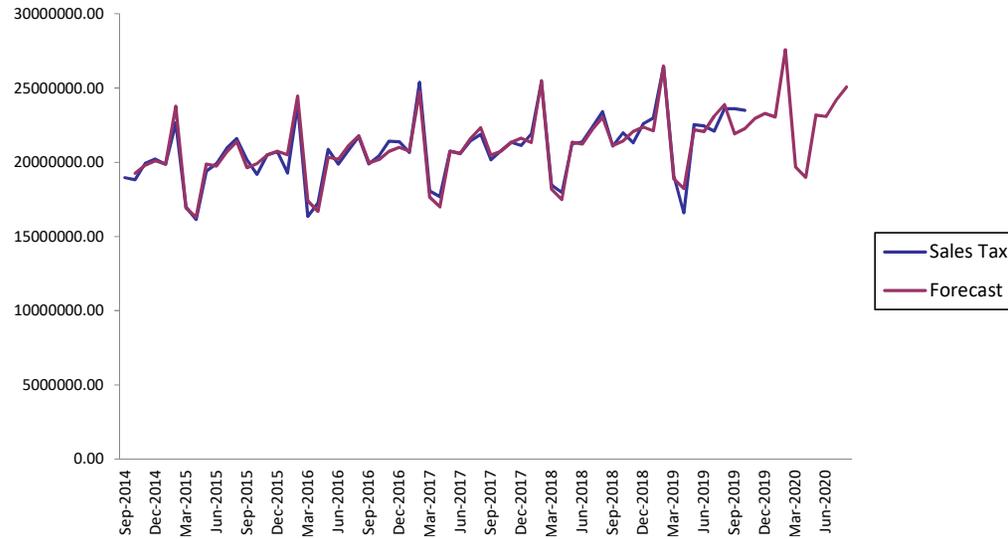
Winters' Exponential

Mean Abs Err	\$413,151.90
Root Mean Sq Err	\$567,906.18
Mean Abs Per% Err	2.02%

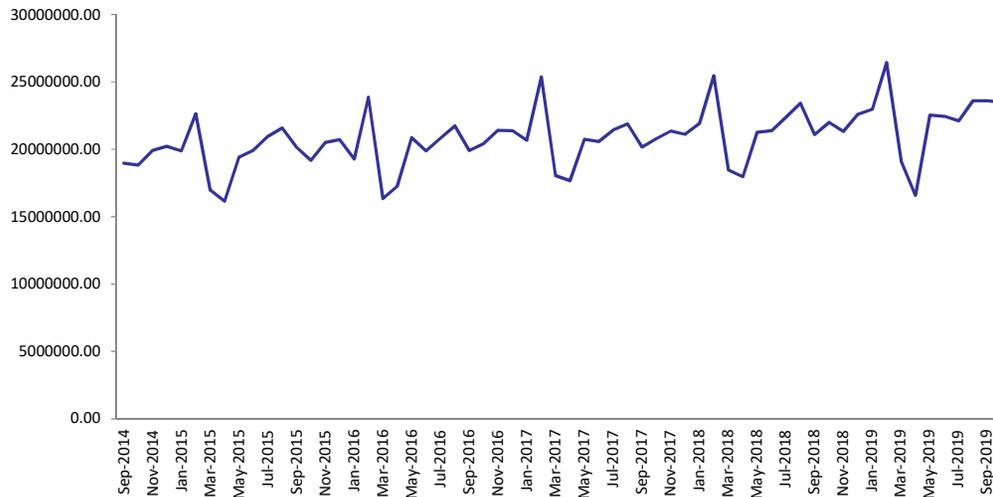
Description:

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

Forecast and Original Observations



Original Observations



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 5, 2019

SUBJECT: NVTA Operating Budget

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2020.
2. **Background:** SB1468 (2019) patroned by Senator Black, provides the Authority flexibility to pay operating and administrative expenses through assessments to member jurisdictions or via a transfer from the Regional Revenue Fund (70% revenues). The Authority elected for the FY2020 operating budget to be funded through transfers from the Regional Revenue Fund.
3. **Comments:** Through October 31, 2019, the FY2020 Operating Budget has produced the following results:
 - a. The operating revenue is being funded through quarterly transfers of \$740,948 from the Regional Revenue fund.
 - b. October 2019 represents 33% of the fiscal year. Through October 31, 2019, the Authority has utilized 27% of its FY2020 expenditure budget with all account categories remaining within budget. The lower than budgeted FY2020 expenditures is attributed to the Project Implementation, Monitoring and Management System budget of \$150,232. Invoicing for this system will follow the development and implementation phases.
 - c. The attached statement shows the total operating budget income and expenditure activity for FY2020 through October 31, 2019.

Attachment: FY2020 Operating Budget through October 31, 2019

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	107,232.32	428,763.90	1,474,032.00	1,045,268.10	29
130	Health & Dental Benefits	13,085.30	68,039.50	243,109.00	175,069.50	28
131	Payroll Taxes	6,125.59	27,783.55	112,878.00	85,094.45	25
132	Retirement VRS	9,281.34	34,516.92	120,377.00	85,860.08	29
133	Life Insurance	1,510.89	5,512.01	19,223.00	13,710.99	29
134	Flex Spending/Dependent Care	82.66	165.32	874.00	708.68	19
135	Workers Comp		1,474.00	1,621.00	147.00	91
137	Disability Insurance	457.55	6,889.94	16,654.00	9,764.06	41
	Total Account	137,775.65	573,145.14	1,988,768.00	1,415,622.86	29
420000	Professional Services					
210	Audit & Accounting Services	12,000.00	12,000.00	29,500.00	17,500.00	41
220	Bank Service			750.00	750.00	
230	Insurance		6,072.00	6,081.00	9.00	100
240	Payroll Services	58.39	744.87	2,606.00	1,861.13	29
260	Public Outreach & Regional Event Support	420.00	5,694.29	66,750.00	61,055.71	9
261	Legal/Bond Counsel Services			25,000.00	25,000.00	
262	Financial Advisory Services	8,750.00	8,750.00	35,000.00	26,250.00	25
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	7,150.00	13,250.00	62,000.00	48,750.00	21
265	Investment Custody Svc	5,020.00	5,020.00	25,000.00	19,980.00	20
	Total Account	33,398.39	51,531.16	255,387.00	203,855.84	20
430000	Technology/Communication					
310	Acctg & Financial Report Systems	4,988.29	22,310.49	98,631.00	76,320.51	23
320	HW SW & Peripheral Purchase	529.98	9,413.06	5,600.00	-3,813.06	168
330	IT Support Svc Incl Hosting	1,587.03	7,698.00	23,374.00	15,676.00	33
335	GIS/Project Mgt/Modeling		-500.00	150,232.00	150,732.00	
340	Phone Service	1,945.48	3,406.79	10,716.00	7,309.21	32
350	Web Develop & Hosting	682.50	2,195.51	9,756.00	7,560.49	23
	Total Account	9,733.28	44,523.85	298,309.00	253,785.15	15
440000	Administrative Expenses					
410	Advertisement		195.00	1,500.00	1,305.00	13
411	Dues & Subscriptions	867.12	6,791.69	10,544.00	3,752.31	64
412	Duplication & Printing	1,882.28	3,874.87	16,640.00	12,765.13	23
413	Furniture & Fixture	656.14	7,802.12	8,100.00	297.88	96
414	Hosted Meeting Expenses	927.51	1,912.40	3,780.00	1,867.60	51
415	Mileage/Transportation	351.69	708.15	11,450.00	10,741.85	6
417	Office Lease	54,908.70	67,155.89	190,561.00	123,405.11	35
418	Office Supplies	426.39	1,777.60	8,065.00	6,287.40	22
419	Postage & Delivery	61.85	157.30	700.00	542.70	22
420	Professional Develop & Training	1,474.63	4,200.75	23,650.00	19,449.25	18
	Total Account	61,556.31	94,575.77	274,990.00	180,414.23	34

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Total Expenses	242,463.63	763,775.92	2,817,454.00	2,053,678.08	27
	Net Income from Operations	-242,463.63	-763,775.92			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue		740,948.25	2,963,793.00	-2,222,844.75	25 25
	Total Other Revenue	0.00	740,948.25	2,963,793.00	-2,222,844.75	25
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			563,491.00	563,491.00	
825	Transf to Equip Reserve			26,986.00	26,986.00	
	Total Account			590,477.00	590,477.00	
	Total Other Expenses	0.00	0.00	590,477.00	590,477.00	
	Net Income	-242,463.63	-22,827.67			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 5, 2019

SUBJECT: Executive Director's Report

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

2. **TransAction Update.**

Open House. An Open House was held on Wednesday, December 4, 2019 for consultants interested in the upcoming TransAction update.

Tracking Survey. Field work has begun on the upcoming 2019 Tracking Survey.

TransAction Listening Session. The update to TransAction, which was adopted in October 2017, is expected to start during the first half of 2020. Prior to this, commencing in 2019, Authority staff began to develop a draft scope of work for the TransAction update. An important component of scope development will be a TransAction 'Listening Session,' during which citizens and stakeholders will have the opportunity to provide inputs and make suggestions related to the Authority's long-range transportation planning activities, to Authority members. An Open House, where the interested public can come and speak to staff, will start at 6:00pm and the Listening Session will start at 7:00pm, as part of the Authority's annual organizational meeting.

3. **RM3P Communications Working Group Meeting.** Earlier this year, NVTA announced the kick-off of the Regional Multimodal Mobility Program (RM3P), in partnership with the Commonwealth. The project will address the region's congestion and accessibility challenges using a range of technologies.

Five Program Elements--The Five Program Element Guidance Teams have held their first meetings. NVTA staff participated in two of these meetings; 1-Incentivization and 2-Mobility Gap Dashboard, in addition to ongoing participation of NVTA staff in Project Management Support Group meetings.

The first RM3P Communications Working Group met at the NVTA's offices on November 26th. Representatives from NVTA, VDOT, DRPT and the consulting firms gathered at NVTA's offices to discuss communication strategies, target audiences, marketing tools, potential deliverables and tactics for the Communication Plan draft under development. The Communications Working Group will hold a follow-up call the week of December 9th.

4. **The Transportation Technology Committee.** The TTC met on Wednesday, December 4th at 8:30am. The TTC discussed policy development needs for transportation technologies in Northern Virginia. This discussion included the consideration of 10 policy areas. The input and feedback from the TTC will be used in the policy development process and will shape the framework for the development of the Transportation Technology Strategic Plan.
5. **Greater Washington Smart Region Movement.** The Board of Trade is developing a Greater Washington Smart Region Movement, recently named Connected DMV, to help make the Washington, D.C. Metro the leading digitally enabled region in the United States, while tackling the issues that are most relevant to stakeholders and keeping pace with the demands of growing populations. NVTA staff members are participating in two of the solution groups dedicated to topics that are at the heart of the region's long-term prosperity, such as mobility, technology, and public safety, to name a few. Keith Jasper is participating in the Mobility & Logistics group, which is focusing on facilitating the safe, streamlined, equitable and environmentally sustainable transport of people, goods and services. Erica Hawksworth is on the Public Relations solutions group focused on designing a multi-channel communications campaign for building public support for digital infrastructure and other projects identified by Connected DMV. Representatives from both the public and private sectors in Northern Virginia, Maryland and the District are involved in this regionally collaborative initiative.
6. **NVTA Around the Region.**

Monday, November 19, 2019, I presented at the Second Annual Newly Elected Leaders Forum on Transportation in the Region. Other presenters included, Nick Donohue, Deputy Secretary of Transportation and Kate Mattice, Executive Director of NVTC.

On Tuesday, December 4, 2019, I was a panelist for the Northern Virginia Transportation Alliance's Policymakers Event where the topic of discussion was Bus and BRT in the Region. Additional panelists included Jennifer Mitchell--Director of DRPT, Regina Sullivan, WMATA, Andrei Greenawalt, Via, with Bob McCartney, Washington Post, as the moderator.

Thursday, December 5, 2019, I presented to the Committee for Dulles on the Authority's transportation investments in the Dulles Corridor.

7. **NVTA Standing Committee Meetings.**

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee will be held on Thursday, December 12, 2019 at 5:00pm.
- **Finance Committee:** The December 19, 2019, meeting of the Finance Committee has been cancelled. It is anticipated that the next meeting of the Finance Committee will be held on Thursday, January 16, 2020, at 1:00pm.

- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is not scheduled to meet again until early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

8. NVTA Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is not scheduled to meet again until early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.
- **Technical Advisory Committee:** The next meeting of the NVTA Technical Advisory Committee is not scheduled to meet again until late early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

9. CMAQ-RSTP Transfers:

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

10. Regional Projects Status Report:

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

Attachments:

- A. CMAQ-RSTP Transfers
- B. Regional Projects Status Report

Attachment A.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: RJACC Approval of the Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Manassas and Prince William County

DATE: December 5, 2019

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

On December 5, 2019, the City of Manassas requested the following reallocations:

- \$271,085 in residual RSTP funds to the Route 28 / Nokesville widening project (UPC 96721) from the following projects:
 - \$20,000 from the Vehicle Monitoring System NOVA Balance Entry Account (UPC 102904)
 - \$54,431 from Incident Management Variable Message Boards NOVA Balance Entry Account (UPC 82843)
 - \$9,586 from Interchange Route 28/Wellington Road & Eliminate At-Grade NOVA Balance Entry Account (UPC 17689)
 - \$187,068 from Route 28/Nokesville Widening NOVA Balance Entry Account (UPC 96721)

On December 2, 2019, Prince William County requested the following reallocation:

- \$10,000,000 in future RSTP funds to the Virginia Railway Express (VRE) Broad Run Station Expansion Project (UPC T8523), which will fully fund the project and allow the project to move forward with the design and construction phases:
 - \$3,262,000 from University Boulevard Widening and Extension – PE Only (UPC 104816)
 - \$6,738,000 from the Route 234 Balls Ford Road Interchange (UPC 105420)

The RJACC approved this request on December 5, 2019.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from the City of Manassas
Request from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee

DRAFT



Attachment B.

Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

December 12, 2019

Ms. Helen Cuervo
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 the City of Manassas and Prince William County

Dear Ms. Cuervo:

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

On December 5, 2019, the City of Manassas requested the following reallocations:

- \$271,085 in residual RSTP funds to the Route 28 / Nokesville widening project (UPC 96721) from the following projects:
 - \$20,000 from the Vehicle Monitoring System NOVA Balance Entry Account (UPC 102904)
 - \$54,431 from Incident Management Variable Message Boards NOVA Balance Entry Account (UPC 82843)
 - \$9,586 from Interchange Route 28/Wellington Road & Eliminate At-Grade NOVA Balance Entry Account (UPC 17689)
 - \$187,068 from Route 28/Nokesville Widening NOVA Balance Entry Account (UPC 96721)

On December 2, 2019, Prince William County requested the following reallocation:

- \$10,000,000 in future RSTP funds to the Virginia Railway Express (VRE) Broad Run Station Expansion Project (UPC T8523), which will fully fund the project and allow the project to move forward with the design and construction phases:
 - \$3,262,000 from University Boulevard Widening and Extension – PE Only (UPC 104816)
 - \$6,738,000 from the Route 234 Balls Ford Road Interchange (UPC 105420)

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on December 5, 2019, and the NVTA was informed at their December 12, 2019, 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,

Noelle Dominguez
RJACC Chairman

cc: Martin E. Nohe, Chairman, NVT
Monica Backmon, Executive Director, NVT
Elizabeth S. Via-Gossman, Community Development Director
Ricardo Canizales, Director of Transportation, Prince William County



December 2, 2019

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTA)
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Transfer RSTP Funds to the Virginia Railway Express Broad Run Station Expansion Project

Ms. Backmon:

Prince William County requests the approval of the NVTA RJACC for the transfer of Regional Surface Transportation Program (RSTP) funds.

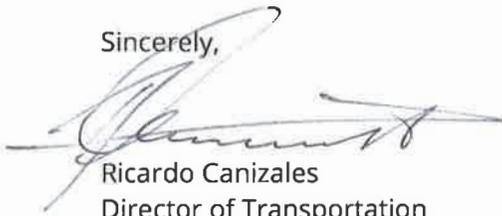
The request is to transfer a total of \$10,000,000 in future RSTP funds. The RSTP donor projects including the following:

- University Boulevard Widening and Extension – PE Only (UPC 104816) (\$3,262,000)
- Route 234 Balls Ford Road Interchange (UPC 105420) (\$6,738,000)

The receiver project is the Virginia Railway Express (VRE) Broad Run Station Expansion Project (UPC T8523) and the transfer of these RSTP funds will fully fund the project and allow the project to move forward with the design and construction phases.

The receiving project already has RSTP funds. As a result, only the NVTA RJACC approval is needed. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,



Ricardo Canizales
Director of Transportation

cc: Brentsville District Supervisor
Angel Tao, Prince William Preliminary Engineering Manager, VDOT
Jan Vaughn, Programming Manager, VDOT

Attachment D.



Department of Community Development

December 5, 2019

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

RE: Request to Transfer Regional Surface Transportation Program funds

Dear Ms. Backmon:

The City of Manassas requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) for the transfer of \$271,085 in Regional Surface Transportation Program (RSTP) funds.

The funds will be transferred from four different projects to the Route 28/Nokesville widening project (UPC 96721). The recipient project is an existing project. The donor projects are listed below:

- UPC 102904 – Vehicle Monitoring System (\$20,000) – NOVA Balance Entry Account
- UPC 82843 – Incident Management Variable Message Boards (\$54,431) – NOVA Balance Entry Account
- UPC 17689 – Interchange Route 28/Wellington Rd & Eliminate At-Grade (\$9,586) – NOVA Balance Entry Account
- UPC 96721 – Route 28/Nokesville Widening (\$187,068) – NOVA Balance Entry Account. Those funds will be spent after July 2020.

If you have any questions or concerns about this request, please contact Matt Arcieri at (703) 257-8232.

Sincerely,

Elizabeth S. Via-Gossman
Community Development Director

cc. Bryan Foster, City of Manassas
Angel Tao, VDOT
Carol Bondurant, VDOT

CMAQ/RSTP Transfer Request Form
(One Sheet Needed Per Donor Project)

Attachment E.

Date: 12/2/2019

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

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$9,455,000

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
104816	University Boulevard Widening and Extension (PE Only)	RSTP	N	2021	\$3,262,000.00	T8523	VRE Broad Run Expansion	Y	2018 (Scope Change)				

TOTAL OF TRANSFER - \$3,262,000

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 12/2/2019

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

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$6,738,000

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)	
105420	Route 234 at Balls Ford Road Interchange	RSTP	N	2022	\$2,000,000.00	T8523	VRE Broad Run Expansion	Y	2018 (Scope Change)					
		RSTP	N	2023	\$4,738,000.00	T8523	VRE Broad Run Expansion	Y	2018 (Scope Change)					

TOTAL OF TRANSFER - \$6,738,000

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

NOTE: For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:

<https://thenovaauthority.org/>

[Fairfax County: Fairfax County Parkway Widening, Design Public Hearing on December 12, at James W. Robinson in Fairfax, VA.](#)

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed.			
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway IMR approval from FHWA was received on 10/8/2019; construction of the interchange is anticipated to begin in FY 2021. Agreement to transfer PE/ROW/CN phases from County to VDOT was approved at the September 21 County Board. Long Bridge Drive was completed on June 28, 2018 and is closed out. Public information meeting will be held on December 5, 2019.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022.	2022	50.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington’s 3.5-mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain and lateral connections are complete. Sanitary sewer and storm sewer anticipated for completion by end of year. . Utility duct bank system installation complete and accepted by respective utility representative on the western end of this	Spring 2021	Spring 2021	15.7%
				segment. DE currently pulling lines with Verizon and Comcast to follow. Revised plans for - east end utility undergrounding redesign given to Fort Myers for installation, retaining wall for 5001 and 5121 Columbia Pike are completed. Retaining wall at Frederick Street underway. Next project meetings are scheduled for 10/3, 10/17, and 10/31.9/5 and 9/19 (every two weeks).			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington’s 3.5-mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities</p>	\$10,000,000 (FY2015-16)	Engineering, Construction	<p>Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East).</p> <p>Segment A West – Design is 95% complete. Right-of-Way acquisition is underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10’ shared use sidepath on the north side for pedestrians/bicyclists. Ductbank system redesign as requested by Dominion Electric has been finalized and accepted by Dominion. Received verbal agreement from VDOT to place Dominion equipment within their property on south side of Columbia Pike. Verizon and Comcast reviewing plans.</p> <p>Segment A East is subject to negotiations with Arlington National Cemetery, Eastern Federal Lands, Army Corps. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Agreement for Columbia Pike 88’ ROW. County staff reviewed 40% DAR plans and provided comments to Kemley Horn.</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (depending on negotiations)	9.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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				<p>County Staff also reviewed 35% Arlington National Cemetery plans and provided comments to ANC. No additional meetings scheduled in December at this time. Possible Design Public Hearing in early January 2020.</p>			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	<p>Arlington completed the majority of the project (the additions of saw-tooth bus bays, seating, lighting, additional bicycle parking, pedestrian safety improvements, and the curbside management plan) in May 2017</p> <p>Ribbon cutting occurred on May 18, 2017. NVTA project is closed out.</p> <p>Project is completed and open.</p>	Completed. .	April 2018.	100 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform</p>	\$12,000,000 (FY2015-16)	Design	<p>At the end of July 2019, Arlington decided to move forward with the design-build delivery method. On August 8, the County met with WMATA to discuss the decision and determine next steps. On August 26, 2019 the County issued a task order to STV to update the previously-developed 35% design documents and to develop bidding documents, to solicit Design-Build services to complete the design and fully construct the Ballston-MU Metrorail Station west entrance project.</p> <p>STV has begun it's task and through their recent design work they have been able to identify and start the process of addressing conflicts between the previously developed 35% design documents and the latest WMATA design criteria and standards including but not limited to: the design of elevators and how such elevators are configured with the existing train room and on existing platforms, the design and size of the west entrance mezzanine, and designing safety and security provisions for the west entrance.</p> <p>In the upcoming weeks and months, STV will be surveying the project area, performing investigations to document</p>		Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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				<p>existing site conditions, and updating the design as applicable. Property owners of the two adjacent buildings where the entrance will be located were brought on board to coordinate the project.</p> <p>The County's On-call cost estimator developed an updated cost estimates, which range from \$123M - \$136M.</p> <p>The design support agreement with WMATA is under final review .</p>			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra-Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering, Construction	Task 1 – On Site Support - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT — preparing bid package. Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment – meeting with transit and TSP providers re-scheduled to 8/26/2019 to determine if project can accelerate timeline.	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	31.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Lee Highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I- 66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.</p>	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	<p>Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings Task 3: Streetlighting – construction to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment procurement is expected by the end of August.</p>	<p>Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020</p>	<p>Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020</p>	8.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>12th Street design plans are at 60%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension.</p> <p>23rd street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase.</p> <p>1. The ITB for the general contractor has been released and bids are due 12/11. Construction is anticipated to begin in early Spring 2020. with completion in mid-2020.</p> <p>The new Phase 2 will</p>	December 2022	December 2022	12.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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				<p>project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and utility design has begun and is in progress.</p> <p>The pedestrian tunnel under Route 1 was removed in September.</p> <p>Clark/Bell Realignment has completed 60% design. The remaining design work is temporarily on hold pending an adjacent private development proposal that may alter the design of the street project. .</p>			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	ART Operations and Maintenance Facilities – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased services, and to keep the entire bus fleet maintained and in service	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	<p>The project is currently undergoing conceptual design.</p> <p>The County has started the process of looking into temporary bus parking locations when construction for this project begins at the Shirlington site.</p> <p>A decision was made to utilize Construction Manager At Risk (CMAR) for project delivery. A draft scope of work for a Request for Proposals (RFP) for A/E work was reviewed by The County's Attorney's Office and is being finalized for advertisement by Arlington's</p>	Summer 2023	Summer 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Intelligent Transportation Systems Improvements– This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional Bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority.</p>	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition.	<p>Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000):</p> <p>Task 1: Planning/Scoping – Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements Task 1.2 – Survey Request – Completed - Survey has been completed and received for all intersections were recently received. Task 1.3 – Project website setup – Completed Task 1.4 – RFP preparation for design – Completed – Proposal received and evaluated from the consultant for the design of 3 intersections. NTP has been issued for design. Task 1.4a – RFP preparation for design – Ongoing – For remaining 3 out of 7 intersections.</p> <p>Task 2: Plan Development Task 2.1 – 30% Plan Development – Completed – 4 intersections (1 intersection is being designed in-house) 2.2 – 90% Plan Development – Ongoing – 4 intersections (1 intersection is being designed in-house).</p> <p>Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon.</p>	Summer 2024	Summer 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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				Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	Crystal City Metrorail Station East Entrance – This project will design and construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18 th Street South. The new entrance will be located to the east of the existing entrance, which is located on South Bell Street at 18 th Street South, and will provide access to the east side of the train platform.	\$5,000,000 (FY2018-23 SYP)	Preliminary Engineering	<p>The County received the final revision of the Conceptual Design and Feasibility Study report on November 06, 2019. The County accepted this revision on November 14, 2019. The report is now complete.</p> <p>Per the Public-Private Education and Infrastructure Act (PPEA), county is currently evaluating JBG Smith's proposal.</p>	June 2025.	September 2021.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Arlington County	<p>Pentagon City Multimodal Connections and Transitway Extension – The project adds capacity and makes operational improvements to an inefficiently performing area of Pentagon City, where there is high demand for transit, pedestrian, and bicycle trips, but where the layout of existing streets makes those trips slow, difficult, and dangerous, thus pushing users into automobile trips that exacerbate congestion. The project provides dedicated bus lanes for Metroway service, a premium bus service that operates much like bus rapid transit.</p>	\$28,850,000 (FY2018-23)	Construction	<p>Multimodal Connections – 30% design open house with the public was held on 6/25/2019. Project is nearing the end of the 30% design stage and will advance to 90% design in Fall 2019. Final Value Engineering study will be submitted week of September 30. VDOT is preparing the NEPA study. Construction is anticipated to begin in Fall 2021.</p> <p>Transitway - The Crystal Drive segment (Segment I) is currently in the design phase. The civil design was completed in spring 2019. An A/E firm is working on the architectural, structural and electrical engineering design of the stations. The Transitway extension to Pentagon City is a continuation of the CCPY project, therefore, the new stations have a similar look. The A/E firm will deliver a 90% submittal in December 2019. The design for Segment I is estimated to be completed in Spring 2020.</p> <p>Construction of Segment I will be coordinated with the 12th Street South Complete Street project.</p> <p>12th Street South segment (Segment II) is currently in concept phase. A consultant is in the process of developing a traffic and operations analysis along 12th Street South from</p>	April 2023.	April 2023.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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				<p>Long Bridge Drive/S. Clark Street to S. Hayes Street. This analysis is expected to be completed by spring/summer 2020. With the completion of that, the design of Segment II will be updated to 30%.</p>			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	\$1,000,000 (FY2015-16)	Design, Engineering, Environmental	NVTA Funds fully utilized, project continuing.			
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations, which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely. Consultants have submitted a supplement to incorporate the VE recommendations and also additional WMATA tasks as a result of a recent coordination meeting with them. Supplement still under review. Supplement approved and NTP issued to consultants. Working on extra design work currently.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and- ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge is complete. Station elevator and escalator testing is ongoing as well as station clean-up and preliminary inspection. The County has awarded the contract for construction of the kiss and ride, bike facilities and taxi waiting areas. The contractor has started grading and concrete placement work in these areas. The bus bays have been completed on the south side.	Jan 2020	Jan 2020	100%
Fairfax County	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and- ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Continuation of the above project.	Jan 2020	Jan 2020	99.4 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	<p>Design public hearing held on September 23, 2019. Three firms were shortlisted from the RFQ. RFP was issued on September 23, 2019.</p> <p>Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18.</p> <p>Environmental: Draft categorical exclusion was submitted to VDOT for approval 2/25/19. On July 19, 2019, FHWA found the Categorical Exclusion documentation acceptable and sufficient to support the original Categorical Exclusion determination. Public notice of CE availability was published on September 5, 2019 with request for comments within 15 days.</p> <p>Traffic: VDOT accepted the Draft 2040 traffic model.</p> <p>Geotech: VDOT has approved Revised Geotechnical Data Report.</p>	2023	PE and Environmental Study – late Spring 2020.	68.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015- 16 project.	2023	PE and Environment al Study – late Spring 2020. Row - 2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	<p>VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley Gate interchange, Burke Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc.</p> <p>NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Alternatives for Popes Head Road interchange are being evaluated.</p> <p>A Public information Meeting will be held Wednesday, Nov. 6th to provide an update on the interchange concept at Popes Head road, the project delivery plan, schedule, and estimates.</p>	2025	Spring 2020	40.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	Same as noted above. awarded the contract	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) is currently in ROW phase. NTP for ROW acquisition was issued on 7/29/2019. Land acquisition in progress. Construction to start in summer 2020, end in summer 2021. Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025. ROW plans are being developed. Construction to start in winter 2024 and end in winter 2026.	Phase 1: 2021 Phase 2: 2026	Nov 2020	62.5%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	January 2018.	January 2018.	54.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Pardon Our Dust meeting held on May 7 th and May 14 th . Construction has commenced. Final project completion is expected in Summer 2024. Early ROW plans completed in Dec 2018. 90% plan submission, and construction began in in May 2019. 100% plan submission in August 2019. Comments are being reviewed by VDOT. Noise analysis being finalized. Completed early improvements at Baron Cameron Avenue and opened third left-turn lane from Route 7 to Baron Cameron Avenue in August 2019. meeting in mid-Fall 2019.	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Fairfax County	Richmond Highway BRT: Phases 1 and 2 – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	\$250,000,000 (FY2018-23 SYP)	Design, ROW, Construction	20% Design completed. Public information meeting to showcase design was held on 9/17/2019. Work continuing on Environmental document with completion at 60-70%. Public engagement ongoing, project team taking requests.	2029	2029	0%
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.	\$1,860,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	Curb and gutter work is completed along with base asphalt throughout the parking lot. Landscaping is expected to be completed by the end of November. Final asphalt, striping, sidewalks and bus loop to be completed by mid-Dec	January 2020	January 2020	53.2%
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	Design is complete. Right of way acquisition continues. Start of construction Sep/Oct 2020.	Summer 2023	Summer 2023	10.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four- lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	Consultant to send out Property Access Letters in upcoming week for additional fieldwork required. First round of Property Access Letters were sent out on 10/28/19. 2nd letters of Intent to enter to be sent out by 11/22/19. Traffic Growth Memo sent to VDOT for review on 11/19/19.	Mid 2021	Mid 2021	37.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/ RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Contract award is set for November 25 th and construction mobilization in January 2020.	Mid 2020	Mid 2020	12.1%
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120-foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant. RFP is set to be issued by December 5 th , 2019	2026	2026	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Loudoun County	Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	\$14,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Comments for the 30% Plan submission have been received from VDOT. Loudoun County Building and Development Department consultant to go over comments. DTCl to brief Board Members in upcoming months.	2024	2024	0%
Loudoun County	Northstar Blvd (All Phases) (Tall Cedars to Rte 50 + Rte 50 to Shreveport Dr) – Includes: - Phase II- Extension of Northstar Boulevard between Route 50 and Tall Cedars Parkway; and Phase I - -Extension of Northstar Boulevard between Route 50 and Shreveport Drive	\$64,805,000 (FY2018-23 SYP)	ROW, Construction	Phase II – In ROW acquisition phase. When complete the project will be advertised as a design –bid-build procurement Phase I - 30% Plans completed; Request for Qualifications for a Design-Build procurement to be published on 11/15/2019. Request for Proposals (RFP) to be published 5/2020. RFQ will be published on 11/22/19	Phase II – 2024 Phase I – 2024	Phase II – 2024 Phase I – 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Loudoun County	Prentice (Lockridge Road (Route 789) to Shellhorn Road (Route 643)) - Design of Prentice Drive from Shellhorn Road to Lockridge Drive and Lockridge Drive West from Prentice Drive to Waxpool Road. Project divided into two phases; Phase 1 is West of Loudoun County Parkway and Phase 2 is east of Loudoun County Parkway.	\$76,230,000 (FY2018-23 SYP)	ROW, Construction	Phase I – Revising 60% plans due to public input. Phase II – 15% concept plans being revised due to input from property owners.	Phase I – 2023 Phase II - 2024	Phase I – 2023 Phase II - 2024	0%
Loudoun County	Shellhorn (Extend Shellhorn Road: Loudoun County Pkwy to Randolph Dr) - Design and construction of a four-lane roadway between Loudoun County Parkway and Moran Road.	\$16,000,000 (FY2018-23 SYP)	ROW	At the September 3, 2019 Business Meeting, the Board approved the acquisition of 29.4 acres to provide right of way and easements for Shellhorn Road, Barrister Street, Prentice Drive, and Lockridge Road. At the October 2, 2019 Business Meeting the Board approved a plan for the developer of Silver District West to design Shellhorn Road between Loudoun County Parkway and Barrister Street in furtherance of their	2025	2025	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Route 1 Widening from Featherstone Road to Mary's Way – Widen Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design.	April 2021	October 2018	91.7%
Prince William County	Route 1 Widening from Featherstone Road to Mary's Way (continuation) - Widening of Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	All ROW has been acquired via Certificate of Taking (COT) or agreements. However, some negotiations are underway or court dates are TBD. Construction of the Duct Bank has been divided into three phased. Phase 1 is complete and Dominion relocation has begun. Phase 2 duct bank activities are 80% complete and Phase 3 is 35% complete. Road plans were submitted to VDOT for final approval. Duct Bank work is nearing completion by County contractor. Roadway construction advertisement is scheduled for February/March 2020.	April 2021	April 2021	66.3 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Route 1 Widening from Featherstone Road to Mary's Way (continuation) - Widening of Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2-lane undivided roadway to a 4-lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and gutter installation. Northbound bridge girder placement is complete. Project is nearing 95% completion and on schedule for 100% completion In October 2019, ahead of schedule. Ribbon Cutting was on October 9 th .	November 2019	November 2019	96.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6- lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public- Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Right-of-way activities, miscellaneous widening for traffic shifts, and bridge work have begun. Coordination with the City of Manassas is ongoing for the signal work at Pennsylvania Avenue. Shared Use Path to VRE Broad Run Station on Residency Road is continuing to final design phase.	Spring 2022	Design March 2018 thru summer 2019. Construction Spring 2022 .	30.8%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015- 16 projects above.	Spring 2022	Design March 2018 thru summer 2019.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – Widen Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%
City of Manassas/ Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. A Public Information meeting was held on October 9 th at Yorkshire E.S. County will continue to coordinate with US Army Corps of Engineers to facilitate a Least Environmentally Damaging Practicable Alternative (LEDPA) determination. Final decision on Environmental Assessment by FHWA anticipated in spring 2020.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	47.8%
Prince William County (NEW)	Route 28 Corridor Feasibility Study – This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$3,500,000 (FY2018-23 SYP)	Engineering study	Continuation of the above.		FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentsville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide through access to Dumfries Rd	\$54,900,000 (FY2018-23 SYP)	Design, ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Two additional bids were received. A panel is being assembled to review the bids. The purchasing office requested submission of detailed proposals from interested offerors, due to the County in January 2020. Proposal process is ongoing until January 2020.	2025	2025	0%
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23 SYP)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities. A Public Information Meeting was held on May 20, 2019. 30% Plans were submitted to VDOT for review and comment. Comments from public hearing were posted on the PWC Transportation website. Design activities are ongoing.	2022	2022	1.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Prince William County	Summit School Extension and Telegraph Road Widening – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$11,000,000 (FY2018-23 SYP)	Design, ROW.	Contract for design services is scheduled for December 2019.	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Acquisition	Completed			
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Acquisition, Construction	Completed			
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	<p>Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.</p>	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	<p>WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continues to advance the project design. Additional public meetings will be held. The state announced \$50 million in funds on November 13, 2018 for the south entrance in association with the Amazon HQ2 project. . The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a</p>	Project completion is currently scheduled for March 2022.	Project completion is currently scheduled for March 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
				<p>critical path item. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design to enhance the south entrance. Community outreach will continue.</p> <p>The City, WMATA, and Contractor will work to develop a cost estimate for the recommended south entrance enhancement. The contractor has initiated the construction of the A/C Switchgear Building component of the project.</p> <p>The State Water Control Board voted unanimously to approve the Virginia Water Protection Permit for the project. DEQ issued a Virginia Water Protection (VWP) individual permit to the City on September 6th. Staff anticipates the Army Corps to issue its permit in the coming weeks.</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design, Asset Acquisition	100% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA.	Completed in December 2018.	Completed in December 2018.	57.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	100 percent of the equipment has been installed; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .	Completed in December 2018.	Completed in December 2018.	100.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority at all intersections. The procurement for design services began in the 1st Quarter of FY 2020.	2024	2021	36.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival information on electronic devices and SMS text messages. It will also provide five real-time information signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.	\$150,000 (FY2018-23 SYP)	Asset acquisition	<p>Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information displays have been purchased and installed. Work on the real-time arrival system with GTFS-rt is complete, however, the SMS text messages is still in progress and should be complete by the end of December. The Design of the SMS system has been finalized, therefore new bus stop sign design can begin. Signs are planned for order in November and installation in early 2020.</p> <p>Mobile CAD will be deployed by December 2019. The delay is due to additional work that must be done by vendor to accommodate new IT security policies on how City servers may be accessed by external parties.</p> <p>Work is underway on the real-time arrival system. DASH is now integrated into WMATA's BusETA and has soft-launched its real-time GTFS system. The new DASH-branded BusETA/OneBusAway portal is in development and will be completed by December.</p>	September 2019	September 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	Alexandria ITS Projects - The City of Alexandria's ITS projects will install a transit vehicle signal priority system on King Street between Dawes Avenue and Quaker Lane: and enhance the transit vehicle signal priority system on Duke Street between Walker Street and Telegraph Road.	\$1,195,491 (FY2018-23 SYP)	Engineering, Construction	NVTA project agreement was executed in June, 2019. City Staff submitted the Invitation to Bid (ITB) and the Technical Specifications to the City's Procurement Department to begin the process to award a contract. We anticipate the contract to be awarded early winter FY2020.	FY 2021	FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	<p>DASH Transit Service Enhancements and Expansion - The DASH Transit Service Enhancements and Expansion project will install infrastructure for electric buses in its planned facility expansion in an effort to accelerate the planned transition of the DASH fleet from hybrid and clean diesel buses to fully-electric vehicles and purchase eight fully electric buses.</p>	\$11,933,161 (FY2018-23 SYP)	Construction, Capital Asset	<p>NVTA project agreement was executed in June, 2019. DASH has placed orders for six electric buses and supporting infrastructure. Buses will be delivered in late summer 2020 and infrastructure installation is anticipated to be completed prior to delivery. The six electric buses are funded by VW Mitigation Trust, however, NVTA funding will be used towards the infrastructure and utility upgrades for the DASH Facility. DASH is also wrapping up a Feasibility Review Study that will lead to the development of a Zero Emission Fleet Implementation Plan, which is also included in NVTA project scope. Quotations for the Implementation Plan will be solicited in November and December 2019.</p>	June 2023	June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Alexandria	<p>Alexandria Duke Street Transitway - The Alexandria Duke Street Transitway will provide dedicated, curbside transit lanes on Duke Street for Bus Rapid Transit, between Diagonal Road (King Street Metro) and Walker Street (Landmark Mall). The conceptual design for the ultimate configuration, developed as part of the Transitway Corridors Feasibility Study (adopted by City Council in 2012), recommended that the existing curb lanes long most portions of Duke Street will be converted to a transit and business access lane.</p>	\$12,000,000 (FY2018-23 SYP)	Preliminary engineering	NVTA project agreement was executed in June, 2019. Staff has begun developing a preliminary scope of work for the Alternatives Analysis and necessary environmental documents. Final SOW will be completed when a BRT project manager is hired, anticipated in late 2019		June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	<p>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.</p>	\$5,000,000 (FY2014)	ROW, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	<p>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place "Northfax" – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.</p>	\$10,000,000 (FY2015-16)	Construction	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was held on May 20.	May 2019	May 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	<p>Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.</p>	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	Jermantown Road Corridor Improvements – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. Preliminary Engineering will start by spring 2020.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Fairfax	Roadway Network Northfax West – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes.	\$2,500,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. City is initiating the PE phase now.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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City of Falls Church	<p>Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.</p>	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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City of Falls Church	<p>Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.</p>	\$700,000 (FY2014)	Engineering, Environmental, Construction	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Falls Church	<p>Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.</p>	\$300,000 (FY2014)	Design, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Falls Church / NOVA Parks	<p>Enhanced Regional Bike Routes (W&OD Trail) – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.</p>	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress. 30% plans completed. Attended City of Falls Church Planning Commission work session July 1, 2019. 60% plans submitted to City of Falls Church November 1, 2019. .	August 2020	August 2020	2.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Falls Church	<p>WFC and Joint Campus Revitalization District Multimodal Transportation Project - The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. Signals will be installed or updated at or near the Chestnut Street & W Broad Street/Route 7 intersection, Haycock Road & W Broad Street/Route 7 intersection, and Haycock Road and Schools Access Road intersection.</p>	\$15,700,000 (FY2018-23)	Preliminary engineering, ROW, Construction	<p>NVTA project agreement was executed in June, 2019. A contract was executed in July, 2019 with the General Contractor for the undergrounding portion of the project and work on the new conduit system for the undergrounding portion of the project began in July, 2019 and is ongoing, with approximately 50% of the new conduit complete at this time. Contracts have also been executed for design of the new public streetscapes and traffic signal designs as well as contracts for the MOT plans for work in public ROW.</p>	February 2023	February 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 95%. Obtained CTB approval for “Limited Access Control Change.” Currently finalizing ROW with only one outstanding property, which should be completed by the end of 2019. Utility relocation is underway. Project advertising expected in January 2020.	Winter 2021	Winter 2021	7.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Dumfries UPC 90339	<p>Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</p> <p>- This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.</p>	\$6,900,000 (FY2015-16)	Engineering	<p>Design was approved on 7.25.2019. Environmental Reevaluation was advertised for the public Review and was signed by FHWA on October 21 2019. Environmental Reevaluation is anticipated to complete by the end of 2019. Field Inspection (FI) plan is anticipated to be available for review in early 2020 . . .</p> <p>Geotechnical reports on retaining walls were recently completed. Additional retaining walls might be needed to reduce impacts to wetlands. Current stage risk assessment was reviewed. Higher risk elements related with design is being evaluated and mitigated.</p>	FY2025	Summer 2019	21.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 95% complete. Land acquisition and utility underground/relocation are underway	Expected in 2021, To be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	5.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Herndon	<p>Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.</p>	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW and utility relocation phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	1.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Herndon UPC 50100	<p>East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.</p>	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies. Right of Way Notice To Proceed (NTP) was approved on May 9, 2019 and as a result right of way acquisition is underway.	2024	TBD after contract award	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Leesburg UPC 89890	<p>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</p> <p>- The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.</p>	\$1,000,000 (FY2015-16)	Design	<p>Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase. LACC will be presented before CTB in April. CTB approval received for LACC on 4/10/19. Received design approval on 5/3/2019. Preliminary design is complete following receipt of design approval.</p> <p>Submitted Revenue Sharing and NVTA funding applications in September 2019.</p>	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited- access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange- SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design- Builder is underway. CTB approved the contract on March 21, 2019.	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Town of Leesburg UPC 106573	<p>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</p> <p>- Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.</p>	\$20,000,000 (FY2017)	Construction	<p>Continuation of the FY2015- 16 project above. 60% road plans, 60% right of way plans, Signal/Lighting have been submitted for review and comments have been given back to the Design Build Team. Signal and Lighting Plans have been submitted for review and comments have been given back to the Design Build Team. The Early Works Package has been submitted and was approved. Project Construction Trailer grading plans were approved. Ground Breaking Ceremony and Pardon our Dust meeting was held mid-October 2019. Construction is scheduled to begin by end of October 2019. VDOT approval received for limited construction, which includes converting the interior shoulder lanes to temporary through lanes and improvement along the detour routes. 100 % plans were recently submitted and are currently being reviewed.</p>	November 2021		0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed (Study). Currently, NVTC is leading the Preliminary Engineering phase.			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed.			100%
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Potomac and Rappahannock Transportation Commission (PRTC)	<p>Western Maintenance Facility – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC’s long range plan.</p>	\$16,500,000 (FY2015-16)	Construction, Testing, Inspection, Oversight	<p>Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Groundbreaking took place 1/23/19.</p> <p>Outside metal wall panels continue to be installed on both the maintenance and administration buildings through the middle of October 2019. Mechanical, electrical, and plumbing installations continue to take place in all three buildings. Window framing is being installed in maintenance and administration buildings and should be completed by end of October. Most of the site has its base layer of asphalt, except for where the construction trailers are located.</p>	Late Spring 2020	Late Spring 2020	90.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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VDOT (Fairfax)	Route 7 Bridge over Dulles	\$13,900,000	Construction	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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County)	<p>Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14-foot wide shared-use path on each direction.</p>	(FY2015-16)					
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction, Contract Admin.	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
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VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
VDOT (Loudoun County) UPC 109146	<p>Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.</p>	\$20,000,000 (FY2018-23 SYP)	Construction	NB Route 28 paving is complete and permanent striping is expected to be complete the week of November 18. Sign and lighting installation continue. Guardrail and concrete barrier installation is being performed. Project remains on-budget. Project is now expected to reach final completion by January 1, 2020.	June 2020	June 2020	60.7 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Gainesville to Haymarket Extension / Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville- Haymarket.	\$1,500,000 (FY2014)	Planning, Project Dev., Conceptual Design.	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design is underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site. Final 30% design plans are under development. Draft CE is under development for FTA review.	2024	2019	90.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650-foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	8.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Funds fully utilized. Project continuing (see below)			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environment al	Continuation of the FY2015- 16 projects. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design underway Recent request by City of Manassas Park may require redesign of garage. VRE working with City and consultant to evaluate.	2022	2020	22.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	3.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT. Final Design services Will be initiated following receipt of CSXT review comments.	2023	2023	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	<p>Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.</p>	\$7,000,000 (FY2015-16)	Design, Construction	Track and signal construction is complete. Final CSXT invoice has been received and paid by VRE; reimbursement request to NVTA is pending.	2019	2019	20.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. Preliminary Engineering/30% design and environmental review initiated. NVTA has approved final design funding for FY2021.	2023	September 2018. Final invoice pending receipt of CSXT invoice for design review.	98.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Washington Metropolitan Area Transit Authority	Orange Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out early 2020.	January 2019. (Overall Contract Completion May 2019)	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/03/19
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	<p>Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing is ongoing at , J02TB2. Installation of the DC Switchgear at C11TB, J03TB2, and J03TB1 were completed and cutover back on-line on March 25, 2019, April 2, 2019, and May 16, 2019 respectively.</p> <p>Due to manufacturing delays, construction at C98TB and J02TB2 is scheduled to begin December 9, 2019 and January 13, 2020 respectively.</p>	Project Contract Close-out estimated December 2021	December 2021	0%



**WALSH COLUCCI
LUBELEY & WALSH PC**

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BY E-MAIL AND FIRST CLASS MAIL

November 27, 2019

The Hon. M. Kirkland Cox
Speaker, Virginia House of Delegates
P.O. Box 406
Richmond, Virginia 23218

The Hon. Eileen Filler-Corn
Speaker-Designate, Virginia House of Delegates
PO Box 523082
Springfield, VA 22152

Re: My Resignation from the Northern Virginia Transportation Authority

Dear Speaker Cox and Speaker-Designate Filler-Corn,

I have had the honor of serving on the Northern Virginia Transportation Authority ("the Authority") since it received its first grant of real funding for regional transportation improvements in 2013 pursuant to HB 2313, the McDonnell Transportation Act of 2013, and I am immensely proud of the work of the Authority in funding app. \$3 Billion in regional transportation projects here in Northern Virginia over the course of the past six years. The Authority is a highly effective and solution-oriented governmental body that exemplifies regional cooperation and bipartisanship.

My current appointment on the Authority is allowed pursuant to Budget Amendment Item 4-14 #1h approved as part of 2018 HB 30, the 2018-2020 Biennial Budget Bill, that runs until midnight, June 30, 2020. But, I think it is in the best interests of our Commonwealth for me to submit my resignation for your acceptance today well in advance of that date so that Speaker-Designate Filler Corn may make an appointment of another individual to represent the Virginia House of Delegates on the Authority as soon as she may wish to do so. I will be attending the December 12, 2019 meeting of the Authority and I would be honored to attend any Authority meetings in 2020 at your request until this new appointment can be made. I would also be honored to provide any transition orientation to my successor that may be appropriate. The Authority is blessed by a superb Executive Director, Monica Backmon, who can also assist in any orientation and transitional matters.

ATTORNEYS AT LAW

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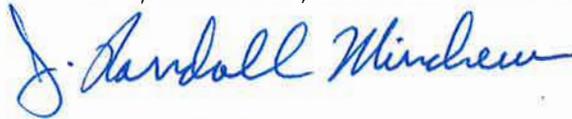
As I conclude my service on the Authority, I would respectfully ask that the General Assembly restore full funding the Authority that was diminished in 2018 pursuant to the provisions of SB 856 and HB 1539. Those bills moved Northern Virginia regional transportation dollars from a highly efficient body, namely the Authority, to a highly inefficient body, namely WMATA, and should be reversed by superseding legislation during the 2020 Session.

Thank you for the honor of serving on the Northern Virginia Transportation Authority these past six years.

With best personal regards, I remain,

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



J. Randall Minchew
Managing Shareholder
Loudoun County Office

Enclosure

cc: The Hon. Martin E. Nohe, Chairman, Northern Virginia Transportation Authority
The Hon. Phyllis Randall, Vice-Chair, Northern Virginia Transportation Authority
Ms. Monica Backmon, Executive Director, Northern Virginia Transportation Authority

Economic Impacts of **\$3 BILLION**¹ in Regional Funding through the **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

Northern Virginia Region:

- For each dollar of Direct Economic Impact, Northern Virginia receives a total regional impact of **\$1.58**.
- Employment impact starts with **13,654 jobs**.
- Employment impact increases **72%** to **23,420 jobs** over 10 years when Indirect Impacts and Induced Impacts are included.

Commonwealth of Virginia:

- For each dollar of Direct Economic Impact, the Commonwealth receives a total impact of **\$1.73**.
- Statewide employment starts at **13,758 jobs**.
- Statewide employment increases to **26,021** over 10 years when Indirect Impacts and Induced Impacts are included.
- Of the jobs supported by NVTa funding, **90%** are in Northern Virginia.

JOBS
26,000
Employment generated,
90% in Northern Virginia

LABOR INCOME
\$1.5 BILLION
Salaries, wages
and benefits paid

ECONOMIC ACTIVITY
\$4.4 BILLION
Value of business
transactions generated

VALUE ADDED
\$2.2 BILLION
Gross Regional Product

STATE AND LOCAL TAXES
\$60.7 MILLION
Taxes and fees received by
state and local jurisdictions



The study period analyzed is FY2014-FY2024 and the Economic Impact is broken into three classifications: Direct Impact (economic activity generated by a project); Indirect Impact (secondary economic activity generated by a project); and Induced Impact (economic activity generated by household income resulting from Direct and Indirect Impacts). Direct Impact is used as the basis of the results for the Region and Commonwealth because some of the economic impact of the Authority's projects occurs outside of Virginia.



This study was completed by Richmond, VA-based Chmura Economics & Analytics. Chmura used IMPLAN Pro for the study. IMPLAN Pro is one of the most widely used economic impact assessment modeling systems.

¹ NVTa FY2014-FY2024 Actual and Estimated Revenues





About the Report

NVTA commissioned Richmond, VA based Chmura Economics & Analytics to assess the economic impacts of NVTA's \$3 billion in regional funding.

NVTA requested the use of widely-recognized, transparent modeling and assessment tools to increase confidence in the results and allow for future study expansion to include the economic value of the actual use of the completed transportation projects.

The study's results are based only on the spending of project funds, and do not include the economic value of the completed projects.

Study Purpose

Determine economic impact of NVTA capital investments, building upon a prior 2016 study, with expanded detail to include local, regional and statewide impacts.

Methodology

This study uses actual NVTA program funding for FY2014-2023 and estimates for FY2024.

The study perspective incorporated NVTA's \$3 billion in regional transportation infrastructure investments, which included the regional project funds (70% funds) and local distribution funds (30% funds).

The study results are presented in terms of:

- **Direct Impact:** Economic activity generated (materials, labor, equipment)
- **Indirect Impact:** Secondary economic activity generated (need for more rental equipment, design software, services)
- **Induced Impact:** Payroll spending of people working on projects

Key Takeaways

Creating Jobs



Of the **26,000** 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

209 million hours of travel time, or **\$3.1** billion dollars in monetary savings, giving the taxpayers more than **100%** return on the taxes they entrust to NVTA.

Triggering Momentum



NVTA's funding of

\$1.9 billion in 95 multimodal regional projects has triggered another **\$3.8** billion in additional investments. **\$5.7** billion in critical transportation projects to NoVa

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

Key Results

\$3.97	NOVA Spending	\$2.51B Direct	\$6.47M Indirect	\$813M Induced
\$0.41B	Virginia Spending	\$0.02B Direct	\$244M Indirect	\$144M Induced
\$4.38B	Spending Total	\$2.53B Direct Total	\$891M Indirect Total	\$957M Induced Total
23,420	NOVA Employment	13,654 Direct	3,089 Indirect	6,676 Induced
2,601	Virginia Employment	104 Direct	963 Indirect	1,535 Induced
26,021	Employment Total	13,758 Direct Total	4,052 Indirect Total	8,211 Induced Total

Note: Numbers may not sum due to rounding.

Additional Questions?

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