



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, September 12, 2024, 7:00pm EST
2600 Park Tower Drive, First Floor Conference Room
Vienna, VA 22080

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

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

Action Items

3. **Approval of July 11, 2024, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of July 11, 2024, Meeting Summary Minutes
4. **Approval of Electronic Meeting Policy Update** Mr. Longhi, Chief Financial Officer
Recommended Action: Approval of Policy Update
5. **Approval of Arlington County Funding Transfer Motion Clarification** Mr. Longhi, Chief Financial Officer
Recommended Action: Approval of Funding Transfer Motion Clarification
6. **Approval of Washington and Old Dominion Trail Project Withdrawal** Mr. Longhi, Chief Financial Officer
Recommended Action: Approval of Project Withdrawal
7. **Approval of Recommendation to Transfer Regional Surface Transportation Program (RSTP) Funding for Prince William County (University Boulevard Extension: Devlin Road to Wellington Road to Intersection Improvement at Old Bridge and Occoquan Road)** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Recommended RSTP Transfer
8. **Approval of Recommendation to Transfer Regional Surface Transportation Program (RSTP) Funding for the City of Fairfax (Citywide Multimodal Transportation Improvements to Fair Woods Parkway to the University Drive Bike Lanes Project)** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Recommended RSTP Transfer

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

Discussion/Information Items

9. Strategic Plan Update

Ms. Sink, Project Delivery/Grants Manager

10. Travel Trends

Mr. Rashid, Planning Analytics Manager

11. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

12. Chair's Comments

Chair Randall

Closed Session

13. CEO's Annual Review

Chair Randall

Recommended Motions:

I move NVTa convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A(1) for the purpose of discussing a personnel matter involving the CEO's annual performance review.

I 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.

Adjournment

Chair Randall

Correspondence

(Presented as needed)

Next Meeting: October 10, 2024, 7:00pm
2600 Park Tower Drive, 6th Floor Board Room



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, July 11, 2024

7PM, EST.

2600 Park Tower Drive, First Floor Conference Room

Vienna, VA 22180

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

1. Call to Order

Chair Randall

- ✓ Vice Chair Snyder called the meeting to order at 7:04 p.m.

2. Roll Call

Ms. Henderson, Board Secretary

- ✓ **Membership: Attendees** Vice Chair David Snyder, Chairman Jeffrey McKay, Supervisor Koran Saines, Chair Deshundra Jefferson, Board Member Matt de Ferranti, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko (Arrived at 7:19 p.m.), Delegate Karrie Delaney (Remote – Personal, Logged in at 7:13 p.m.), Mayor Sheila Olem, Mr. William Cuttler and Mr. Zack Trogdon (Remote – Distance). **Non-Attendees:** Delegate Luke Torian, vacant gubernatorial appointee seats.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon; Chief Financial Officer Michael Longhi; Principal, Transportation Planning and Programming Keith Jasper; Deputy Chief Financial Officer Peggy Teal; Senior Manager, Transportation Planning and Programming Dr. Sree Nampoothiri; Communications and Public Affairs Manager Abigail Hillerich Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Kristen Sarik and Alyssa Beyers; Executive Assistant to the CEO Amanda Sink; Senior Accountant Adnan Malik; Debt and Investment Manager Dev Priya Sen; and Board Secretary Lee Ann Henderson.
- ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, and Ms. Christina Zechman Brown-City of Alexandria (Remote – Personal).
- ✓ **Other Attendees:** None.

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

PRESENTATIONS

3. PDP-BRT Update and Feedback Session (Part 2 of 2)

Mr. Keith Jasper, Principal, Transportation Planning and Programming

- ✓ Mr. Jasper presented Part 2 of the Preliminary Deployment Plan for a Bus Rapid Transit System in Northern Virginia (PDP-BRT) Update and Feedback session for the Authority. He stated that this is an opportunity to share findings from the community engagement activities, provide a status update and to seek feedback and guidance from Authority members.

- ✓ Chairman McKay announced that the Richmond Highway BRT Project has moved forward with the Federal Transit Administration from conceptual to engineering phase. It will be the longest lane dedicated BRT project in Virginia.
- ✓ Mr. Jasper asked for any feedback or guidance that jurisdictions can give on developing BRT systems moving forward.
- ✓ Mr. Jasper introduced William Bohner of WBA Research, who presented the results of the online survey. He noted that the top priority for Virginian residents is relieving congestion and survey respondents' willingness to consider BRT, increases with the addition of amenities.
- ✓ Mr. Bohner noted that 48% of respondents would be willing to consider utilizing BRT with the most basic level of BRT (BRT1), but that increases to 73% with BRT2 that provides amenities for faster travel times, and rises all the way to 81% with dedicated lanes and additional security features (BRT3).
- ✓ Mr. Jasper introduced David Miller with Four Square Integrated Transportation Planning, who discussed BRT types, density and possible corridors.
- ✓ Mr. Miller noted that the consultant team did not limit the corridors to Northern Virginia because people do not only travel within Northern Virginia.
- ✓ Mr. Miller pointed out that the team is looking at the present density, and five-year intervals into the future, as density may fill in on certain corridors, providing the necessary density to support the planned BRT corridors.
- ✓ Mr. Jasper introduced Dalia Levin with Cambridge Systematics.
- ✓ Ms. Levin stated that the team will be using the data to evaluate potential BRT routes. She stated that they will need to consider other things such as policies and conditions that could impact BRT and identify what is needed to support BRT implementation in order to develop the Preliminary Deployment Plan (PDP).
- ✓ She noted that the team will bring recommendations back in the spring, but she asked Authority members what goals they would like to see the system achieve.
- ✓ Mayor Wilson commented that BRT could drive economic development and provide alternative transportation choices.
- ✓ Chairman McKay stated that there needs to be a transit plan in place that will support the level of density needed for BRT. He stated that land use planning and transit need to speak the same language. Focusing on ridership numbers alone makes it difficult to be awarded federal funding. For Richmond Highway, it was ridership and density that allowed the project to be successful in receiving federal funding.
- ✓ Vice Chairman Snyder stated some areas will not have space for dedicated bus lanes, so there will need to be operational flexibility when designing the system.
- ✓ Chairman McKay noted when Route 1 was widened the public was made to understand that to get the transit options that they wanted, they needed the density to support the transit.
- ✓ Mr. Cuttler questioned how the maps fit into local government's land use plans. Mr. Jasper stated that in order for BRT to advance, there needs to be a tie into jurisdiction's comprehensive plans.
- ✓ Ms. Levin reviewed other methods of reducing the public's dependency on driving.

- ✓ Supervisor Saines agreed that looking at multiple options for commuters as well as getting the bus systems in sync is essential so that commuters don't have long waits between bus lines.
- ✓ Mayor Wilson agreed with Chairman McKay and Mr. Cuttler that the land use piece is critical. He stated that gathering the Right-of-Way for BRT as the properties re-develop along the corridors will be key.
- ✓ Chairman McKay stated that protecting affordable housing along BRT corridors is also an important part of the land use conversation.
- ✓ Senator Boysko stated that one of the challenges will be to keep this affordable and sustainable.
- ✓ Mr. Jasper stated that the team will be reaching out to the NVTB BRT Working Group to move forward with the next steps.

ACTION ITEMS

4. **Approval of June 13, 2024, Meeting Summary Minutes** Chair Randall
 - ✓ On a motion by Board Member de Ferranti, seconded by Mayor Wilson, the Summary Minutes of the June 13, 2024, Meeting were approved with Senator Boysko and Supervisor Saines abstaining.

5. **Adoption of the FY2024-2029 Six Year Program** Mayor Wilson, PPC Chair
 - ✓ Mayor Wilson stated that the Planning and Programming Committee (PPC) endorsed the staff recommendation with two changes:
 - ARL-023 CC2DCA Multimodal Connection project to be funded at \$11,600,000 (for construction phase) by transferring that amount from the NVTB staff-recommended ARL-022 Shirlington Bus Station Expansion project; and
 - CFX-019 Blenheim Boulevard Multimodal Improvements project to be funded for \$5,400,000 (for construction phase) by transferring that amount from the NVTB staff-recommended CFX-018 Northfax Network Improvements – Northfax East-West Road project.
 - ✓ Mayor Wilson made a motion, seconded by Board Member de Ferranti, to approve the FY2024-2029 Six Year Program as recommended by the PPC.
 - ✓ Board Member de Ferranti offered the following amendment to the motion, seconded by Mayor Read:
 - Restore NVTB staff recommended funding of \$11,600,000 to ARL-022 Shirlington Bus Station Expansion;
 - Transfer \$21,100,000 from previously NVTB approved project #142 Ballston-MU Metrorail Station West Entrance (original FY2015 SYP application ARL-004, SPA 2015-142-1; original FY2022-FY2027 SYP application ARL-021, SPA 2022-142-2), to fully fund ARL-023 CC2DCA Multimodal Connection;
 - Increase funding level for ARL-023 CC2DCA Multimodal Connection from the PPC- recommended \$11,600,000 to \$21,100,000.

- ✓ Supervisor Saines expressed concern that a locality could move funding from a previously approved project, then ask for NVTa to fund the project again at a later date.
- ✓ Ms. Backmon noted that NVTa was asked to do a swap previously, but the locality has been told not come back and ask for funding for the donor project.
- ✓ Board Member de Ferranti stated he would be happy to add an additional sentence to the motion to agree that Arlington County would not seek additional funding for the Ballston-MU Metrorail West Entrance Project.
- ✓ Mayor Olem questioned whether Arlington had sought other funding sources for the project to which Board Member de Ferranti responded that they had and will continue to.
- ✓ Mayor Rishell expressed concern about transferring money from a higher Congestion Reduction Relative to Cost (CRRC) rated project to a lower CRRC rated project. The ratings are an important part of the mandate for how NVTa funds are to be allocated. Board Member de Ferranti stated his belief that there are regional benefits for the CC2DCA project as the project benefits VRE and Metro. Mayor Rishell asked what CRRC rating Ballston received and Ms. Backmon responded 24 out of 26. Mayor Rishell responded that she did not know how a previous funding program rating could relate to the current one. Board Member de Ferranti stated they he wasn't sure how to compare ratings from two separate cycles and it's a fair concern. Mayor Rishell emphasized the point that the CRRC ratings between two separate funding programs could not be accurately evaluated.
- ✓ Mayor Davis-Younger asked Mayor Read about the City of Fairfax's swap and having the same concerns of needing even more funding. Mayor Read stated that the City of Fairfax had sought all other funding sources for their Northfax Network Improvements project and also engineered the project to reduce the funding gap by half. She stated that NVTa funding would help the project reach completion, and they would not come back to seek additional funding from NVTa.
- ✓ Chairman McKay questioned how much money NVTa has on the Ballston project. Ms. Backmon stated that NVTa approved \$12 million in the FY2015/16 SYP and approved an additional \$80 million in the FY2022-2027 SYP. She stated she is unsure of exactly how much additional funding the project has from other sources. Chairman McKay expressed concern about protecting existing NVTa investment on the Ballston project and ensuring the project gets completed. He stated his concern for the Ballston project not being able to be completed because of lack of funding and asked if Arlington knew the funding gap. Board Member de Ferranti stated that the Ballston project has to go through the RFP/RFQ process so he does not know what the precise dollar amount of gap for the project would be. Board Member de Ferranti stated that Ballston has a longer time-frame to complete the project compared to the shorter timeline of CC2DCA but stated the Arlington Board is committed to completing the Ballston project.
- ✓ Chairman McKay stated he appreciates what Board Member de Ferranti is trying to do but feels that it is important to protect NVTa and the scoring process, and NVTa funding that has already been invested in a project. He requested that an amendment be made that includes a timeline to develop a policy to deal with this issue.

- ✓ Board Member de Ferranti repeated the motion for clarity with the additional fourth point. Mayor Read continued to second:
 - Restore NVTa staff recommended funding of \$11,600,000 to ARL-022 Shirlington Bus Station Expansion;
 - Transfer \$21,100,000 from previously NVTa approved project #142 Ballston-MU Metrorail Station West Entrance (original FY2015 SYP application ARL-004, SPA 2015-142-1; original FY2022-FY2027 SYP application ARL-021, SPA 2022-142-2), to fully fund ARL-023 CC2DCA Multimodal Connection;
 - Increase funding level for ARL-023 CC2DCA Multimodal Connection from the PPC- recommended \$11,600,000 to \$21,100,000.
 - Arlington County agrees to not seek additional funding for the Ballston-MU Metrorail West Entrance Project.
- ✓ The amendment was approved with Mayor Rishell reiterating her point about moving a lower CRRC rated project forward over a higher rated project before abstaining, and Senator Boysko voting nay.
- ✓ Chairman McKay then made the following motion, seconded by Mayor Wilson:
 - For NVTa staff to return to the Authority with a proposal to set in place a policy to deal with resubmitted projects that have experienced a cost increase by the end of the calendar year. The amendment was approved unanimously.
- ✓ The original motion to approve the FY2024-2029 Six Year Program was approved, as amended, unanimously.

6. Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Funds for Prince William County

Ms. Backmon, Chief Executive Officer

- ✓ Chair Jefferson made a motion to approve the reallocation of Regional Surface Transportation Program funds for Prince William County. The motion was seconded by Mayor Davis-Younger and approved unanimously.

7. Approval of Recommendation to Allocate \$3 Million in Transform I-66 Outside the Beltway Concessionaire Funding for the City of Fairfax

Ms. Backmon, Chief Executive Officer

- ✓ Mayor Read made a motion to recommend allocation of \$3 million in Transform I-66 Outside the Beltway Concessionaire Funding for the City of Fairfax. The motion was seconded by Chairman McKay and approved unanimously.

Blue Sheet Item – Approval of Letter of Endorsement for City of Alexandria’s 2024 Charging and Fueling Infrastructure Grant Round 2 Application

Ms. Backmon, Chief Executive Officer

- ✓ Mayor Wilson made a motion to approve the Letter of Endorsement for the City of Alexandria’s Charging and Fueling Infrastructure Grant Round 2 Application. He apologized for the late addition of the item, explaining that the City’s staff mistakenly

thought that the Authority would meet in August. The motion was seconded by Board Member de Ferranti and approved unanimously.

DISCUSSION/INFORMATION ITEMS

- 8. Planning and Programming Committee Report** Mayor Wilson, PPC Chair
 - ✓ Mayor Wilson noted that the Planning and Programming Committee Report was provided in the packet.
- 9. Technical Advisory Committee Report** Randy Boice, TAC Chair
 - ✓ Ms. Backmon noted that there were no changes to the report provided in the packet by Chair Boice.
- 10. Planning Coordination Advisory Committee** Mayor Colbert, PCAC Chair
 - ✓ Ms. Backmon noted that there were no changes to the report provided in the packet by Mayor Colbert.
- 11. Chief Executive Officer's Report** Ms. Backmon, Chief Executive Officer
 - ✓ Ms. Backmon noted that Zach Trogdon has been named as the Acting Director of the Department Rail and Public Transportation until a permanent replacement for Jennifer DeBruhl is named.
 - ✓ Ms. Backmon also noted that Jim Kolb has received notice by the Governor's office that his term on NVTA has been completed and thanked him for his service. NVTA is awaiting notification of a new appointment.
 - ✓ Ms. Backmon reminded everyone of NVTA's State of the Region's Transportation event to be held on October 30, 2024, at 8:30 a.m. at the 2600 Park Tower address in Vienna.
 - ✓ Ms. Backmon reminded everyone of the Crystal City East groundbreaking event to be held tomorrow.
- 12. Chair's Comments**
 - ✓ Vice Chair Snyder thanked everyone for their comments and the dedication to regional collaboration. He also noted that Virginia was ranked number one as the state that is the most business friendly
 - ✓ Mayor Olem stated that many people in the Town of Herndon have commented that they are saving a lot of time with the improvements to Route 7 and have another option besides the toll roads.
- 13. Adjournment**
 - ✓ There being no further business before the Authority, Vice Chair Snyder adjourned the meeting at 8:56 PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2024

SUBJECT: Approval of Electronic Meeting Policy Update

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of proposed changes to Policy 26 – Electronic Participation in Meetings.
2. **Suggested Motion:** *I move the Authority approval of the changes to Policy 26 – Electronic Participation in Meetings, as noted in the attached draft.*
3. **Background:**
 - A. The passing of HB 894, HB 1040, SB 85 and SB 734 during the 2024 General Assembly Session, amended the Virginia Freedom of Information Act, Meetings Held through Electronic Communication.
 - B. Due to revisions included in these Bills, Policy 26 – Electronic Participation in Meetings (Policy) must be updated for the Authority and its Committees to convene all virtual meetings and for Authority and Committee Members (Members) to participate in meetings virtually.
 - C. The Authority's Council of Counsels helped draft and reviewed the proposed changes.
4. **Summary of Policy Changes:**
 - A. Notes the requirement that the Policy be adopted annually. This re-adoption will be included on the agenda at the Authority's Annual Organization Meeting in January.
 - B. Increase to 50% the number of virtual Authority and Committee meetings allowed each calendar year.
 - C. Members to be considered absent from the portion of a meeting if visual communication is disconnected or otherwise fails, or if audio service involuntarily fails.
 - D. Clarifies the status of a Member who is a caregiver at the time of a meeting.
 - E. Clarifies the quorum status of a Member who has a disability or is a caregiver at the time of a meeting.

Coordination: NVTa Council of Counsels

Attachment: Draft Policy 26 – Electronic Participation in Meetings

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 26 – Electronic Participation in Meetings

- I. Purpose.** The purpose of this policy is to provide governance for Authority and Committee Member remote participation in Northern Virginia Transportation Authority (NVTa) meetings as well as conducting all-virtual public meetings.
- II. General.** Occasions may arise when an Authority or Committee Member (“Member”) is unable to be physically present at a meeting. Under certain circumstances, the Virginia Freedom of Information Act, Virginia Code Ann. §§ 2.2-3700 et seq., (the “Act”) permits members of a public body, such as NVTa, to participate in meetings through electronic communication means. The Act limits the instances in which this may occur and prescribes procedures that must be followed, including annual adoption of a written policy by recorded vote at a public meeting governing all-virtual public meetings and remote participation. The NVTa Electronic Participation in Meetings Policy (“Policy”), as hereafter provided, sets forth: 1) the instances in which NVTa may conduct all-virtual public meetings; 2) when a member may remotely participate in an in-person meeting; and 3) procedural requirements for such occasions.
- III. All-Virtual Meetings During a State of Emergency.** In compliance with Virginia Code § 2.2-3708.2, NVTa and its Committees may convene an all-virtual public meeting during a declared state of emergency when:
- A. The Governor of Virginia has declared a state of emergency in accordance with 44-146.17, or Fairfax County has declared a state of emergency in accordance with 44-146.21, and
 - B. The catastrophic nature of the declared emergency makes it impracticable impossible or unsafe to assemble a quorum in a single location and the purpose of the meeting is to provide for the continuance of operations of NVTa or its Committees or both, or the implementation of their lawful purposes, duties, and responsibilities.
- IV. Procedural Requirements for All-Virtual Meetings During a State of Emergency.** An all-virtual meeting held by NVTa or its Committees as authorized in Section III may only be convened under the following conditions:
- A. All applicable notices, advertisements, material posting, quorum and other prerequisites required by the Code of Virginia, NVTa Bylaws, and NVTa policies must be met.
 - B. Public notice and meeting information of a change to an all-virtual format will be given contemporaneously with members of the Authority or Committees conducting the meeting. The public notice must indicate if the meeting will be an all-virtual meeting due to a declared state of emergency and that if the electronic medium by which the meeting is to be conducted changes, notification of the new medium will be provided.

- C. Arrangements will be made for public access to all-virtual meetings through electronic communication means, and opportunities for public comment through electronic communication means and written comment will be provided for meetings when public comment is customarily or scheduled to be received.
- D. The Authority and its committees will record in its minutes the nature ~~and duration~~ of the emergency, the fact that the meeting was held by electronic communication means, and the type of electronic communication means used during the all-virtual meeting.
- E. All meeting video recordings will be publicly available as soon as practical after the meeting.

V. All-Virtual Public Meetings Outside of a State of Emergency. In compliance with Virginia Code § 2.2-3708.3, NVTa and its Committees may convene an all-virtual meeting outside of a declared state of emergency when:

- A. The Authority or Committee has not exceeded two all-virtual meetings per calendar year or ~~25-50~~ percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater,
- B. The Authority or Committee does not convene two all-virtual meetings consecutively, and,
- C. No more than two Members are together in any one remote location unless the remote location is physically open to the public.

VI. Procedural Requirements for All-Virtual Public Meetings Outside of a State of Emergency. A meeting held by NVTa or its Committees as authorized in Section V may only be convened under the following conditions:

- A. All applicable notices, advertisements, material posting, quorum and other prerequisites required by the Code of Virginia, NVTa Bylaws, and NVTa policies must be met.
- B. Public notice and meeting information, including all agendas, agenda packets, and all non-exempt materials furnished to members, is given contemporaneously with meeting notice and information provided to members of the Authority or its Committees conducting the meeting. The public notice must indicate if the meeting will be an all-virtual meeting and that if the medium by which the meeting is to be conducted changes, notification of the new medium will be provided.
- C. Arrangements will be made for public access to all-virtual meetings through electronic communication means, as well as opportunities for public comment through electronic communication means and written comment will be provided for meetings when public comment is customarily or scheduled to be received. The electronic communication means used must allow the public to hear all members of the Authority or Committee participating in the all-virtual meeting and, when audio-visual technology is available, to see the members of the Authority or Committee as well. When audio-visual technology is available, a member of the Authority shall, for purposes of a quorum, be considered absent from any portion of the meeting during which the visual communication with the member is voluntarily disconnected or otherwise fails or during which the audio communication involuntarily fails.

- D. A phone number or other live contact information will be provided to alert the Authority or its Committee if the audio or video transmission of the meeting provided by the Authority or its Committee fails, the Authority or its Committee will monitor such means of communication during the meeting, and the Authority or its Committee will recess until public access is restored if the transmission fails for the public.
- E. If the Authority or its Committee holds a closed session during an all-virtual public meeting, transmission of the meeting to the public will resume before the Authority or its Committee votes to certify the closed meeting as required by Virginia Code § 2.2-3712(D).
- F. The Authority and its Committees must record in its minutes the fact that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location is disapproved because such participation violates this policy, the disapproval and reason must be recorded in the minutes.
- G. All meeting video recordings will be publicly available as soon as practical after the meeting.

VII. Remote Participation by Individual Members During In-Person Meetings. In compliance with Virginia Code § 2.2-3708.3, a Member may participate in an in-person Authority or Committee meeting through electronic communication means from a remote location under the following circumstances:

- A. Residence: The Member's principal residence is more than 60 miles from the primary or central meeting location.
- B. Medical Reason:
 - 1. The Member's temporary or permanent disability or other medical condition prevents physical attendance; or
 - 2. A medical condition of the Member's family requires the Member to provide care ~~that and~~ prevents physical attendance or the Member is a caregiver who must provide care for a person with a disability at the time the public meeting is being held thereby preventing the member's physical attendance.
- C. Personal Matter: The Member's personal matter prevents his or her physical attendance.

VIII. Procedural Requirements for Remote Participation by Individual Members During In-Person Meeting. Participation by a Member of the Authority or its Committees as authorized in Section VII must meet the following conditions:

- A. A quorum of the Authority or Committee is physically assembled at the primary or central meeting location. A member participating remotely who has a disability as defined in Virginia Code § 51.5-40.1 or who is a caregiver for a person to a family member with a disability as defined in Code of Virginia 51.5-40.1 counts towards the quorum as if the individual was physically present. For the purposes of this policy, the term "caregiver" has the same definition as is set forth in Va. Code § 2.2-3701.
- B. If the Member is requesting remote participation due to a personal matter, the Member has not used remote participation due to a personal matter more than two

- meetings within the calendar year or 25 percent of the meetings held within the calendar year rounded up to the next whole number, whichever is greater. A Member's remote participation at Authority meetings and meetings of each committee (since a member may serve on more than one committee) during the calendar year will be counted separately.
- C. The Member has notified the applicable Chair, on or before the day of the meeting, that he or she is unable to physically attend and is requesting remote participation. The member must provide the reason, pursuant to Section VII A, B(1), B(2), or C, that prevents physical attendance.
 - D. If the Member's request for remote participation is approved by the applicable Chair, arrangements must be made for the voice of the Member participating remotely to be heard by all persons attending the meeting.
 - E. The Authority and Committee shall record in its minutes a general description of the remote location where the Member is participating and whether the Member's remote participation is due to Section VII A, B(1), B(2) or C. If the Member's request for remote participation is disapproved because such participation violates this policy, the disapproval and reason must be recorded in the minutes.

Approved by Northern Virginia Transportation Authority: June 9, 2016

Amended: January 12, 2017

Amended: June 10, 2021; Effective July 1, 2021

Revised: September 8, 2022

Revised: [September XX, 2024](#)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2024

SUBJECT: Arlington County Funding Transfer Motion Clarification

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of replacement language to clarify the July 11, 2024, Authority Meeting, Agenda Item 5 Adoption of the FY2024-2029 Six Year Program. The replacement language, composed in coordination with Arlington County, clarifies the transfer of \$21.1 million between two approved projects in Arlington County: Ballston-MU Metrorail Station West Entrance and CC2DCA Multimodal Connection.
2. **Suggested Motion:** *I move that the Authority approve the following replacement language as highlighted in 3.D. below.*
3. **Background:**
 - A. The intent of the July 11th motion was to transfer \$21.1 million from the Ballston-MU Metro Station West Entrance Project to the CC2DCA Multimodal Connection Project.
 - B. Below is the approved motion from the July 11th meeting in its entirety:
 - I. Restore NVTA staff recommended funding of \$11,600,000 to ARL-022 Shirlington Bus Station Expansion;
 - II. Transfer \$21,100,000 from previously NVTA approved project #142 Ballston-MU Metrorail Station West Entrance (original FY2015 SYP application ARL-004, SPA 2015-142-1; original FY2022-FY2027 SYP application ARL-021, SPA 2022-142-2), to fully fund ARL-023 CC2DCA Multimodal Connection;
 - III. Increase funding level for ARL-023 CC2DCA Multimodal Connection from the PPC-recommended \$11,600,000 to \$21,100,000.
 - IV. Arlington County agrees to not seek additional funding for the Ballston-MU Metrorail West Entrance Project.
 - C. The approved motion's second bullet underlined above lacked transactional clarity. The proposed replacement language will provide clear transactional direction.
 - D. Replacement language: Transfer \$21.1 million from the Ballston-MU Metrorail Station West Entrance Project (Application ARL-021 in the FY2022-27 Six Year Program) to the CC2DCA Multimodal Connection Project (Application ARL-023 in the FY2024-29 Six Year Program).
 - E. No other changes to the other three bullets in the motion are required.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2024

SUBJECT: Approval of Arlington W&OD Trail Enhancements Project Withdrawal

1. Purpose: To seek the Northern Virginia Transportation Authority (NVTa) approval of the voluntary withdrawal of the Arlington W&OD Trail Enhancements Project by NOVA Parks.

2. Suggested Motion: *I move the Authority approval of the NOVA Parks request to voluntarily withdraw the Arlington W&OD Trail Enhancements Project (NOV-002) and reclassify the \$650,000 approved for the project, as uncommitted within the Regional Revenue Fund.*

3. Background:

- A.** The Arlington W&OD Trail Enhancements Project (Project) was approved by the Authority in the FY2020-2025 Six Year Program.
- B.** The original project application amount was \$5,646,000. This amount was reduced by the Authority to \$650,000 for design, to be used to address community concerns and fulfill Arlington County community engagement requirements.
- C.** NOVA Parks is requesting to voluntarily withdraw the Project to allow more time to work with Arlington County through cooperatively engaging in additional self-funded study efforts before re-applying for NVTa funds.
- D.** A voluntary withdrawal allows a future re-application for project funding without a negative history.
- E.** While a formal NVTa staff assessment has not been executed and communicated to NOVA Parks, the Project is currently in violation of several aspects of NVTa Policy 29.
- F.** The NOVA Parks letter requesting voluntary withdrawal is attached.
- G.** NVTa staff recommend Authority approval of the request.

Attachment: NOVA Parks request letter dated September 3, 2024



September 3, 2024

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

**RE: Voluntary Withdrawal of Arlington W&OD Trail Enhancements
Project from NVTa FY2020-2025 SYP**

Ms. Backmon,

NOVA Parks and Arlington County hereby formally request a voluntary withdrawal of the Arlington W&OD Trail Enhancements Project from the NVTa FY2020-2025 SYP. While this project has tremendous merit and support, we believe that the ultimate success of these necessary trail enhancements would benefit from further preliminary review and analysis before moving forward with design, engineering and a future NVTa project funding application.

NOVA Parks and Arlington County are in discussions about cooperatively engaging in an additional self-funded study period before re-applying for NVTa transportation funds. This extra time would allow us to further develop community support for the project and ensure the enhancements will adequately address the goals, priorities, and potential impacts of the planned improvements.

The decision to withdraw stems from constraints related to project administration, best use of NOVA Parks resources, limitations of the approved project funding schedule, and our goal of constructing trail improvements that increase the capacity and safety of the W&OD in Arlington. We appreciate our partnership with NVTa and look forward to building on our history of successfully completed multi-modal transportation projects with future SYP project submissions.

Sincerely,

Paul Gilbert
Executive Director

City of Alexandria

Sean Kumar
Scott Price

Arlington County

Paul Ferguson
Michael A. Nardolilli

Fairfax County

Patricia Harrison
Stella Koch

City of Fairfax

Mark Chandler
Douglas Stewart

City of Falls Church

Paul Baldino
David Gustafson

Loudoun County

James Bonfils
Cate Magennis Wyatt

CC: Michael Longhi (NVTa); Michelle Cowan (Arlington County); Richard Roisman (Arlington County); Matt de Ferranti (Arlington County Board)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Funds for Prince William County

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval to recommend the reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County
2. **Suggested Motion:** *I move the Authority approval to recommend the reallocation of \$4,000,000 of Regional Surface Transportation Program (RSTP) funds from UPC 118313 to UPC 115553 for Prince William County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
4. **Discussion:** On August 22, 2024, Prince William County requested the following reallocation:
 - A. \$4,000,000 from UPC 118313 (University Boulevard Extension: Devlin Road to Wellington Road) to UPC 115553 (Intersection Improvement at Old Bridge and Occoquan Road). The requested transfer will better align funding with project schedules. The donor project, University Boulevard Extension, is an active project that does not need additional funds in this fiscal year (FY2025) to begin design. The funding transferred from the donor project will be replaced with FY2027 RSTP funding via a separate request. The recipient project, Intersection Improvement at Old Bridge and Occoquan Road, is an active project that needs additional funds in FY2025 to advance to construction. The recipient project is a SMART SCALE project that has not been previously approved by NVTa, and Authority approval is required for the transfer. At its meeting on August 22, 2024, the RJACC recommended approval of the transfer.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



August 12, 2024

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

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

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of RSTP funding. Prince William County requests the transfer of a total of \$4,000,000 in RSTP funds from the following balance account:

- University Boulevard Extension: Devlin Road to Wellington Road (UPC 118313)

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

- Intersection Improvement at Old Bridge and Occoquan Road (UPC 115553)

The donor project (UPC 118313) is an active project that does not need additional funds in fiscal year (FY) 2025 to begin design. The funding transferred from the donor project will be replaced with FY 2027 RSTP funding via a separate request. The recipient project (UPC 115553) is an active project that needs additional funds in FY2025 to advance to construction and the requested transfer will better align funding with project schedules. The recipient project is a SMART SCALE project that has not been previously approved by NVTA. Authority approval is required for this request.

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

Sincerely,

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

Ricardo Canizales
Director of Transportation

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

Date: 8/12/2024

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

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$30,379,000

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)
UPC118313	University Boulevard Extension (Devlin Road to Wellington Road)	RSTP	N	FY2025	\$4,000,000.00	115553	Intersection Improvement at Old Bridge and Occoquan Road	N					

TOTAL OF TRANSFER - \$4,000,000

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 12, 2024

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

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

Dear Mr. Cuttler,

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

Prince William County requested a total transfer of \$4,000,000 from UPC 118313 (University Boulevard Extension: Devlin Road to Wellington Road) to UPC 115553 (Intersection Improvement at Old Bridge and Occoquan Road). The requested transfer will better align funding with project schedules.

On September 12, 2024, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Funds for the City of Fairfax

-
1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval to recommend the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Fairfax.
 2. **Suggested Motion:** *I move the Authority approval to recommend the reallocation of \$875,051 of Regional Surface Transportation Program (RSTP) funds from UPC 112478 to UPC 121556 for the City of Fairfax.*
 3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
 4. **Discussion:** On July 25, 2024, the City of Fairfax requested the following reallocation:
 - A. \$875,051 from UPC 112478 (Citywide Multimodal Transportation Improvements to Fair Woods Parkway) to UPC 121556 (University Drive Bike Lanes). The University Drive Bike Lanes project has Transportation Alternatives funding and requires additional funding to complete. The donor project, Citywide Multimodal Transportation Improvements to Fair Woods Parkway, will be funded with local funds. At its meeting on July 25, 2024, the RJACC recommended approval of the request.

Attachments:

- A. City of Fairfax Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



City of Fairfax, Virginia
10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7850 • TTY 711 • www.fairfaxva.gov

July 22, 2024

Mr. Richard Roisman and Ms. Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

Dear Ms. Landis and Mr. Roisman:

The City of Fairfax requests RJACC and NVTA approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds to a TA project that is in need of additional funding:

- Transfer \$875,051 in FY 23 RSTP funds from UPC 112478 (Citywide Multimodal Transportation Improvements to Fair Woods Parkway) to UPC 121556 (University Drive Bike Lanes), which is a TA funded project that requires additional funding. UPC 121556 is not an established RSTP project so this request requires NVTA approval.
- UPC 112478 will be left with \$0 and this project can be cancelled. The City is constructing this project with local funds.

If you have any questions about this request, please feel free to contact me at wendy.sanford@fairfaxva.gov or (703) 385-7889.

Sincerely,

Wendy Sanford
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVTA
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA
Carol Sinclair, VDOT NoVA

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

Date: 8/30/2024

Name of Jurisdiction/Agency Requesting: City of Fairfax

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):

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)
112478	Citywide Multimodal Improvements to Fair Woods Parkway	RSTP			\$875,051.00	121556	University Drive Bike Lanes	N					

TOTAL OF TRANSFER \$875,051.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 12, 2024

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

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

Dear Mr. Cuttler,

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

The City of Fairfax requested a total transfer of \$875,051 from UPC 112478 (Citywide Multimodal Transportation Improvements to Fair Woods Parkway) to UPC 121556 (University Drive Bike Lanes). The University Drive Bike Lanes project has Transportation Alternatives funding and requires additional funding to complete. The donor project, Citywide Multimodal Transportation Improvements to Fair Woods Parkway, will be funded with local funds.

On September 12, 2024, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Amanda Sink, Project Delivery/Grants Manager

DATE: September 5, 2024

SUBJECT: Strategic Plan Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the Five-Year Strategic Plan update initiatives.
- 2. Background:** On November 9, 2017, NVTa adopted its first [Five-Year Strategic Plan](#). The plan served as a guide for Authority members and staff to expand upon accomplishments and outlined strategic goals. The plan included a vision statement: *“The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multimodal transportation options for the community that advance the overall quality of life, environment and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTa delivers effective long-term planning, transparent policy processes and decision making, as well as efficient allocation of critical transportation resources which advance projects to move Northern Virginia forward as a preeminent region in the country.”* The plan also identified four goals: Regional Prosperity, Mobility, Innovation, and Funding. Each goal contained a preface to provide context and clarity, along with associated strategies and related actions. NVTa has provided progress reports on the Five-Year Strategic Plan in [2018](#), [2019](#), and [2020](#).
- 3. Discussion Items:** In the coming year, NVTa staff will undertake work to update the Five-Year Strategic Plan. The first step of the update includes a Closeout Report of the initial Five-Year Strategic Plan (Attachment A.) The Closeout Report provides the status of NVTa's progress as of September 2024, on the strategies and actions associated with each goal. The Closeout Report offers highlights of NVTa's accomplishments and initiatives toward advancing the goals outlined in the plan.
- 4. Next steps:** NVTa staff will begin work to update the Five-Year Strategic Plan. This process will include collaboration with the Authority to work toward adoption of a new vision and associated goals for the plan anticipated in early 2025. Once the vision and goals are adopted, staff will identify and present strategies and metrics to achieve each goal to the Authority. The updated Five-Year Strategic Plan is anticipated to be adopted in summer 2025.

Attachments:

- A.** Five-Year Strategic Plan Closeout Report



Five-Year Strategic Plan

Closeout Report

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Overview

Adopted on November 9, 2017, the Northern Virginia Transportation Authority's (NVTA) Five-Year Strategic Plan serves as a guide for the Authority members and staff to expand upon accomplishments and outline strategic goals of regional prosperity, mobility, innovation and funding. The presentation of each goal contains a preface to provide context and clarity to the goal, strategies and related actions. Achievement of these goals will ensure the Authority continues to grow and strengthen as the regional leader for multimodal transportation planning, programming and funding.

This close-out report is the final step toward finalizing this strategic plan as the Authority develops a new five-year strategic plan. This report provides the accomplishments and current position of the Authority as of May 2024 under the 'Status' column for each goal and the corresponding strategy and action items.

Goals

I. Regional Prosperity

Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

II. Mobility

Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

III. Innovation

Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

IV. Funding

Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

VISION



The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multimodal transportation options for the community that advance the overall quality of life, environment and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTA delivers effective long-term planning, transparent policy processes and decision making, as well as efficient allocation of critical transportation resources which advance projects to move Northern Virginia forward as a preeminent region in the country.

Goal I: Regional Prosperity



Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

Strategy	Action	2024 Status
Regional Coordination <ul style="list-style-type: none"> Coordinate with the Northern Virginia business community to better understand how the NoVA transportation system affects regional prosperity and identify how different types of multimodal regional transportation projects support economic growth and raise quality of life for Northern Virginians. Estimate the economic impact of transportation investments (funded by NVTA and others) in NoVA. 	<ul style="list-style-type: none"> Meet with the economic development groups in each of the nine member jurisdictions (individually or collectively). Meet with at least one Chamber of Commerce in each of the nine member jurisdictions (individually or collectively). Meet with the Greater Washington Board of Trade and a selection of other neighboring business community groups in the Washington D.C. metro region. 	<p>NVTA members and staff are continually engaged with the business community including economic development groups, local and regional chambers of commerce, the Greater Washington Board of Trade and more. Participation in events and presenting to organizations including but not limited to Northern Virginia Transportation Alliance's (Alliance) "What You Need to Know about Transportation" and Policy Maker series, NoVA Chamber's Annual State of Transportation, Rotary clubs, Committee for Dulles' Legislative and Economic Development Committee, Heavy Construction Contractors Association, TAGS (a nonprofit, public-private transportation management association), American Council of Engineering Companies (ACEC), and Bisnow (a B2B platform serving the commercial real estate industry) helps showcase NVTA's role in fostering relationships to support economic growth.</p> <p>In NVTA's current 2024 work, a specific example of NVTA's engagement with the business community is outlined in the development of the Preliminary Deployment Plan for a Regional Bus Rapid Transit System for Northern Virginia (PDP-BRT). The need has been identified for the business community to be involved in the development stages of the plan. The contract work for the PDP-BRT has outlined the objective to meaningfully engage with the business community and a diverse cross section of Northern Virginians to enrich the development of the PDP and to educate the public.</p>
	Conduct and compile objective, independent research, including a periodic update of the George Mason University economic impact analysis and public opinion survey.	Beginning in 2018 after the adoption of NVTA's first Six Year Program (SYP), a contract has been awarded to Chmura Economics & Analytics to complete an Economic Impact Analysis of all NVTA investments. An Economic Impact Analysis has since and will continue to be published after the adoption of every SYP (2018, 2020, 2023). This third-party analysis shows the direct, indirect, and induced economic impact of NVTA's total investments.

Goal I: Regional Prosperity



Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

Strategy	Action	2024 Status
Advocacy/Education <ul style="list-style-type: none"> • Increase awareness and understanding of the economic impact of the NVTA's multimodal transportation investments. 	Develop appropriate messaging based on above findings to specific target audiences: <ul style="list-style-type: none"> • NoVA residents and business community • General Assembly members • Local elected officials (county, city, state) • NoVA Congressional caucus • NVTA stakeholders 	<p>NVTA's Communication Plan identifies three goals of expanding awareness, promoting regional impact, and ensuring transparency. Through this plan, NVTA's role and investments have been highlighted across the DMV and beyond.</p> <p>Each year, NVTA creates an Annual Report that showcases NVTA's accomplishments and impacts that occurred throughout the year. These reports are shared with the Virginia General Assembly, local elected officials, stakeholders, and the public. The format of the report has changed throughout the years to provide the most innovative communication method to key audiences. These reports include the finding from the Economic Impact Analysis conducted by Chmura Economics & Analytics</p> <p>NVTA has expanded its video series, creating explainer videos both in-house and through consultant work. This includes videos discussing NVTA's process of planning, programming and funding through TransAction and the Six Year Program, NVTA's funding and economic impact, and NVTA's history.</p>

Goal II: Mobility



Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

Strategy	Action	2024 Status
Multimodal Regional Transportation Planning and Programming <ul style="list-style-type: none"> • Develop and regularly update TransAction, NVTA's long range multimodal transportation plan for NoVA, utilizing regional corridors. • Develop and regularly update NVTA's Six Year Program, to fund projects that address regional transportation needs in NoVA. • Coordinate with VA, DC, MD and the Transportation Planning Board (TPB) to advance multimodal regional and extra-territorial projects that are important to NoVA. • Refine the principles of long- term benefits. 	<p>Develop a regional performance dashboard on congestion trends, travel demand patterns, incident impacts, etc., that can feed into regional transportation planning and project development.</p>	<p>NVTA launched the NoVA Gateway in 2020 highlighting NVTA investments. This dashboard continues to be utilized by all to receive real time updates on projects funded with NVTA Regional Revenues (70%).</p> <p>The Authority received a demo and update to the dashboard in February 2023. The demo included highlighting the search by feature and the tabulation feature that displays NVTA funding, total cost of the project, and real-time status updates.</p> <p>Efforts have continued to enhance the dashboard and work is underway to include projects funded using Local Distribution Fund (30%) Revenues. These enhancements were requested by Authority members. Additionally, Multimodal Capacity Expansion information (lane miles) for projects using NVTA's Regional Revenues (70%) and/or Local Distribution Fund Revenues (30%) is also planned to be added to the dashboard.</p>
	<p>Develop 'NoVA Transportation Trends' supplement to NVTA's Annual Report, starting w/ 2017.</p>	<p>NVTA staff began presenting travel trends following the COVID-19 pandemic and the dramatic effect it had on both highway and transit travel. Comparing trends from the past 4 years to pre-2019 travel in local bus systems, Metrorail, commuter rail and highway, NVTA staff have shown how each respective mode has recovered. In addition to travel trends, NVTA staff have also reported on office occupancy rates, electric school bus adoption rates, and air travel demands for all three regional airports.</p>

Goal II: Mobility

Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.



Strategy	Action	2024 Status
	Conduct ongoing peer reviews w/ similar regions in U.S. to better understand performance of transportation in NoVA.	<p>NVTA's Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT) is a plan to facilitate a seamless connection of current and future BRT segments that once complete, will guarantee a consistent and comprehensive regional approach for future BRT deployment. With the kick-off of the development of the PDP-BRT occurring in October 2023, the first phase included documenting best practices and relevant studies. The research included lessons learned and best practices related to maximizing ridership, cost-effective operations, finance (revenues and costs) and governance options that could be transferable to the regional BRT system.</p> <p>On June 13th, and July 11th respectively, the Authority received presentations from NVTA's consultant team on the key findings from the peer review of BRT systems, including findings related to BRT operations, supportive density and land use, and maximizing ridership.</p>
	Expand analytical capabilities ranging from sketch planning to micro simulation and scenario analysis. <ul style="list-style-type: none"> • Travel demand forecasting • Model simulations 	<p>In August of 2022, NVTA finalized development of an in-house Transportation Modeling/Data Analytics Section of the Transportation Planning and Programming (TPP) team to build the core capabilities and capacity of the modeling and data analytics activities. NVTA model framework is based on Transportation Planning Board's (TPB) model, with a number of enhancements such as introduction of emerging modes (connected and autonomous vehicles (CAVs), transportation network companies (TNCs)).</p> <p>NVTA staff, partnering with TransAction travel model consultant team (staff from Cambridge Systematics and researchers from Arizona State University), held a travel model workshop covering hybrid travel demand modeling in Northern Virginia on March 10, 2023, at the NVTA offices. The event was well-attended by representatives from all government levels including the Federal Highway Administration (FHWA), State Departments of Transportation, Metropolitan Planning Organizations, and local counties. Presentation topics included NVTA's travel model framework, challenges in integrating regional travel demands with mesoscopic traffic simulation,</p>

Goal II: Mobility

Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.



Strategy	Action	2024 Status
		<p>NVTA's experiences to apply such an integrated toolset, and recent advances in the field.</p> <p>In November 2023, the Metropolitan Washington Council of Government/Transportation Planning Board (MWCOTG/TPB) invited NVTA's Planning Analytics Manager to chair its Travel Forecasting Subcommittee (TFS) for CY2024. This sub-committee serves as a regional forum to exchange the latest knowledge in the field of travel forecasting and simulations. Regular updates are provided from TPB staff on their development of an advanced travel model framework for the greater Washington D.C. metro area (locally known as Next Generation, or NextGen model). This appointment will further cement NVTA's close ties with TPB staff and the travel forecasting/simulation community, while also continuing to raise NVTA's growing profile in this important field</p>
Advocacy/Education Increase awareness and understanding of the transportation impact of the NVTA's regional transportation investments	Develop appropriate messaging based on above findings to specific target audiences: <ul style="list-style-type: none"> • NoVA residents and business community • General Assembly members • Local elected officials 	<p>NVTA has been invited to present at numerous seminars and conferences on a regional and national level, to showcase NVTA's investments and initiatives. These include Transportation Research Board (TRB) Innovations in Travel Analysis and Planning Conference, Virginia Governor's Transportation Conference, Women in Transportation Seminar (WTS) Annual Conference, Conference of Minority Transportation Officials (COMTO) Annual Conference, Association of Metropolitan Planning Organization (AMPO) Conference, American Council of Engineering Companies (ACEC), and more.</p> <p>NVTA hosts a bi-monthly Northern Virginia Public Information Officer (PIO) meeting which is a collaborative forum for PIOs to discuss NVTA and partner agency initiatives, share challenges, and brainstorm communication opportunities for the future.</p>

Goal III: Innovation



Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

Strategy	Action	2024 Status
Regional Coordination <ul style="list-style-type: none"> Promote multimodal initiatives such as Integrated Corridor Management (ICM). 	<p>Coordinate with VDOT and DRPT on implementation of ICM and associated regional components, including expanded regional Travel Demand Management (TDM.)</p>	<p>NVTA is partnering with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) on developing Regional Multi-Modal Mobility Program (RM3P). RM3P will use information and communications technologies to provide travelers, commuters, service providers and transportation system operators with tools that optimize system performance, improve travel time reliability, and support on-demand multimodal trip options. Funding for RM3P (\$15 million) was secured through the Commonwealth's Innovation and Technology Transportation Fund (ITTF).</p> <p>Three out of four elements of RM3P have progressed from the procurement stage. A kick-off presentation for the third RM3P program element to get underway Dynamic Incentivization (DI) occurred on March 27, 2024. The DI 'soft launch', in which Northern Virginians will be able to directly interact with RM3P for the first time, will take place in early CY2025. DI is an innovative collaboration between VDOT, DRPT, NVTA, and many stakeholders across the region.</p>
Multimodal Regional Transportation Planning <ul style="list-style-type: none"> Plan for emerging transportation technologies and related trends. 	<p>At the national and regional level, monitor emerging technology trends and associated changes in travel behaviors, e.g., vehicle ownership, mobility as a service, and shared vehicle use.</p>	<p>On May 13, 2021, the Authority adopted the inaugural Transportation Technology Strategic Plan (TTSP) which included an Action Plan and Eight Strategies. The TTSP was designed to foster a proactive approach to innovation that advances the vision and goals for Northern Virginia while reducing congestion. The TTSP is comprised of a series of strategies that have each been evaluated in terms of NVTA's three Core Values of Equity, Safety, and Sustainability.</p> <p>On November 3, 2022, the Authority adopted the first substantial update to the TTSP which included expanding two strategies and adding a ninth new strategy that focuses on emerging technologies in transit.</p>

Goal III: Innovation



Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

Strategy	Action	2024 Status
	Conduct and compile objective, independent research on the positive and negative impacts of emerging transportation technologies.	<p>To best accommodate the current observed pace of innovation, the strategies of the TTSP provide a high-level overview of their respective topics and strive to incorporate flexibility into the possible NVTA roles proposed to address them. Actions included in the Action Plan of the TTSP are traceable to at least one of the TTSP strategies and include measure(s) of effectiveness.</p> <p>Beginning in 2015, NVTA conducted perception surveys asking residents detailed questions on their perspective of different transportation modalities around the region. Five perception surveys have been conducted, the most recent occurring in the fall of 2023. The most recent survey includes questions regarding self-driving vehicles and Bus Rapid Transit (BRT).</p>
	Conduct studies of regional deployments of emerging transportation technologies.	NVTA staff continue to track deployments of transportation technologies around the D.C. region, throughout Virginia and the globe via the TTSP. These deployments are recapped in NVTA's newsletter, Driven by Innovation (DBI). The Transportation Technology Committee (TTC) members keep NVTA staff abreast of other emerging technology trends.
	Develop policy guidance as needed to support regional deployments of emerging transportation technologies.	The TTSP aims to achieve a proactive approach that will leverage transportation technologies that support NVTA's vision, and mitigate those that do not through planning, policy, advocacy, funding, and other means. The TTSP has been used to inform NVTA's Legislative Program beginning in 2022 and throughout subsequent years. With the TTSP providing a foundation, NVTA's Legislative Program includes a priority to "support the use of effective transportation technologies". The TTSP also informs numerous NVTA work products and initiatives.

Goal III: Innovation



Lead the region in planning and advocating for emerging transportation technologies which address future transportation, workplace and development trends.

Strategy	Action	2024 Status
Multimodal Regional Transportation Planning Plan for emerging transportation technologies and related trends.	Host regional discussions and events that identify/address the barriers to emerging transportation technologies and facilitate their deployment in a manner that is beneficial to the region.	Beginning in 2016, each year NVTa in partnership with the Intelligent Transportation Society of Virginia (ITSVA) hosts the Annual Northern Virginia Transportation Roundtable, gathering experts from the public and private sectors, to discuss innovation in transportation and impacts on the region. The most recent 2023 Roundtable showcased two panels: Equitable and Sustainable Transportation Panel and Safe and Innovative Transportation Systems Panel. Panelists touched on microtransit, an upcoming electric vehicle (EV) parking pilot project in Fairfax County, and insights on an array of innovations being developed in the automotive and public transit industries.
Advocacy/Education Develop and implement an advocacy and education strategy for emerging transportation technologies and shared mobility opportunities.	Work collaboratively with the region on public outreach regarding emerging technology and shared mobility.	In 2018, NVTa created a newsletter called Driven by Innovation (DBI) that highlights the latest transportation technology trends across the globe and transportation technology activities happening in Northern Virginia. DBI also dives into specific strategies and actions outlined in the TTSP. This newsletter is shared via email with subscribers, featured on NVTa's newsletter webpage, and shared through LinkedIn's newsletter feature.
	Increase advocacy and education of emerging transportation technologies.	In 2022, NVTa staff conducted a pilot of a series of virtual InNoVation Lunch and Learns designed to provide opportunities for pragmatic information exchange about technologies or innovations that are feasible immediately or in the near future (1-5 years). Each session focused on topics supported by the TTSP and was relevant to Bus Rapid Transit. After a successful pilot series, NVTa staff hosted a summer 2023 series and winter 2023-2024 series that were open to the public and NVTa partners. Topics included Intelligent Transportation System (ITS), Artificial Intelligence in Transportation, and more.

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
Transparency/Stewardship/Accountability <ul style="list-style-type: none"> • Ensure NVTa's funding information is transparent and available. • Cement the NVTa's reputation as a predictable long-term funding partner. • Protect and enhance the NVTa's credit rating. • Protect the NVTa's regional transportation investments. • Streamline the Six Year Program project application process. 	Disseminate accurate financial information amongst member jurisdictions and the public with clarity and transparency	<p>NVTa continues to receive unmodified (clean) audit opinions each year. Unique to NVTa, project funding details are incorporated into the Financial Statements for transparent presentation, and NVTa's website includes posting of up-to-date financial reports on revenue, operating budget and investment portfolio. These reports are presented at the Finance Committee and Authority meetings, which are open and live streamed to the public.</p> <p>The audited Financial Statements and regular financial reports are used by the nation's top three credit rating agencies: Moody's, Fitch, as well as Standard and Poor's, to affirm NVTa's credit rating as AA+, outlook stable. This is the highest rating the Authority is able to receive since the General Assembly determines the funding sources through legislation.</p> <p>Further, expanded project financial information (inclusive of projects funding through Local Distribution Fund or 30% transfers) is included in the Annual Virginia Joint Commission on Transportation Accountability and audited financial statements.</p> <p>On September 14, 2023, the Authority recently recognized the transfer of \$1 billion in Local Distribution Funds for use on projects selected solely by member jurisdictions.</p>
	Develop and implement multi-year funding strategies in support of NVTa Programs.	With the Authority's strong balance sheet, investments and funding policies, NVTa was able to develop a funding strategy for the SYP. Beginning in 2018, NVTa implemented out-year funding with the inaugural Six Year Program. In June 2018, the first Six Year Program (SYP) was adopted, funding fiscal years 2018-2023. In July 2020, the FY 2020-2025 SYP was adopted, funding projects in FY24 and FY25. In July 2022, the FY2022-2027 SYP was adopted, funding

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
		<p>projects in FY26 and FY27. Most recently in July 2024, the FY2024-2029 SYP was adopted funding projects in FY28 and FY29. In total, NVTa has invested \$3.8 billion toward 140 projects.</p> <p>Using the strength of the Authority's Balance Sheet and working closely with the external independent auditor, NVTa staff have developed a 'forward appropriation' process. This process utilizes the Authority's strong financial position to self-fund projects which are able to move forward earlier than the fiscal year originally approved.</p> <p>The forward appropriation process allows the Authority to advance projects without issuing debt. This process provides \$200 million in financing cost savings over 20 years.</p>
	Work regionally in the development of conservative revenue estimates.	The latest revenue estimates have taken into account multi-year economic pressures, including the effects of; the COVID-19 pandemic, rising inflation, interest rates, and the potential for a recession, due to various domestic and international factors. Additionally, the forecast for the next six years is based on each jurisdiction's prior 30-year history of sales and grantor's tax receipts from pre-pandemic, pandemic, and post-pandemic periods. Furthermore, revenue estimates have incorporated information from the Commonwealth's Department of Taxation and the Department of Transportation's Chief Financial Officer.
	Achieve clean audit opinions.	NVTa annually receives a clean audit. This is an ongoing annual goal for the purposes of transparency and maintaining the AA+ credit rating.
	Exercise prudent use of debt capacity, recognizing the impact on annual PayGo availability.	Developed funding and appropriation plan for the SYP which includes 14 calculation steps beyond the initial revenue estimates. Some of these steps are based on current known data points, and some are based on estimates extended over a six-year horizon. NVTa has not needed to use any debt capacity.
	Ensure compliance of all current and proposed activities with:	Clean audit opinion noted no compliance deficiencies with state or federal regulations.

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
	<ul style="list-style-type: none"> Investment Policy Debt Policy Post Issuance and Tax Compliance Policy State, Federal and IRS Regulatory Requirements 	<p>Revisions of the Authority's Financial Policies since 2021 include:</p> <ul style="list-style-type: none"> Revisions to Policy 19 to distribute Interstate Operations and Enhancement Program revenue and Commonwealth Transportation Fund Transfer revenue based on the ratio of the prior 12 fiscal months of Sales Tax receipts. Revise Policy 29 to implement an 18-month deadline for project sponsors to submit invoices for reimbursement and implement a duplicate reimbursement request identification and funds recovery process. Two updates to the Investment Policy in 2022: 1.) Deletion of Overnight Repurchase Agreements from the list of permitted instruments. 2.) Modification of performance benchmarks to better match the maturing of the portfolio and level of operational sophistication. <p>NVTA remains in compliance with all Security and Exchange Commission annual requirements for post debt issuance disclosure, arbitrage disclosure and reporting.</p>
	Build capacity to receive, administer and account for federal and state grants.	The adoption of the FY2025 Operating Budget identifies the initiative and related resources required for NVTA to receive, administer, and account for grant funding. This includes two positions, one on the TTP team and one on the finance team, to support efforts in grant management.
	Build capacity to ensure fulfillment of project scope of approved regional projects, including implementation of a monitoring system.	<p>NVTA's Program Information Management and Monitoring System (PIMMS) is now undergoing Phase 5 of updates. The following enhancements are being added to the system:</p> <p>Develop a Local 30% Project module including an interactive map and sortable project list</p> <p>Update main navigation under Projects on the public facing dashboard to provide users with the ability to select either Regional, Local or both for their projects.</p> <p>Add lane-mile data to be displayed on the dashboard.</p>

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
		<p>From previous phase updates, PIMMS is now equipped with a Jurisdiction Administrator ('super-user') admin role, where a designated staff member in a jurisdiction/agency can manage staff access/access levels to staff within their organization. Also, this Jurisdiction Administrator can provide access to a particular project to an outside organization's staff. This is helpful in cases where a project is being administered by a different entity than the project sponsor.</p> <p>Project sponsors are now utilizing the system for all project administration tasks – reimbursement requests, cost/schedule updates (when necessary), and monthly project status updates.</p>
	Implement a cost-effective online project application system that reduces jurisdictional and NVTAs staff time expended on preparing and reviewing responses to NVTAs Calls for Regional Transportation Projects.	Beginning in 2020, and for each call for regional transportation projects since, applications are received through PIMMS. This significantly reduces jurisdictional and NVTAs staff time and effort in preparing and reviewing applications. Each year, NVTAs enhances PIMMS to operate more efficiently. This also allows seamless transition to Standard Project Agreements (SPAs), schedule and scope updates, and reimbursement requests.
Regional Coordination Coordinate across the region to enhance funding of transportation infrastructure.	Identify and support opportunities for joint and solo applications to regional, state and federal sources for economy of scale, efficiency and competitiveness.	<p>Per the Code of Virginia, NVTAs serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTAs accomplishes this through providing letters of endorsement for jurisdictions and regional agencies applications for funding.</p> <p>A recent example, the Federal Highway Administration has issued nearly \$830 million in Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation or "PROTECT" discretionary grant program funding to 80 projects nationwide. This includes VDOT receiving over \$5.4 million to install a weather and traffic monitoring system that will facilitate emergency evacuations due to extreme weather events in Virginia's Tidewater and Chesapeake region. NVTAs provided a letter of endorsement for VDOT's grant application in August 2023.</p>

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
	Pursue grant opportunities on behalf of the region.	The adoption of the FY2025 Operating Budget identifies the initiative and related resources required for NVTA to pursue grant opportunities on behalf of the region. NVTA aims to pursue this initiative on behalf of the region by establishing an in-house federal/state transportation funding program. This program will enable NVTA to access federal and state transportation revenue sources, diversifying NVTA revenues. The initiative involves the addition of NVTA staff and on-call consultants.
Advocacy/Education Protect and increase the Authority's fiscal strength.	Enhance existing strong ties to the General Assembly to elevate/strengthen awareness of NVTA's role and represent NVTA's interests to protect and enhance funding legislation for regional projects.	NVTA's legislative consultant works closely with the Virginia General Assembly, the NVTA Chair and NVTA CEO, to meet the legislative priorities outlined in NVTA's Legislative Program, including protecting and enhancing funding legislation. Each year, NVTA's Annual Report is provided to the General Assembly and as needed, NVTA's CEO briefs the General Assembly members on NVTA's investments, economic impacts, and initiatives.
	Support regional efforts to identify funding for operating and capital costs to meet current and future travel demand and emerging transportation technologies.	The TTSP outlines roles NVTA can take toward utilizing the TTSP in funding decisions, policy adoption, and advocacy through the region. NVTA's CEO remains engaged with stakeholders and regional partners to stay abreast of transportation needs. Recent efforts include involvement in the Metropolitan Washington Council of Governments (COG)'s Government Partner Advisory Group that will help inform COG's focused effort to envision seamless, efficient, equitable, reliable, and sustainable mobility solutions. Additionally, NVTA's CEO is a member of the technical working group to the SJ28 Joint Subcommittee to Study Growing Transit Needs in Northern Virginia.

Goal IV: Funding



Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

Strategy	Action	2024 Status
	Work with the business community to protect and enhance funding legislation.	NVTA's CEO is continually engaged with the Northern Virginia Transportation Alliance, the Greater Washington Board of Trade and chambers of commerce throughout NoVA to actively participate in events related to transportation. At these events, NVTA's investments and economic impact are highlighted, along with the need to protect and enhance transportation funding for the ever growing and diverse transportation needs of the region.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Harun Rashid, Planning Analytics Manager

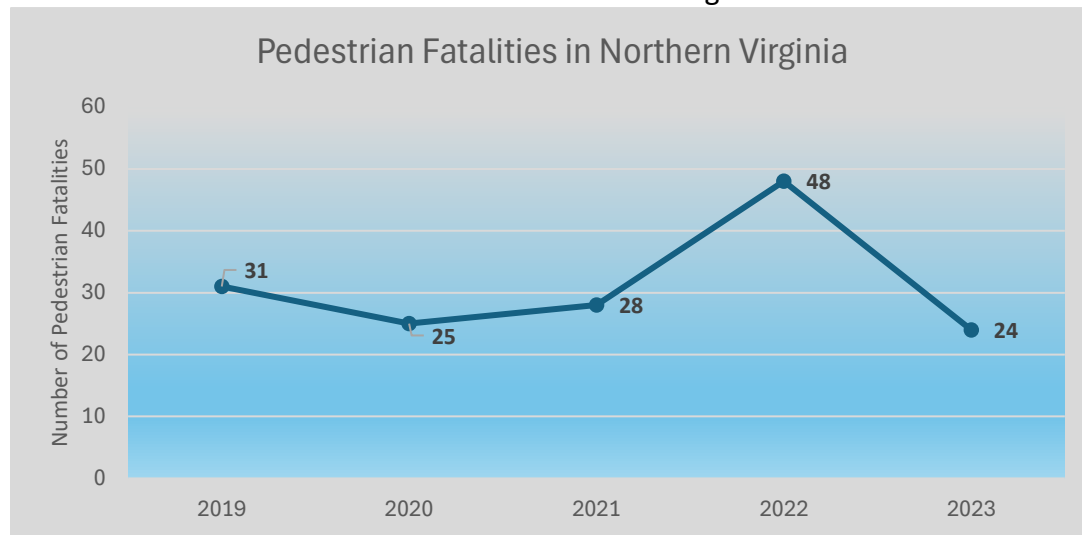
DATE: September 5, 2024

SUBJECT: Travel Trends Update

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on transit, highway, and related travel trends in Northern Virginia.
2. **Background:** NVTA staff are monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, 2022, 2023, and 2024 with corresponding weeks and months in 2019. NVTA staff have presented fourteen of these quarterly analyses to the Authority. The last one was presented on June 13, 2024. This update features staff analysis of pedestrian fatality rates and trends in Northern Virginia which directly relates to the Authority's Core Value of Safety. This is in addition to regular updates on highway traffic volumes and transit ridership. In our last update, we presented data analysis through March 2024. This memo updates the analysis through June 2024. The objective of these analyses is to gain a better understanding of such trends and to identify whether they are temporary or more permanent. This knowledge will enhance NVTA's transportation planning efforts.
3. **Pedestrian fatalities:** During the pilot Core Value project evaluation in the latest update of NVTA's Six Year Program (FY2024-2029), the Core Value of Safety was defined as - *A safe transportation system minimizes fatal and severe injuries, while increasing safe, healthy, and equitable mobility for all. It also addresses community perceptions of safety.* In devising strategies to eliminate all traffic fatalities and severe injuries of vulnerable road users, a widely used data metric is pedestrian fatalities. Each year, the Governors Highway Safety Association (GHSA) reports on pedestrian fatalities in all U.S. states and the District of Columbia (D.C.). In the latest report (published June 2024 - <https://www.ghsa.org/resources/Pedestrians24>), researchers showed that 29 states had fewer pedestrian deaths in 2023 compared to the year before, while 21 states and D.C., had more. Virginia had 38 fewer deaths, with the top five states showing substantial declines in pedestrian fatalities.

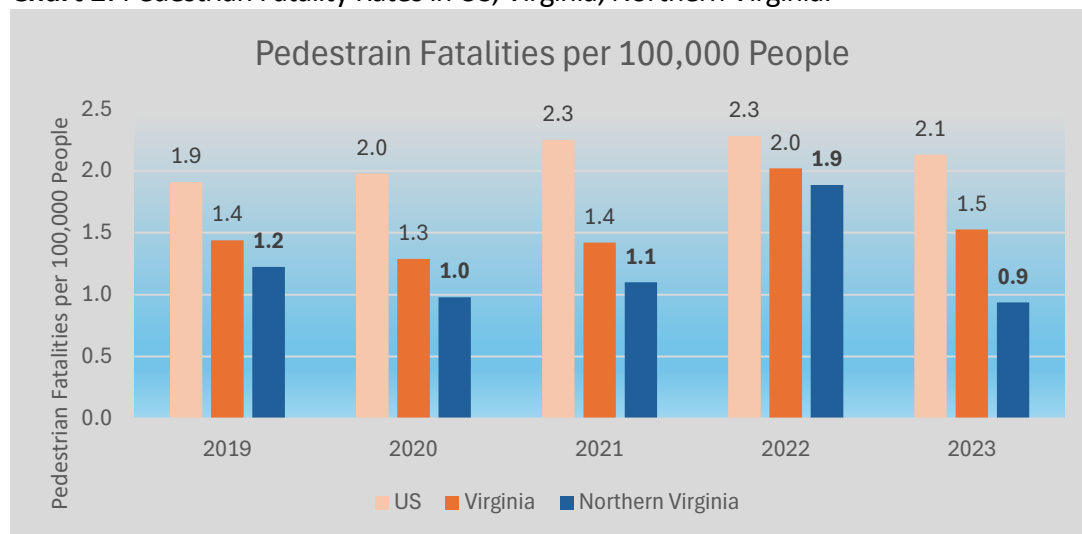
To understand such trends in Northern Virginia, staff have analyzed a crash database from the Virginia Department of Transportation (VDOT). Chart 1 shows the number of pedestrian fatalities in Northern Virginia. Chart 2 compares these numbers with the Commonwealth and the nation on a number of fatalities per 100,000 people rate.

Chart 1: Number of Pedestrian Fatalities in Northern Virginia.



Data Source: VDOT Crash database from SmarterRoads online data portal (<https://smarterroads.org/login>)

Chart 2: Pedestrian Fatality Rates in US, Virginia, Northern Virginia.



4. Highway travels: During the pandemic periods, different travel demand patterns by days in a week and by time periods in a day have been observed. To keep track of these shifts in travel demands, staff continued the analyses with roadway travel volumes in Northern Virginia. In the second quarter of 2024, we observe the highest weekday travel demand on Fridays, only 2.4% below pre-COVID (Chart 3). In the first quarter (January to March, 2024), Thursday had the highest weekday traffic volumes (Chart 4). The change in the study period is potentially due to more recreational trips in summer around long weekends. In checking how these demands vary by time-of-day, on Fridays, it appears demand in the PM peak is the highest, surpassing pre-COVID numbers (Chart 5). These analyses are based on traffic volumes that are tracked by Virginia Department of Transportation's (VDOT) permanent traffic count devices on major roadway segments in Northern Virginia (see Map attachment).

Chart 3: Changes in traffic volumes by days in a week, 2nd quarter 2024 and pre-COVID.

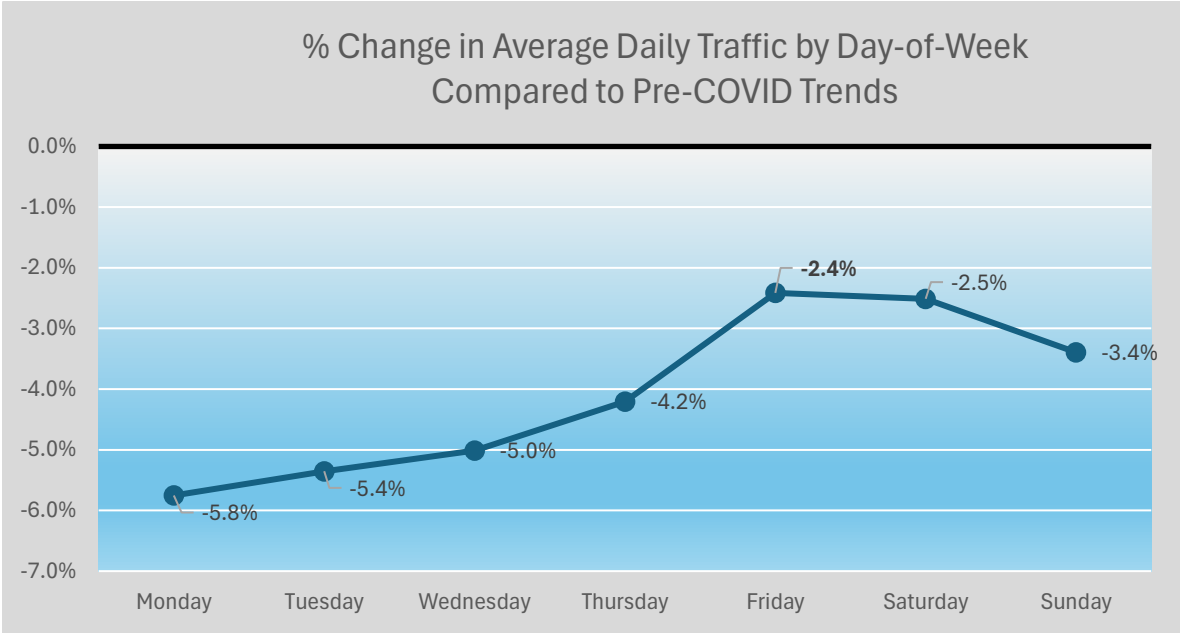


Chart 4: Changes in traffic volumes by days in a week, 1st quarter 2024 and pre-COVID.

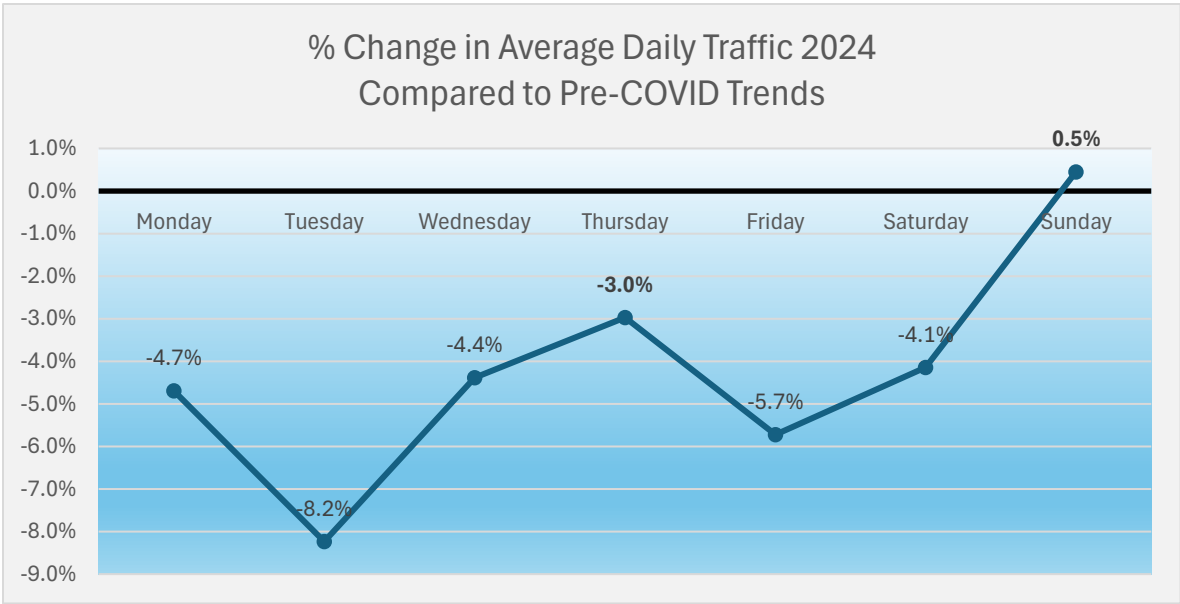
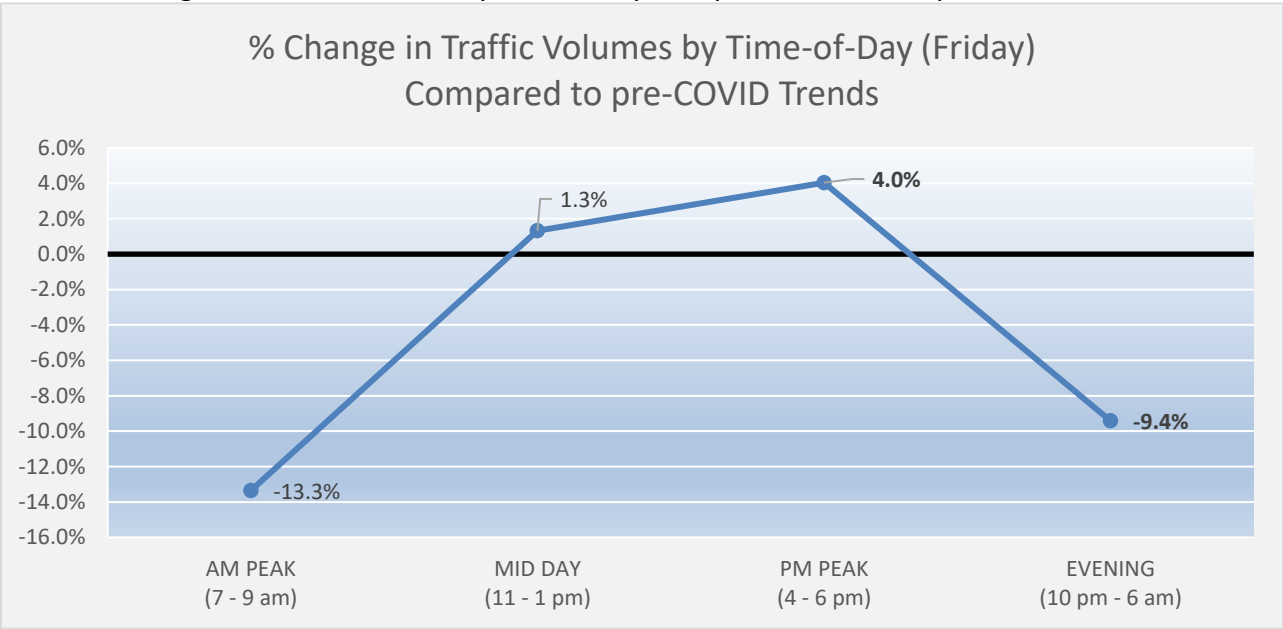


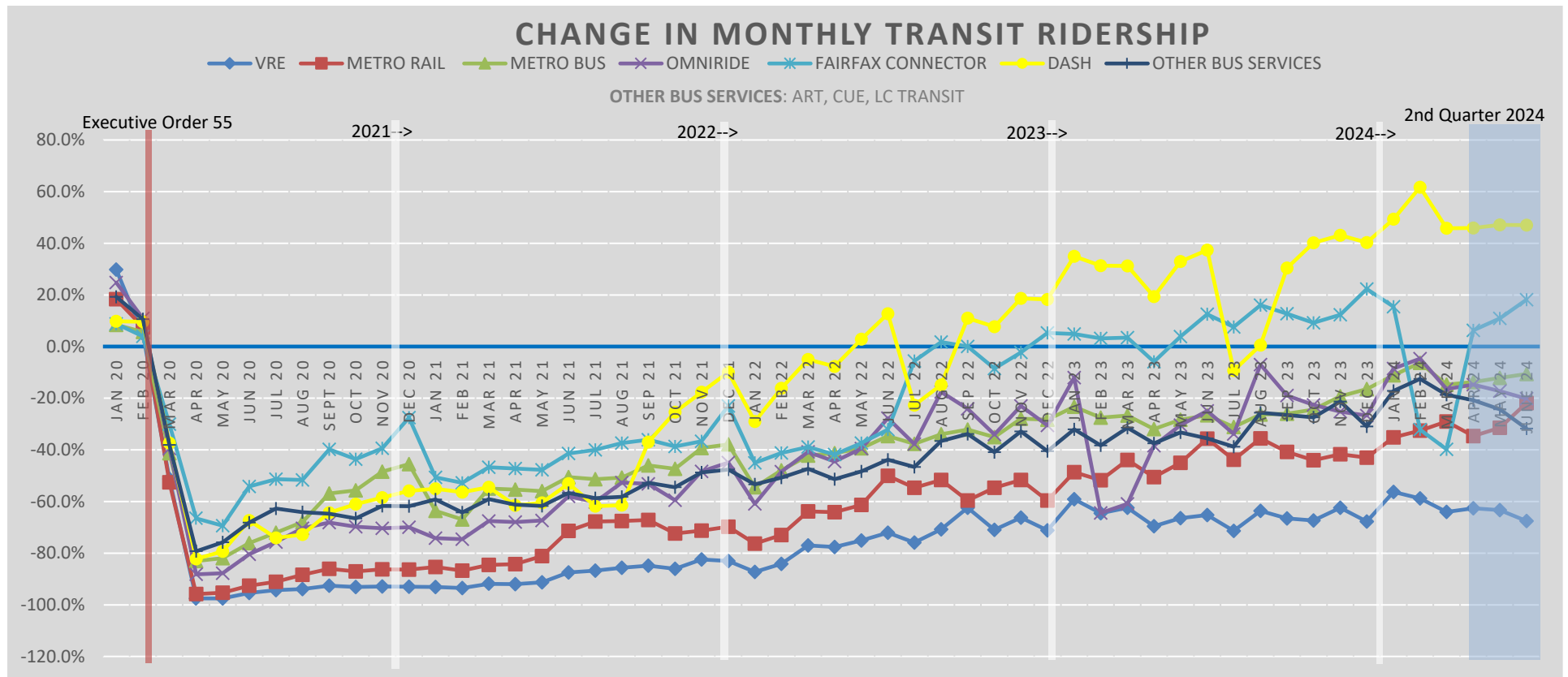
Chart 5: Changes in traffic volumes by time-of-day, 2nd quarter 2024 and pre-COVID.



Data source for charts 3/4/5: VDOT traffic count database for pandemic impacts on major highway locations.

5. Transit ridership: In the second quarter of 2024, Fairfax Connector, Metrobus, and Metrorail show upward trendlines (Chart 6). DASH ridership remains substantially higher than in 2019. In fact, the system has reported an all-time high annual ridership of 5.3 million in FY2024. Note that this analysis is based on ridership numbers specifically for Northern Virginia geography.

Chart 6. Transit ridership.

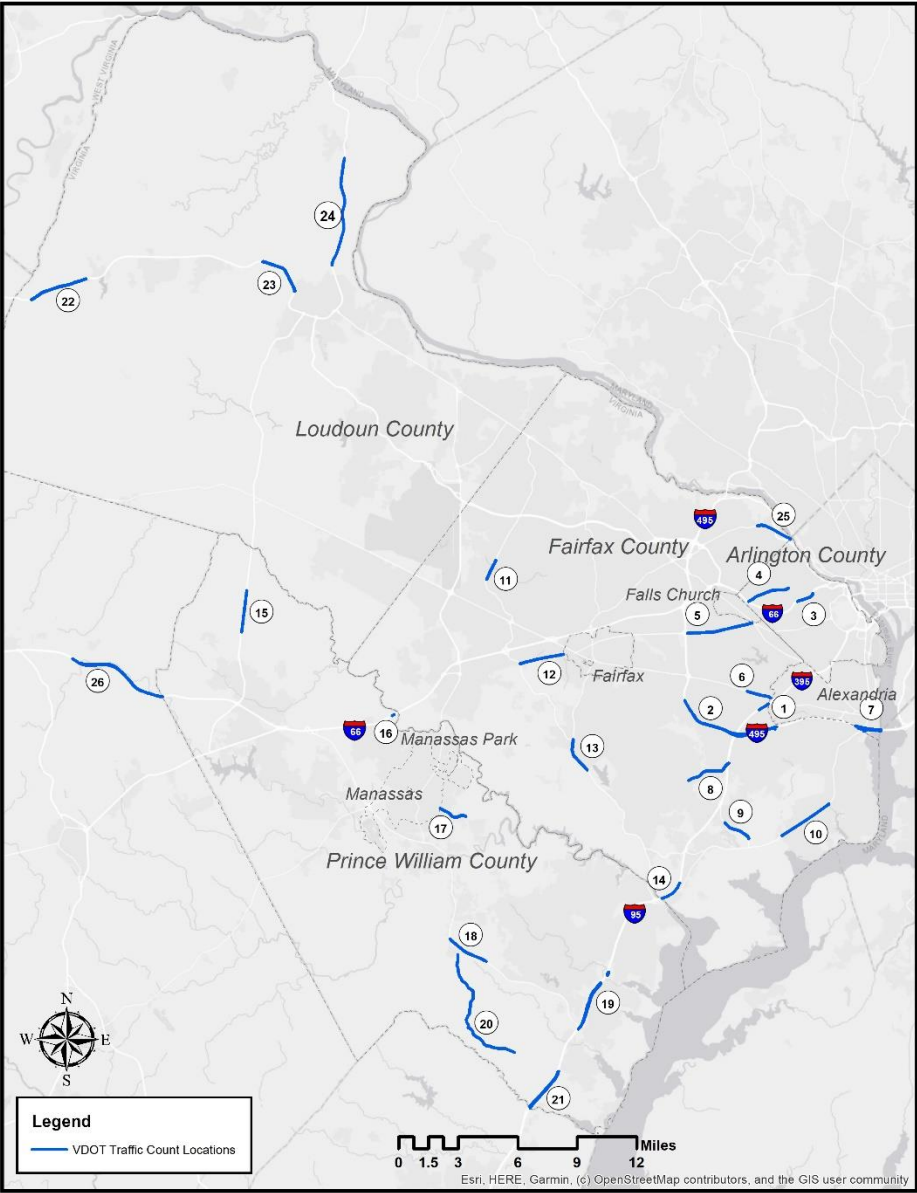


Data source: Monthly ridership data from DRPT and NVTC.

6. Next steps: NVTA staff will continue this trend analysis to track emerging travel patterns as the region's travelers continue to adjust their travel choices/behaviors.

Attachment: Map attachment

Map attachment: VDOT permanent traffic counters in Northern Virginia.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

SUBJECT: Chief Executive Officer's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in the agenda.
2. **Discussion Items:**
 - A. **Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT):** The PDP-BRT will refine and evaluate the BRT system identified in the current version of TransAction adopted in December 2022. The PDP-BRT will serve to protect the more than \$500 million investment that NVTA has already made in all five BRT lines in Northern Virginia, as well as ensure that future BRT investments will be complementary and synergistic. The PDP-BRT kicked off on October 31, 2023, and NVTA launched a PDP-BRT webpage in early February (<https://thenovaauthority.org/brt>). The PDP-BRT will be conducted in four phases. Phase 1, the data gathering phase, included a Perception Survey, four virtual focus groups with Northern Virginians to gain deeper insights into various factors that may influence future willingness to use a regional BRT system, and an online survey that further explored topics raised in the perception survey and focus groups with a broader range of Northern Virginians. Additional work included increasing business engagement and review of BRT studies and projects across the country to develop lessons learned and best practices related to maximizing ridership, cost-effective operations, funding, and governance options that could be transferable to the regional BRT system. NVTA staff and the consultant team provided the Authority with the key findings of these activities at the June and July Authority meetings. Following these activities, the team has started Phase 2 of the PDP-BRT, the analysis phase. Phase 2 involves various analytical work including finalizing a network for analyses, operational analysis, financial analysis, governance analysis, and ranking of corridors. Work for Phase 2 will continue through March 2025, followed by a further round of public engagement in spring 2025.
 - B. **InNoVAtion Lunch and Learns:** NVTA recently began the third season of its InNoVAtion Lunch and Learns series. These 45-minute webinars, hosted by NVTA staff, are designed to foster discussions about innovative transportation solutions that are currently impacting or have the potential to influence our region within the next five years. On September 5th, Amy Posner, EV Planner at the City of Alexandria, presented the first session of the Fall season, focusing on "Innovative Approaches to Local EV Charging." Amy shared insights into residential and DASH fleet charging solutions from a local

perspective. This session and all previous Lunch and Learn sessions are available to view on [NVTA's YouTube page](#). The next InNoVAtion Lunch and Learn is scheduled for November 7th. Speaker and topic details will be announced at a later date.

- C. **The 9th Annual Northern Virginia Transportation Roundtable:** The 9th Annual Northern Virginia Transportation Roundtable will take place from 8:30am to 11:00am on Wednesday, October 9th, 2024, and be held at NVTA's new office on the sixth floor of 2600 Park Tower Drive. This event will focus on the theme of "Artificial Intelligence and Dynamic Incentivization" and address topics related to NVTA's co-sponsored program, the [Regional Multimodal Mobility Program](#) (RM3P). This event will feature Cathy McGhee, Chief Deputy Commissioner of Virginia Department of Transportation (VDOT), as a keynote speaker, followed by an expert panel discussion on how Artificial Intelligence (AI)-powered decision support and dynamic incentives are poised to reshape transportation in Northern Virginia. Moderated Q&A and interactive live polling throughout the event will provide a great opportunity for the audience to directly interact with panelists and learn more about RM3P's revolutionary mobile app. To register and for more event details, please see NVTA's [Roundtable Event webpage](#).
- D. **NVTA's SMART SCALE Application:** On behalf of Arlington County and City of Alexandria, NVTA's SMART SCALE Round 6 full application for the I-395 Shirlington Rotary & Glebe Rd Interchange Improvements project was submitted on Wednesday July 31st. The project, which encompasses both jurisdictions, aims to address safety and operational issues at the rotary and at the I-395 exit/entrance ramp leading to the rotary. The project has a cost estimate of \$32.8 million. SMART SCALE program staff will analyze project applications and provide staff recommendations at the January Commonwealth Transportation Board (CTB) meeting. There will be an approximately five month long public comment period, which will be followed by the final funding decisions and Six Year Improvement Plan adoption at the June 2025 CTB Meeting.
- E. **Association of Metropolitan Planning Organization (AMPO) National Conference:** Sree Nampoothiri, PhD, AICP, Senior Manager, Transportation Planning and Programming, NVTA, will present NVTA's prioritization processes, performance measures, and Core Values at the National Conference of the Association of Metropolitan Planning Organizations (AMPO). The conference is scheduled to be held at Salt Lake City, UT, September 24-27, 2024.
- F. **American Public Transportation Association (APTA)'s TRANSform Conference:** APTA's TRANSform Conference is the flagship event for public transportation leaders to address current issues and innovations in the industry. Monica Backmon, CEO of NVTA, will take part in the *Executive Roundtable: Empowering Women Leaders*, alongside other key influencers, to discuss the impact and advancement of women in transportation. This event will take place in Anaheim, CA, from September 29 to October 2, 2024.
- G. **NVTA Policy Work:** At the July Authority Meeting, the Authority took action to direct NVTA staff to draft a policy to address resubmitted projects that have experienced a cost increase by the end of the calendar year. NVTA staff are currently working to draft a policy that will be vetted through the committees and subsequently presented to the Authority for consideration, before the end of the calendar year.

3. **NVTA Outreach Events:** See attached report for the NVTA outreach recap (Attachment A).
4. **Upcoming Events & Report Updates:**
 - A. NVTA Standing Committee Meetings
 - I. **Governance and Personnel Committee (GPC):** The next GPC meeting is scheduled for Thursday, October 10, 2024, at 5:30 pm at 2600 Park Tower Drive, Vienna, VA.
 - II. **Finance Committee:** The next Finance Committee meeting is scheduled for Thursday, October 10, 2024, at 6:00 pm at 2600 Park Tower Drive, Vienna, VA.
 - B. NVTA Statutory Committee Meetings
 - I. **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, September 18, 2024, at 7:00 pm at 2600 Park Tower Drive, Vienna, VA.
 - II. **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled for Wednesday, September 15, 2024, at 6:30 pm at 2600 Park Tower Drive, Vienna, VA.
5. **CMAQ-RSTP Transfers:** Three CMAQ/RSTP transfer requests since the last Chief Executive Officer's report are presented in Attachment B.
6. **Regional Projects Status Report:** The updated Regional Projects Status Report (Attachment C) provides a narrative update for projects and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report:
<https://thenovaauthority.org/funded-projects/>

Attachments:

- A. NVTA Outreach Recap
- B. CMAQ/RSTP Transfer Requests
- C. Regional Funding Program Project Status Report



CEO Report Outreach Recap

Neabsco Mills Road Ribbon Cutting

July 5, 2024



On July 5th, NVTA joined Prince William County to celebrate the completion of Neabsco Mills Road Project with regional partners. This project was funded through a mix of federal, state, regional, and local dollars, with an \$8.9 million contribution coming directly from NVTA's Local Distribution Fund. Thanks to combined efforts and partnerships, these investments have created a safer and more accessible travel option that will significantly enhance the quality of life for commuters.

Crystal City East Metro Entrance Groundbreaking

July 12, 2024



On July 12th, NVTA joined Arlington County, the Washington Metropolitan Transit Authority (WMATA) and other partners at the local, state and federal level to celebrate the groundbreaking of the Crystal City East Metro Entrance. NVTA has invested nearly \$240 million in Regional Revenues to support Metrorail projects across the region, including \$5 million for this specific project.

Brentsville Road Interchange Ribbon Cutting

July 25, 2024



On July 25th, NVTA joined Prince William County and partners celebrating the completion of the Brentsville Road Interchange project. NVTA was proud to fully fund this project, investing \$54.9 million in Regional Revenues. This project is a crucial component of NVTA's investments of more than half a billion dollars in connecting corridors to support the development of Prince William County.

APTA Workforce Summit

August 22-23, 2024



On August 22nd and 23rd, Monica Backmon, NVTA CEO, attended American Public Transportation Association's (APTA) first-ever Workforce Summit held in Washington D.C. Attendees exchanged ideas and best practices about successful strategies for recruiting, reskilling, and retaining the public transit workforce.

Photo credit: APTA LinkedIn Page

Monica Backmon Virginia 500 Power List 2024



Monica Backmon, NVTA CEO, has been recognized for a second year in a row in Virginia Business Magazine's Virginia 500 Power List! Ms. Backmon was chosen alongside 26 other leaders in the transportation industry as the most powerful and influential leaders in business, government, politics and education.

<https://www.virginiabusiness.com/article/2024-transportation/>

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

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

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

On July 25, 2024, the City of Alexandria requested the following reallocation:

- Transfer of \$1,100,000 of RSTP funds from UPC 117573 (Alexandria NEEP) to UPC T21999 (Dash Technology).

Over the past month, the City of Alexandria conducted a comprehensive review of their project funding timelines to align them with the project schedules and ensure that full funding is available in the appropriate years. This is the first of the subsequent funding transfer requests. The Alexandria NEEP project is no longer an active project, and the City of Alexandria requested the remaining funds be moved to DASH Technologies which will help to initiate the project.

At its meeting on July 25, 2024, the RJACC approved this request.

Attachment(s): Request Letter from City of Alexandria
DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

Room 4100 - City Hall
Alexandria, Virginia 22313
703-746-4025
alexandriava.gov

July 25, 2024

Richard Roisman and Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTa)
2600 Park Tower Dr., Suite 601
Vienna, Virginia 22180

Reference: Request to Reallocate Regional Surface Transportation Program Funds for the City of Alexandria

Dear Mr. Roisman and Ms. Landis:

The City of Alexandria requests the NVTa RJACC's and Authority's concurrence to advance the following transfers:

Project Name	Amount to Transfer	Funding
Alexandria NEEP	\$1,100,000	RSTP
TOAL	\$1,100,000	

Over the past month, the City conducted a comprehensive review of our project funding timelines to align them with the project schedules and ensure full funding is available in the appropriate years.

The "DASH Technology" project includes upgrading its Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) system and the supporting suite of analytic tools, live operations monitoring and real-time rider alerts. These tools will significantly enhance the ability of DASH to monitor its operations in real-time, provide real-time service updates to customers and access far better analytics that will support efforts ranging from scheduling and service planning decisions to major capital projects and bus stop improvements. Currently, DASH Technologies is not fully funded until FY 2030. In order to initiate the project, the City needs to transfer additional funds onto the project. The Alexandria NEEP project is no longer an active project and therefore we request remaining funds be moved to DASH Technologies.

Thank you for your assistance in this matter. Please feel free to contact me at hillary.orr@alexandriava.gov or 703.746.4017 should you have further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'H. Orr', followed by a horizontal line.

Hillary Orr
Deputy Director
Transportation & Environmental Services

CC: Adriana Castaneda, Director, Transportation & Environmental Services
Terry Suehr, Director, Department of Project Implementation
Tarrence Moorner, Assistant Director, Strategic Management Services
Christopher Ziemann, Division Chief of Transportation Planning
Silas Sullivan, Long Range Transportation Planner

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

Date: July 9,2024

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):
UPC 117573 \$1,100,000

From (Donor): UPC 117573 To (Recipient): UPC T21999

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)
117573	Alexandria NEEP	RSTP	Y	21	\$100,000.00	T21999	DASH Technologies	Y					
117573	Alexandria NEEP	RSTP	Y	22	\$1,000,000.00	T21999	DASH Technologies	Y					

TOTAL OF TRANSFER \$1,100,000.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 12, 2024

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) for City of Alexandria.

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 July 25, 2024, City of Alexandria requested the following reallocation:

- Transfer of \$1,100,000 of RSTP funds from UPC 117573 (Alexandria NEEP) to UPC T21999 (Dash Technology).

Over the past month, the City of Alexandria conducted a comprehensive review of their project funding timelines to align them with the project schedules and ensure that full funding is available in the appropriate years. This is the first of the subsequent funding transfer requests. The Alexandria NEEP project is no longer an active project, and the City of Alexandria requested the remaining funds be moved to DASH Technologies which will help to initiate the project.

The RJACC approved the request on July 25, 2024, and the NVTA was informed at their September 12, 2024, meeting. The NVTA has not objected to these reallocations. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Adriana Castaneda, Director, Transportation & Environmental Services, City of Alexandria
Terry Suehr, Director, Department of Project Implementation, City of Alexandria
Tarrence Moorer, Assistant Director, Strategic Management Services, City of Alexandria
Christopher Ziemann, Division Chief of Transportation Planning, City of Alexandria
Silas Sullivan, Long Range Transportation Planner, City of Alexandria

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

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

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

On August 22, 2024, Prince William County requested the following reallocation:

- Transfer of \$7,532,000 of RSTP funds from UPC 119091 (Route 1/123 Interchange) to UPC 118313 (University Boulevard Extension: Devlin Road to Wellington Road).

The donor project, Route 1/123 Interchange, has funding to begin design in FY2026. Full funding for the donor project is being pursued from alternative funding programs. The recipient project is an active project, and the transfer request replaces funds transferred from the project in FY2025-2026 with FY2027 funds to better align with the project schedule.

At its meeting on August 22, 2024, the RJACC approved this request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



August 12, 2024

Richard Roisman, Co-Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

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

Mr. Roisman,

Prince William County requests the approval of the NVTA RJACC for the transfer of RSTP funding. Prince William County requests the transfer of a total of \$7,532,000 in RSTP funds from the following balance account:

- Route 1/123 Interchange (UPC 119091)

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

- University Boulevard Extension: Devlin Road to Wellington Road (UPC 118313)

The donor project (UPC 119091) has funding to begin design in fiscal year (FY) 2026 and full funding for the project is being pursued from alternative funding programs. The recipient project (UPC 118313) is an active project and the transfer request will replace funds transferred from the project in FY 2025-2026 with FY 2027 funds to better align the funding with the project schedule. Both projects have been previously approved by NVTA and only RJACC approval is required for this transfer request.

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

Sincerely,

Ricardo Canizales
Director of Transportation

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

Date: 8/12/2024

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

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$7,532,000

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)
UPC 119091	Route 1/123 Interchange	RSTP	N	FY2027	\$7,532,000.00	118313	University Boulevard Extension: Devlin Road to Wellington Road	Y					

TOTAL OF TRANSFER - \$7,532,000

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 12, 2024

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

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

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 August 22, 2024, Prince William County requested the following reallocation:

- Transfer of \$7,532,000 of RSTP funds from UPC 119091 (Route 1/123 Interchange) to UPC 118313 (University Boulevard Extension: Devlin Road to Wellington Road).

The donor project, Route 1/123 Interchange, has funding to begin design in FY2026. Full funding for the donor project is being pursued from alternative funding programs. The recipient project is an active project, and the transfer request replaces funds transferred from the project in FY2025-2026 with FY2027 funds to better align with the project schedule.

The RJACC approved the request on August 22, 2024, and the NVTA was informed at their September 12, 2024, meeting. The NVTA has not objected to these reallocations. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 5, 2024

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

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

On June 27, 2024, the City of Fairfax requested the following reallocation:

- Transfer of \$294,655 of RSTP funds from UPC 119674 (FY24 Roadbed Reconstruction) to UPC 119590 (FY21 Roadbed Rehabilitation)

The City of Fairfax requested this transfer to ensure full funding for the recipient project (FY21 Roadbed Rehabilitation). The donor project (FY24 Roadbed Reconstruction) can be reduced in scope to accommodate the reduced funding. At its meeting on July 25, 2024, the RJACC approved this request.

Attachment(s): Request Letter from City of Fairfax
DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



City of Fairfax, Virginia
10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7850 • TTY 711 • www.fairfaxva.gov

July 22, 2024

Mr. Richard Roisman and Ms. Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

Dear Ms. Landis and Mr. Roisman:

The City of Fairfax requests RJACC approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds between two previously approved RSTP projects:

- Transfer \$294,655 in FY 24 RSTP funds from UPC 119674 (FY 24 Roadbed Reconstruction) to UPC 119590 (FY 21 Roadbed Rehabilitation).

If you have any questions about this request, please feel free to contact me at wendy.sanford@fairfaxva.gov or (703) 385-7889.

Sincerely,

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

Wendy Sanford
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVT
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA
Carol Sinclair, VDOT NoVA

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

Date: 8/30/2024

Name of Jurisdiction/Agency Requesting: City of Fairfax

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):

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)
119674	Roadbed Reconstruction	RSTP			\$294,655.00	119590	Roadbed Rehabilitation	Y					

TOTAL OF TRANSFER \$875,051.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 12, 2024

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

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

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 July 25, 2024, City of Fairfax requested the following reallocation:

- Transfer of \$294,655 of RSTP funds from UPC 119674 (FY24 Roadbed Reconstruction) to UPC 119590 (FY21 Roadbed Rehabilitation)

The City of Fairfax requested this transfer to ensure full funding for the recipient project (FY21 Roadbed Rehabilitation). The donor project (FY24 Roadbed Reconstruction) can be reduced in scope to accommodate the reduced funding.

The RJACC approved the request on July 25, 2024, and the NVTA was informed at their September 12, 2024, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

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

As of September 4, 2024.		
NVTA's Regional Fund Program FY2014 - FY2029		NOTE: For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/ <i>The increase in number of projects/SPAs/allocated amounts is due to the July 11 NVTA approval of FY2024-2029 SYP</i>
Total Revenue Allocated	\$3,817,413,918	
Total Amount Appropriated	\$2,329,349,169	
Total Amount Reimbursed	\$915,521,596	
Total Number of Individual Projects	140	
Number of Standard Project Agreements (SPAs)	186	
	Revenue Allocated	
Closed out, project completed	46	
Closed out, project ongoing	20	
Executed, funded phase underway	55	
Executed, funded phase not started	5	
Appropriated, no SPA yet	11	
Approved, no appropriation yet	49	
Substantive Status Updates (during July 2024 - August 2024)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	Early construction activities underway. 18th St. storm sewer relocation complete and site grading ongoing.	100.0%
Glebe Road Corridor ITS Improvements (FY 2015)	Construction is ongoing at the intersection of N. Glebe Road & Chain Bridge Road by project's General Contractor M.C. Dean, Inc. Completion date will be 02/01/2025 (delayed - earlier estimate was June 2024).	31.2%
Fairfax County		
Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY 2015/FY2017/FY2018/FY2020-25/FY2022-27)	Design has commenced for the southern phase of the project limits which is being implemented via design/build contract.	FY 2015: 100% FY 2017: 43.9% FY 2018: 0.0% FY 2020: 0.0% FY 2022: 0.0%
Prince William County		
Construct Interchange at Route 234 and Brentsville Road (FY 2018-23)	Ribbon cutting held July 25th. Final VDOT inspection complete and acceptance anticipated for August 2024.	86.7%
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY 2015/FY2018)	Meeting planned for September with elected officials and staff of Fairfax County to discuss support for project.	FY 2015: 99.9% FY 2018 (2): 100% FY 2018: 1.6%
City of Fairfax		
Old Lee Highway Multimodal Improvements Phase 1 (FY 2018-23/FY2020-25/FY2022-27)	Right of Way phase has started.	FY 2018-2023: 0.0% FY 2020-2025: 0.0% FY 2022-2027: 0.0%
Ongoing Projects Only - No Updates for This Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Rosslyn Multimodal Network Improvements (FY2020-25)	No updates since SPA execution in October 2023	0.0%
Crystal City Streets (FY 2017)	July of 2024	60.7%
CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (FY2020)	June of 2024	FY2020-2025: 0.0% FY2024-2029: 0.0%

Project Title (program year)	Updated Status	% Reimbursed
Fairfax County		
8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service (FY 2022)	July of 2024	FY 2022-2027: 0.0%
Prince William County		
Old Bridge Road Widening: Colby Drive to Minnieville Road (FY2022-27)	No updates since funding approval in July 2022.	0.0%
City of Fairfax		
Jermantown Road/Route 29 Intersection Improvements (FY2020-25)	No updates in calendar years 2023/2024.	0.0%
Jermantown Road Corridor Improvements Project (FY2018-23)	February of 2024	2.7%
Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive (FY2017)	May of 2024	FY2017: 100%
City of Manassas		
Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (FY2022-27)	No updates in calendar years 2023/2024.	0.0%
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018)	May of 2024	FY2018: 82%
Downtown Falls Church Multimodal Improvements (FY2020)	May of 2024	FY2020-2025: 0.0%
West Falls Church Access to Transit and Multimodal Connectivity (FY2020)	May of 2024	FY2020-2025: 1.4%
North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place (FY2022)	May of 2024	FY2022-2027: 0.0%
Town of Herndon		
Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27)	No updates in calendar years 2023/2024.	0.0%
Town of Leesburg		
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (FY2014/FY2015-16/FY2018-23)	March of 2024	FY2014: 100.0% FY2015-16: 100.0% FY2018-23: 54.2%
NOVA Parks		
Arlington W&OD Trail Enhancements (FY2020-25)	No updates in calendar years 2023/2024.	0.0%
VPRA		
Franconia-Springfield Passenger Rail Bypass (FY2020-25)	January of 2024	0.0%
WMATA		
Blue Line Traction Power Upgrades (FY2017)	February of 2024	87.8%