



# Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

## AGENDA

Thursday, September 8, 2022

Immediately following TransAction Public Hearing beginning at 7pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

*This meeting will be conducted in person and live-streamed via YouTube<sup>1</sup>*

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of July 14, 2022, Meeting Summary Minutes** Chair Randall  
*Recommended Action: Approval of July 14, 2022, Meeting Summary Minutes  
[with abstentions from those who were not present]*

## Presentation

4. **Regional Bus Rapid Transit System**  
Mr. Jasper, Principal, Transportation Planning and Programming

## Action Items

5. **Approval of Changes to Policy 26-Electronic Participation in Meetings**  
Mr. Longhi, Chief Financial Officer  
*Recommended Action: Approval of Policy Changes*
6. **Approval of the FY2023 Operating Budget Adjustments**  
Mr. Longhi, Chief Financial Officer  
*Recommended Action: Approval of Budget Adjustment*
7. **Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Prince William County**  
Ms. Backmon, Chief Executive Officer  
*Recommended Action: Recommend Approval to Reallocate Funds*
8. **Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County**  
Ms. Backmon, Chief Executive Officer  
*Recommended Action: Recommend Approval to Reallocate Funds*

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<sup>1</sup> If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Authority's Meetings](#) webpage and in our [Authority Meeting Recap](#).

**9. Approval of Letter of Endorsement for Virginia Department of Transportation  
FY2022 Bridge Investment Grant Program Application**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Approval of Letter of Endorsement*

**10. Approval of Letter of Endorsement for Prince William County's and the City  
of Manassas Park's Applications for Safe Streets and Roads for All Grant Program**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Approval of Letters of Endorsement*

**Discussion/Information Items**

**11. Travel Trends Update**

Mr. Rashid, Regional Transportation Modeler

**12. Chief Executive Officer's Report**

Ms. Backmon, Chief Executive Officer

**13. Chair's Comments**

Chair Randall

**Closed Session**

**14. Adjournment**

Chair Randall

**Correspondence**

**Next Meeting: October 13, 2022, at 7:00pm**

NVTA Offices



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

**SUMMARY MINUTES**

Thursday, July 14, 2022

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

*This meeting was conducted in-person, livestreamed via Zoom, and posted via [NVTA's YouTube Channel](#)*

**CLOSED SESSION**

- ✓ Chair Randall moved the Northern Virginia Transportation Authority convene a closed meeting, at 7:08PM 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. The motion was seconded by Board Chair Cristol and passed unanimously.

**1. Call to Order**

Chair Randall, Authority Chair

- ✓ Chair Randall called the meeting to order at 7:32PM and provided background on the order of business, noting that due to YouTube livestream service technical difficulties, the meeting will be livestreamed and recorded via Zoom and the meeting link will be shared via NVTA's website and social media platforms to ensure meeting access to members of the public.
- ✓ Having convened the closed meeting prior to the start of this meeting, Chair Randall motioned that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Committee. Such motion was seconded by Chairman McKay and passed unanimously.

**2. Roll Call**

Mr. Davis, Authority Board Secretary

- ✓ **Members:** *Attendees:* Chair Phyllis Randall, Councilmember David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor David Meyer, Senator Jennifer Boysko, Ms. Mary Hynes, Mr. John Lynch, Mr. Anthony Bedell, Mr. Todd Horsley, Mr. Jim Kolb; *Absent:* Delegate David LaRock, Mayor Derrick Wood.
- ✓ **Staff:** Chief Executive Officer Monica Backmon, Executive Assistant Amanda Sink, Chief Financial Officer Michael Longhi, Authority Board Secretary Jonathan Davis, Investment & Debt Manager Dev Sen, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Transportation Planner Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.
- ✓ **Council of Counsel:** Fairfax County-Daniel Robinson, Prince William County-Rob Dickerson, City of Alexandria- Joanna Anderson, Arlington County-MinhChau Corr.

- ✓ **Others:** Senior Vice President Tracy Baynard of McGuireWoods Consulting, LLC., Technical Advisory Committee Chairman Randy Boice, and Jurisdiction Staff.

*Members of the public and jurisdictional staff were in person and were also able to watch the meeting livestreamed via the Zoom meeting link. The meeting was recorded and posted via [NVTA's YouTube Channel](#).*

**3. Approval of June 9, 2022, Meeting Summary Minutes** Chair Randall, Authority Chair

- ✓ Chair Randall moved the approval of the June 9, 2022, Meeting Summary Minutes and Mayor Davis-Younger seconded. The June 9, 2022, Meeting Summary Minutes was unanimously approved with abstentions from Board Chair Cristol and Mayor Meyer.

**ACTION ITEMS**

**4. Approval of Loudoun County Route 15 Bypass Widening-Battlefield Parkway to Montresor Road SPA 2018-021-1**

Ms. Backmon, Chief Executive Officer

- ✓ Chair Randall moved the approval of proposed Standard Project Agreement 2018-021-1 Loudoun County (Route 15 Bypass Widening-Battlefield Parkway to Montresor Road), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority. The motion was seconded by Senator Boysko.
- ✓ Chair Randall opened the floor for discussion on the motion and noted that Route 15 travels through Loudoun County and through parts of Maryland, further noting that it is one of the most congested roads in all of Virginia as well as highly dangerous due to no shoulders or median strips. Senator Boysko and Mr. Bedell added to the discussion noting their personal experience on the road and support for Route 15 Bypass Widening-Battlefield Parkway to Montresor Road project.
- ✓ Seeing no further discussion or questions, Chair Randall opened the floor for a vote on the motion. The motion was approved unanimously.

**5. Adoption of the FY2022-2027 Six Year Program**

Mayor Wilson, Planning & Programming Committee Chair

Ms. Backmon, Chief Executive Officer

- ✓ Chair Randall advised that due to the FY2022-2027 Six Year Program (SYP) Public Comment Period ending on May 20, 2022, allowing public comments to be received after the advertised period would allot more time and consideration for some individuals which would be an unfair practice to the public at large. Therefore, no additional public comments on the FY2022-2027 SYP would be accepted after the FY2022-2027 SYP Public Comment Period.
- ✓ Chair Randall asked Authority Members if anyone needed additional information on the FY2022-2027 SYP; seeing no requests for additional information, Chair Randall entertained a motion

from Mayor Wilson who moved the adoption of FY2022-2027 Six Year Program; seconded by Councilmember Snyder.

- ✓ Mayor Wilson began discussion on the motion by referencing Chair Randall's comments surrounding the public comment process and added that NVTA staff's recommendation is based on a yearlong process that involved coordination with jurisdiction staff, the application of quantitative and qualitative metrics, as well as the assessment of long-term benefits. The Planning and Programming Committee discussed the proposed projects noting the projects presented a balanced approach to regional priorities and support investments in various modes of transportation.
- ✓ Chair Randall closed the discussion on the motion by concurring with Mayor Wilson's comment that the FY2022-2027 SYP is well balanced in transit and road projects as well as geographically balanced. Chair Randall opened the floor for a vote on the motion and the motion was unanimously approved.

**6. Approval of Public Comment Period and September 8, 2022, as the Public Hearing Date for the TransAction Update**

Ms. Backmon, Chief Executive Officer  
Mr. Jasper, Principal, Transportation Planning and Programming

- ✓ Chair Randall moved the approval of September 8, 2022, as the Public Hearing Date and Monday August 1, 2022, until midnight on Sunday, September 18, 2022, as the Public Comment Period for the TransAction Update which was seconded by Senator Boysko.
- ✓ Chair Randall opened the floor for discussion on the motion and noted that public comment is one of the most important orders of business NVTA has. Seeing no further discussion on the motion, Chair Randall opened the floor for a vote on the motion. The motion was unanimously approved.

**DISCUSSION/INFORMATION ITEMS**

**7. Governance and Personnel Committee Report  
-2022 General Assembly Update**

Chair Randall, Chair

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

- ✓ Chair Randall noted that the Governance and Personnel Committee did not meet in July; however, Ms. Baynard was present to provide a brief verbal report on the 2022 General Assembly Update.
- ✓ Ms. Baynard provided an update reporting that the conference budgets were signed by Virginia Governor Glenn Youngkin and did not include a gas tax holiday. Additionally, the General Assembly remained in session and is expected to re-convene September 7<sup>th</sup>.

**8. Planning and Programming Committee Report**

Mayor Wilson, Chair

- ✓ Mayor Wilson noted that the Planning and Programming Committee Report is as submitted, specifically noting that the Committee met, provided recommendations as reported during this meeting's Action Items.

**9. Planning Coordination Advisory Committee Report**

Mayor Linda J. Colbert, Chair

- ✓ The Planning Coordination Advisory Committee Report was submitted as seen in the meeting packet for review and consideration.

**10. Technical Advisory Committee Report**

Mr. Boice, Chair

- ✓ Mr. Boice noted that the Technical Advisory Committee Report is as submitted, and further noted that the Committee met, and submitted Committee recommendations to the Authority on the FY2022-2027 Six Year Program.

**11. Transportation Technology Committee Report**

Councilmember Snyder, Chair

- ✓ Councilmember Snyder encouraged Authority Members to review the Transportation Technology Committee (TTC) Report and noted a few points from the report:
  - During the TTC meeting, Principal, Transportation Planning and Programming Keith Jasper explained the use of scenario analysis in the update of TransAction, including one scenario that focuses on transportation technologies. "...technology projects have historically performed very well, particularly in terms of Congestion Reduction Relative to Cost (CRRC)."
  - Three takeaways include that if these technologies were adopted in accordance with the assumption made, they could generate a 25% fall in Person-Hours of Delay, a 37% reduction in duration of severe congestion, and 28% less emissions. Councilmember Snyder encouraged Authority Members to embrace technology and include it in more plans and projects.

**12. Chief Executive Officer's Report**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted the CEO's report is as submitted in the meeting packet and shared that today, NVTA celebrates its 20<sup>th</sup> Anniversary and received a congratulatory video from U.S. Senator Mark Warner, Western District of Virginia, who during his tenure as Governor of Virginia, signed into law, the legislation that established the Northern Virginia Transportation Authority.

*Watch the video here: [Senator Warner Congratulates NVTA on 20<sup>th</sup> Anniversary](#)*

- ✓ Ms. Backmon also thanked the Authority Members, jurisdiction and NVTA staff on the tremendous amount of work put into the FY2022-2027 Six Year Program.

### 13. Chair's Comments

Chair Randall, Authority Chair

- ✓ Chair Randall thanked NVTA and jurisdiction staff on their hard work toward the FY2022-2027 Six Year Program. Chair Randall also noted that there will not be an August Authority meeting. The Authority is scheduled to meet next on September 8<sup>th</sup>.
- ✓ Mayor Wilson noted the passing of longtime friend, colleague, and civic leader, Mayor Kerry J. Donley, who had an enduring career as an elected official and public servant of the City of Alexandria. Mayor Donley served as a Member of the Authority and was a staunch believer in regionalism, particularly in the realm of transportation.

### 14. Adjournment

- ✓ Chair Randall, seeing no further discussion and questions, adjourned the meeting at 7:51PM.

**Next Meeting: September 8, 2022**  
**TransAction Update Public Hearing at 7PM with**  
**Authority Meeting to follow**  
NVTA Offices

# TransAction Update

## *Regional Bus Rapid Transit (BRT) System*

September 8, 2022

*presented to*

*Northern Virginia  
Transportation Authority*

*Keith Jasper, NVTA*



NVTA's  
**TransAction**  
*Transportation Action Plan  
for Northern Virginia*



# Topics

1. TransAction Vision, Goals, and Core Values
2. What is Bus Rapid Transit (BRT)?
3. What is NVTA's track record with BRT?
4. Why did we establish a BRT Planning Working Group?
5. Does TransAction include a BRT system?
6. What's next?



# TransAction Vision Statement

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”



## Core Values:

Overarching principles for TransAction that are part of the Vision statement and should be incorporated into the process and resulting plan.

Vision statement approved by NVTA in December 2020.

# TransAction Goals and Core Values

**Goals:**  
What we want to achieve

- Enhance Mobility
- Increase Accessibility
- Improve Resiliency



**Core Values:**  
How we achieve the goals

- Equitably
- Sustainably
- Safely

*Core Values are associated with multiple goals, objectives, and performance measures.*

# What is Bus Rapid Transit (BRT)?

BRT supports all three of our Core Values – equity, sustainability, and safety...

## How It Works

Improved stations have **offboard fare collection** and **platform-level, all-door boarding.**



**Frequent, reliable service** shortens wait times.



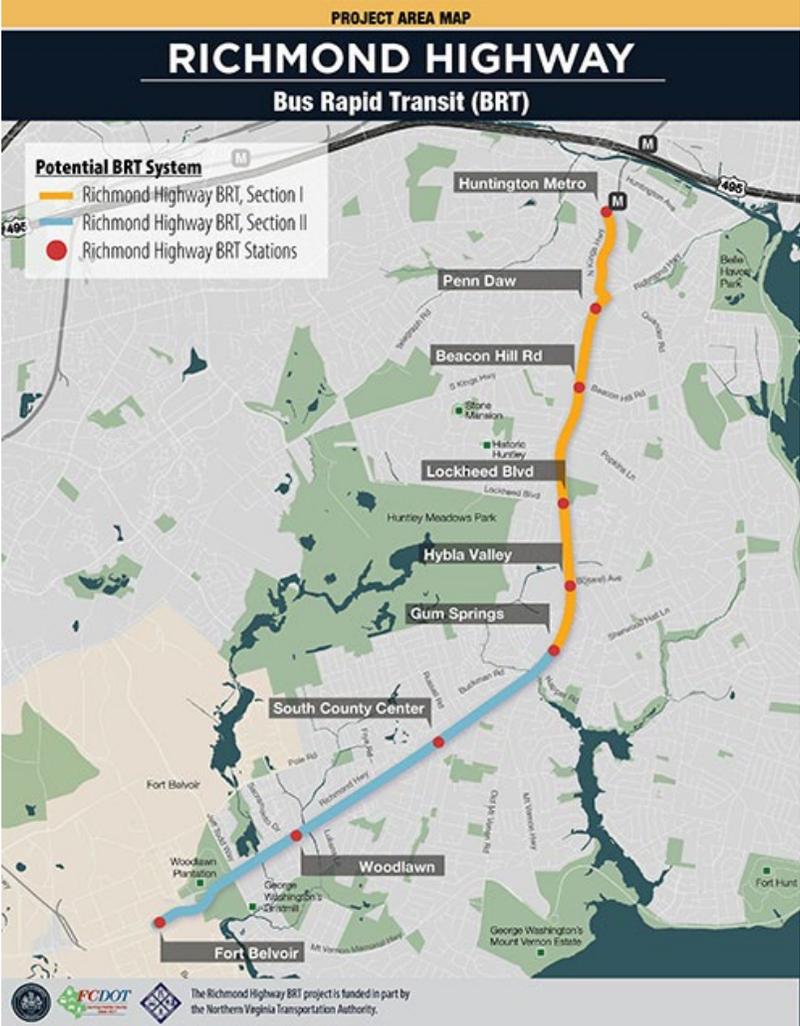
Transitways with **dedicated lanes** provide faster trips.



**Transit signal priority** and **queue jumping** let BRT buses go first at traffic lights, reducing delay.



# What is NVTA's Track Record with BRT?



# Why did we establish a BRT Planning Working Group?



- » We identified a regional need that coincided with a gap
  - Need: how to reduce/reverse our dependency on driving alone and provide meaningful travel choices, recognizing Metrorail extensions are unlikely in the next two decades at least
  - Gap: Jurisdictions/agencies are advancing initiatives at the project level with no larger vision for the region
- » TransAction provided the once-every-five-years opportunity to assess the need and fill the gap
- » An integrated, comprehensive regional BRT system offers the potential to support TransAction's vision and goals, as well as NVTA's core values

# Why did we establish a BRT Planning Working Group?



- » In March 2021, NVTA staff established a BRT Planning Working Group to bring together planners across the Washington DC region who were involved in current or potential BRT initiatives
- » The scope of the BRT Planning Working Group was to inform members of current BRT and related initiatives, and to support the development of BRT components to be included in the draft TransAction Project List. If implemented, the regional BRT system would:
  - Link outer jurisdictions, Equity Emphasis Areas, Maryland, and the District of Columbia to the NoVA region's activity centers
  - Incorporate all five existing/planned NoVA BRT lines, all of which have received NVTA Regional Revenues
  - Include components such as mobility hubs, first/last mile (FMLM) solutions, bus priority measures (infrastructure and technology), technology, maintenance/storage facilities, rolling stock, and decarbonization of the transportation system
  - Provide a meaningful alternative to driving alone on a much shorter timeframe than Metrorail core capacity and extensions
  - Support all three of NVTA's core values – equity, sustainability, and safety
- » Focus of the Working Group was NOT on local bus services

# Why did we establish a BRT Planning Working Group?



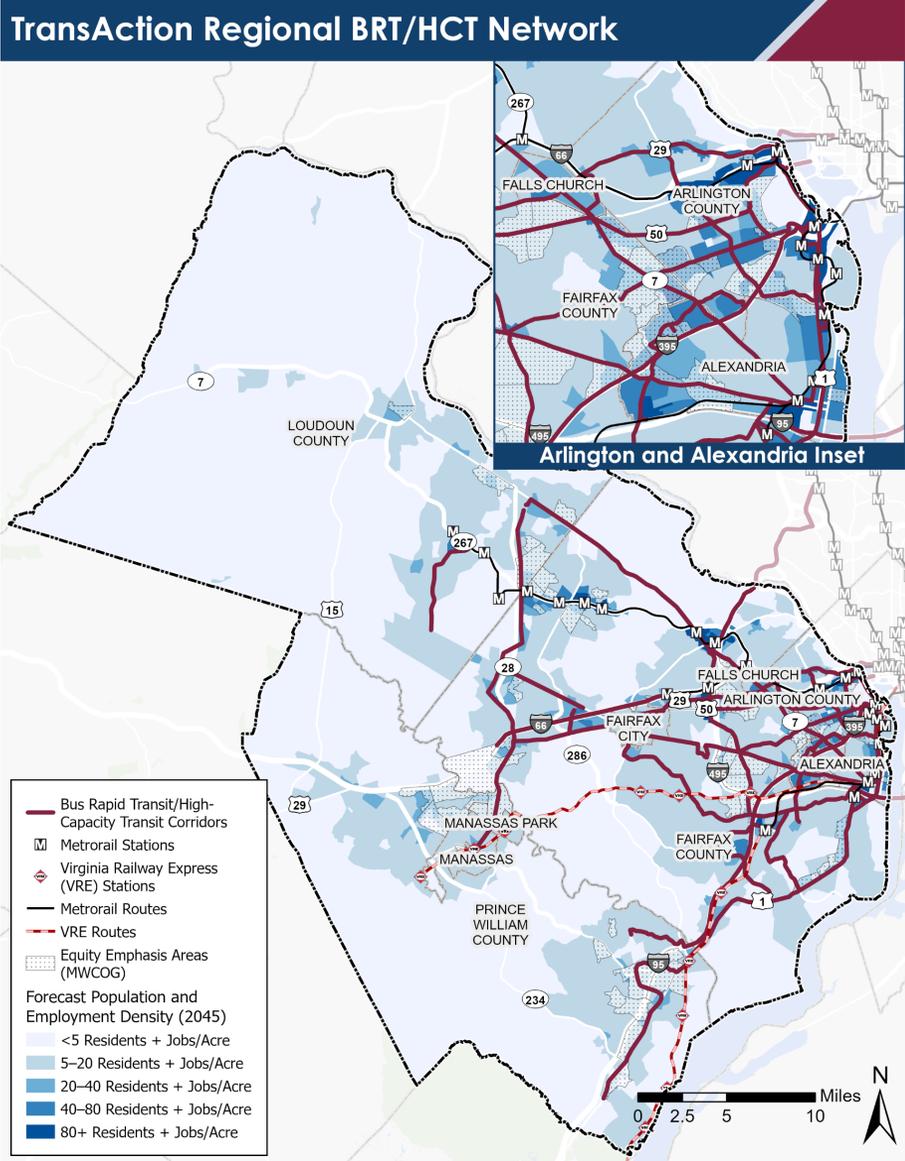
## » Participating jurisdictions/agencies:

- NVRTA member jurisdictions
- Transit Agencies
- VDOT
- DRPT
- NVTC
- Omniride
- TPB
- WMATA
- Montgomery County, Prince George's County, and DDOT

## » Widespread enthusiasm to work collaboratively across jurisdictional boundaries



# Does TransAction include a BRT system?





# What's Next?

- » Need to better understand:
  - Where are the strongest patterns of demand?
    - Expansion of existing/planned BRT lines
    - New BRT lines
  - Integration
    - Synergistic effects of a regional BRT system versus a family of individual BRT lines
    - Mobility hubs
    - FMLM, including bike, walk, micro-transit, autonomous transit shuttles
  - Opportunities and need for bus priority measures – physical and technology
  - Broader role of technology for operational efficiencies, customer information, demand management
  - Potential ridership impact arising from travel behavior changes related to incentives/pricing
  - Support for NVTA's core values related to a Regional BRT System
  - Industry best practices for BRT deployment and operations
- » Identify a pathway (and challenges) to deployment
- » Develop scope of work for preliminary deployment plan for Regional BRT System

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval of Electronic Participation in Meetings Policy Changes

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1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of Policy 26-Electronic Participation in Meetings revisions as attached.
2. **Suggested Motion:** *I move the Northern Virginia Transportation Authority approval of the revised Policy 26-Electronic Participation in Meetings as noted in the attached draft.*
3. **Background:** The passing of [HB 444](#) and [SB 214](#) Freedom of Information Act, Meetings Conducted Through Electronic Meetings, States of Emergency during the 2022 General Assembly amended the Virginia Freedom of Information Act Code of Virginia 2.2-3708 Meetings Held Through Electronic Communication. Due to the 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 to participate in meetings virtually.
4. **Summary of Policy Changes:**
  - a. Clarity regarding the permitted reasons and requirements for an Authority and Committee Member to participate virtually in meetings.
  - b. The ability for the Authority and Committees to convene all-virtual meetings outside of a declared state of emergency per calendar year.

**Attachment:** Draft Policy 26 - Electronic Participation in Meetings

**Coordination:** Council of Counsels

## 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, 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 adoption of a written policy 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 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 purpose, 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 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.
- 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 and prevents 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.
- 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

DRAFT

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval of the FY2023 Operating Budget Adjustments

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- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of an adjustment to the FY2023 Operating Budget. This item will have been presented to the Finance Committee at their September 8, 2022, 6PM meeting. It will only remain on the Authority meeting agenda if the adjustment is recommended by the Finance Committee.
- 2. Suggested Motion:** *I move the Authority authorization to advance the hiring of the Regional Transportation Planner, approved in the FY2023 Operating Budget, forward from January 2023 to September 15, 2022.*
- 3. Background:**
  - a. The adopted FY2023 Operating Budget included two new positions, a Regional Transportation Modeler (effective July 1, 2022) and a Regional Transportation Planner (effective January 1, 2023).
  - b. The modeler position was filled with an internal candidate on August 15, 2022. Since an existing staff member was promoted to the position, a vacant Regional Transportation Planner position was created on the same date.
  - c. Recruitment to fill the newly vacant Regional Transportation Planner position is underway and is expected to be concluded no sooner than September 15, 2022.
  - d. Filling the newly established modeler position on August 15<sup>th</sup>, and not filling the newly vacant Regional Transportation Planner position sooner than September 15<sup>th</sup>, creates adequate unutilized budget capacity to advance the hiring of the FY2023 established Regional Transportation Planner position from January 1, 2023, to September 2022.
- 4. Current Situation:** Advancing the FY2023 budget authorization to hire the newly established Regional Transportation Planner will provide several efficiencies:
  - a. Reduced staff effort relative to undertaking two separate recruitment processes separated by two months. NVTA does not have a separate Human Resource function. All vacant position posting, screening, recruitment, on-boarding and related activities are undertaken on top of existing duties.
  - b. A separate recruitment may require additional advertisement expenses of up to \$3,200.
  - c. The current, highly competitive job market is not anticipated to ease over the next three months.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval to Recommend the Reallocation of Transform 66 Outside the Beltway Concession Payment Funds for Prince William County

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1. **Purpose:** To seek Northern Virginia Transportation Authority recommendation to reallocate Transform 66 Outside the Beltway Concession Payment funds for Prince William County.
2. **Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board, to approve the transfer of \$2,929,911 in Transform 66 Concession funds from Balance Entry (UPC 113539) to Route 234/Balls Ford Road Interchange (UPC 112815) and \$9,223,288.27 from Balance Entry (UPC 113539) to Devlin Road Widening (UPC 118253).*
3. **Background:**
  - a. As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT) a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).
  - b. Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the Public-Private Transportation Act (PPTA); and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Commonwealth Transportation Board (CTB) in making project allocations from moneys in the Account.
  - c. On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the CTB as projects that may be funded with funds from the Concession Payment. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects. Both projects to which fund transfers are requested were approved by CTB.
  - d. On July 28, 2022, Prince William County requested the following transfers:

- \$2,929,911 in Transform 66 Concession funds from Balance Entry (UPC 113539) to Route 234/Balls Ford Road Interchange (UPC 112815); and,
    - The receiver project is the Route 234/Balls Ford Road Interchange (UPC 112815), which will construct a new diverging diamond interchange at the Route 234 Bypass and relocated Balls Ford Road. The project includes construction of a grade-separated overpass crossing of relocated Balls Ford Road over Line B of the Norfolk Southern Railroad, relocation of Balls Ford Road as a new four-lane road with a raised median between Devlin Road and Doane Drive, and a 10-foot shared use path along relocated Balls Ford Road.
    - In May 2020, NVTa recommended expanding the project scope for the Route 234/Balls Ford Road Interchange project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 2,120 feet (0.4 miles) and terminate at Jennell Drive. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to improve access to Route 234 and Interstate 66. The Project has a current funding deficit of \$2,929,911. The deficit is due to varying impacts on the construction industry to include inflation, labor shortage, supply chain issues and more.
  - \$9,223,288.27 from Balance Entry (UPC 113539) to Devlin Road Widening (UPC 118253).
    - The receiver project is the Devlin Road Widening project (UPC 118253). The project is being phased into two segments, north and south of University Boulevard. The requested transfer will fully fund the northern segment of the Devlin Road Widening project, which will widen Devlin Road from two to four lanes between University Boulevard and Jennell Drive. This project will connect to the Balls Ford Road/Route 234 Interchange project, improve access to the Route 234 and Interstate 66 corridors, and include bicycle and pedestrian facilities. Right-of-way activities are anticipated to begin late 2022 with construction of the northern segment expected to begin in the spring of 2024. The Project has a current funding deficit of \$9,223,288.27 due to cost increases associated with inflation and other current market conditions.
- e. The RJACC recommended approval of the transfer requests at their July 28, 2022, meeting.

**4. Next Steps:** Upon Authority recommendation of approval, the transfer requests will be sent to the CTB to include in the transfer report.

**Attachments:**

- A. Prince William County Request Letters for Concession Payment Funds Transfers
- B. Draft Letter Recommending Approval of Concession Payment Funds Transfer for Prince William County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



July 18, 2022

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

RE: Request to Transfer Concessionaire Funds

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of Transform 66 Outside the Beltway Concession Payment (Concessionaire) funds.

Prince William County requests the transfer of a total of \$2,929,911 in Concessionaire funds from the following balance account:

- Concessionaire Balance Entry- UPC 113539

The receiver project is the Route 234/Balls Ford Road Interchange (UPC 112815), which will construct a new diverging diamond interchange at the Route 234 Bypass and relocated Balls Ford Road. The project includes construction of a grade-separated overpass crossing of relocated Balls Ford Road over Line B of the Norfolk Southern Railroad, relocation of Balls Ford Road as a new four-lane road with a raised median between Devlin Road and Doane Drive, and a 10-foot shared use path along relocated Balls Ford Road.

In May 2020, NVTA recommended expanding the project scope for the Route 234/Balls Ford Road Interchange project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 2,120 feet (0.4 miles) and terminate at Jennell Drive. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to improve access to Route 234 and Interstate 66. The Project has a current funding deficit of \$2,929,911. The deficit is due to varying impacts on the construction industry to include inflation, labor shortage, supply chain issues and more.

Pending RJACC approval, Prince William County requests approval of this transfer from the Authority. If you have questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Elizabeth Scullin  
Acting Director of Transportation



July 18, 2022

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

RE: Request to Transfer Concessionaire Funds

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of Transform 66 Outside the Beltway Concession Payment (Concessionaire) funds.

Prince William County requests the transfer of a total of \$9,223,288.27 in Concessionaire funds from the following balance account:

- Concessionaire Balance Entry- UPC 113539

The receiver project is the Devlin Road Widening project (UPC 118253). The project is being phased into two segments, north and south of University Boulevard. The requested transfer will fully fund the northern segment of the Devlin Road Widening project, which will widen Devlin Road from two to four lanes between University Boulevard and Jennell Drive. This project will connect to the Balls Ford Road/Route 234 Interchange project, improve access to the Route 234 and Interstate 66 corridors and include bicycle and pedestrian facilities. Right-of-way activities are anticipated to begin late 2022 with construction of the northern segment expected to begin in the spring of 2024. The Project has a current funding deficit of \$9,223,288.27 due to cost increases associated with inflation and other current market conditions.

Pending RJACC approval, Prince William County requests approval of this transfer from the Authority. 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 'Elizabeth Scullin'.

Elizabeth Scullin  
Acting Director of Transportation



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

September 8, 2022

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

Re: Reallocate Transform 66 Outside the Beltway Concession Payment funds for Prince William County

Dear Mr. Lynch,

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the considered by the Commonwealth Transportation Board (CTB) in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the CTB as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On July 28, 2022, Prince William County requested the following transfers:

- \$2,929,911 in Transform 66 Concession funds from Balance Entry (UPC 113539) to Route 234/Balls Ford Road Interchange (UPC 112815):
  - The receiver project is the Route 234/Balls Ford Road Interchange (UPC 112815), which will construct a new diverging diamond interchange at the Route 234 Bypass and relocated Balls Ford Road. The project includes construction of a grade-separated overpass crossing of relocated Balls Ford Road over Line B of the Norfolk Southern Railroad, relocation of Balls Ford Road as a new four-lane road with a raised median between Devlin Road and Doane Drive, and a 10-foot shared use path along relocated Balls Ford Road.

- In May 2020, NVTA recommended expanding the project scope for the Route 234/Balls Ford Road Interchange project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 2,120 feet (0.4 miles) and terminate at Jennell Drive. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to improve access to Route 234 and Interstate 66. The Project has a current funding deficit of \$2,929,911. The deficit is due to varying impacts on the construction industry to include inflation, labor shortage, supply chain issues and more.
- \$9,223,288.27 from Balance Entry (UPC 113539) to Devlin Road Widening (UPC 118253):
  - The receiver project is the Devlin Road Widening project (UPC 118253). The project is being phased into two segments, north and south of University Boulevard. The requested transfer will fully fund the northern segment of the Devlin Road Widening project, which will widen Devlin Road from two to four lanes between University Boulevard and Jennell Drive. This project will connect to the Balls Ford Road/Route 234 Interchange project, improve access to the Route 234 and Interstate 66 corridors and include bicycle and pedestrian facilities. Right-of-way activities are anticipated to begin late 2022 with construction of the northern segment expected to begin in the spring of 2024. The Project has a current funding deficit of \$9,223,288.27 due to cost increases associated with inflation and other current market conditions.

On September 8, 2022, the Authority recommended approval of the transfer. Thank you very much.

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA  
Ricardo Canizales, Director of Transportation, Prince William County Department of Transportation

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval to Recommend the Reallocation of Transform 66 Outside the Beltway Concession Payment Funds for Fairfax County

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1. **Purpose:** To seek Northern Virginia Transportation Authority recommendation to reallocate Transform 66 Outside the Beltway Concession Payment Funds for Fairfax County.
2. **Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board, to approve transfer of \$814,022 in Transform-66 Concession funds from Balance Entry (UPC 113539) to Lee Highway Pedestrian Improvements (UPC 113518) and \$314,728 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements (UPC 113517).*
3. **Background:**
  - As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT) a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).
  - Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the Public-Private Transportation Act (PPTA); and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Commonwealth Transportation Board (CTB) in making project allocations from moneys in the Account.
  - On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the CTB as projects that may be funded with funds from the Concession Payment. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects. Both projects to which fund transfers are requested were approved by CTB.

- On August 25, 2022, Fairfax County requested the following transfers:
  - \$814,022 in Transform 66 Concession funds from Balance Entry (UPC 113539) to Lee Highway Pedestrian Improvements (UPC 113518); and
    - The Lee Highway Pedestrian Improvements project was previously approved by both the Authority and the CTB to receive I-66 Concessionaire funding. Additional funding is required to address design changes related to the reevaluation of the method for controlling stormwater runoff for the project.
  - \$314,728 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements (UPC 113517).
    - Additional funding is required to meet the increase in low bid over the engineer's estimate.
- The RJACC recommended approval of the transfer request at their August 25, 2022, meeting.

**4. Next Steps:** Upon Authority recommendation of approval, the transfer request will be sent to the CTB to include in the transfer report.

**Attachments:**

- A. Fairfax County Request for Concession Payment Funds Transfer
- B. Draft Letter Recommending Approval of Concession Payment Funds Transfer for Fairfax County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



## County of Fairfax, Virginia

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

August 24, 2022

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

Re: I-66 Concession Funds Transfer Request

Dear Ms. Backmon :

Fairfax County was awarded a total of \$3,325,000 in I-66 Concession Fee funds for the projects listed below. As these projects have advanced through preliminary engineering and design, the cost estimates have increased. Fairfax County requests that the Northern Virginia Transportation Authority (NVT A) approve the transfers of the I-66 Concessionaire funds described below:

- Transfer \$814,022 in I-66 Concession Fee funds from the Concession Balance Entry Account (UPC 113539) for Fairfax County to Lee Highway Pedestrian Improvements (UPC 113518). The Lee Highway Pedestrian Improvements project was previously approved by both the Authority and the Commonwealth Transportation Board to receive I-66 Concessionaire funding. Additional funding is required to address design changes related to the reevaluation of the method for controlling stormwater runoff for the project.
- Transfer \$314,728 in I-66 Concession Fee funds from the Concession Balance Entry Account (UPC 113539) for Fairfax County to Route 50 and Waples Mill Road Intersection Improvements (UPC 113517). Additional funding is required to meet the increase in low bid over the engineer's estimate.

Thank you for your consideration. If you have any questions or concerns about this request, please contact Christina Cain at 703-877-5929.

Sincerely,

Tom Biesiadny  
Director

cc: Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)  
Todd Wigglesworth, Coordination and Funding Division Chief, FCDOT  
Noelle Dominguez, Coordination Section Chief, FCDOT  
Martha Coello, Special Projects Division Chief, FCDOT  
Ray Johnson, Funding Section Chief, FCDOT

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



Ms. Monica Backmon, Chief Executive Officer  
Northern Virginia Transportation Authority  
August 24, 2022  
Page 2 of 2

Carole Bondurant, Manager, Northern Virginia Program Management Virginia Department  
of Transportation (VDOT)  
Susan, Shaw, Mega Projects Director, Northern Virginia, VDOT



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

September 8, 2022

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

Re: Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County

Dear Mr. Lynch;

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Commonwealth Transportation Board (CTB) in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On August 25, 2022, Fairfax County requested the following transfers:

- \$814,022 in Transform-66 Concession funds from Balance Entry (UPC 113539) to Lee Highway Pedestrian Improvements (UPC 113518):
  - The Lee Highway Pedestrian Improvements project was previously approved by both the Authority and the Commonwealth Transportation Board to receive I-66 Concessionaire funding. Additional funding is required to address design changes related to the reevaluation of the method for controlling stormwater runoff for the project.
- \$314,728 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements (UPC 113517):

- Additional funding is required to meet the increase in low bid over the engineer's estimate.

On September 8, 2022, the Authority recommended approval of the transfer. Thank you in advance for your time and attention on this matter.

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA  
Tom Biesiadny, Director of Transportation, Fairfax County Department of Transportation

DRAFT

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****MEMORANDUM**

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval of Letter of Endorsement for Virginia Department of Transportation FY2022 Bridge Investment Grant Program Application

---

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the letter of endorsement for Virginia Department of Transportation's FY2022 Bridge Investment Grant Program Application for I-395 Ramp Replacement.
- 2. Suggested Motion:** *I move Authority Approval of the Letter of Endorsement for Virginia Department of Transportation's FY2022 Bridge Investment Grant Program Application for I-395 Ramp Replacement.*
- 3. Background:** The Virginia Department of Transportation (VDOT) is committed to the safety of its citizens and those who travel through the Commonwealth. As part of this commitment, VDOT seeks funding that will support the safety of bridges in Northern Virginia. The U.S. Department of Transportation's Bridge Investment Program (BIP) offers three funding opportunities that include Planning, Bridge Projects, and Large Bridge Projects. As safety is a shared objective of VDOT and NVTA, VDOT requests that its application for the U.S. Department of Transportation's Bridge Projects grant under the 2022 Bridge Investment Program (BIP) be endorsed by the Authority.
- 4. Bridge Projects Grant Criteria:** Bridge Projects grants are awarded on a competitive basis and are reserved for projects with eligible costs less than \$100 million. The projects must identify the "replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of movement of people and freight over bridges; and (2) improve the conditions of bridges in the United States by reducing (a) the number of bridges, and total person miles traveled over bridges, that are in poor condition or that are in fair condition and at risk for falling into poor condition within the next three years, or (b) the number of bridges, and total person miles traveled over bridges, that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network." <sup>1</sup>

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<sup>1</sup> U.S. Department of Transportation, Bridge Investment Program-Planning, Bridge Projects, and Large Bridge Projects, <https://www.grants.gov/view-opportunity.html?dpp=1&oppld=341050>, August 29, 2022.

5. **VDOT's I-395 Ramp Replacement:** The I-395 Ramp is in Arlington County and carries southbound traffic from I-395 to Route 1. The I-395 Ramp Replacement project ("Project") is a critical step towards transforming the Route 1 corridor from an elevated freeway to an at-grade urban boulevard linking Crystal City's east and west neighborhoods. The Project will create a space for drivers to adjust from the fast-paced I-395 highway to the slower, multimodal Route 1 urban boulevard. The Project will remove a bridge that is nearing the end of its service life and replace it with a more resilient at-grade intersection that better meets the transportation needs of all users in the area.

The I-395 Ramp Replacement project satisfies all the merit criteria outlined in the federal grant opportunity, especially the priorities of providing a state of good repair, safety, and quality of life. VDOT is committed to working with the Commonwealth Transportation Board to secure matching funds from the State of Good Repair program totaling approximately \$19 million.

**Attachment:**

- A. Virginia Department of Transportation's Request for Endorsement Letter
- B. Draft Endorsement Letter for VDOT's BIP Grant Program Application



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-29

September 1, 2022

Monica Backmon  
Chief Executive Officer  
Northern Virginia Transportation Authority  
3040 Williams Drive  
Fairfax, VA 22031

RE: Request for NVTa Endorsement of Virginia Department of Transportation's Application for the Bridge Projects Grant Under the 2022 Bridge Investment Program (BIP) for the I-395 Ramp Replacement Project

Dear Ms. Backmon:

The Virginia Department of Transportation (VDOT) is requesting the Northern Virginia Transportation Authority's endorsement for VDOT's application to the U.S. Department of Transportation for the Bridge Projects grant under the 2022 Bridge Investment Program (BIP). This grant request will allow Virginia to replace the fracture-critical, structurally deficient bridge from southbound I-395 to southbound Route 1 with an at-grade intersection.

The I-395 Ramp (Federal Bridge ID. 110, VA Bridge ID. 000-1042) is in Arlington County (VA) and carries southbound traffic from I-395 to Route 1. The I-395 Ramp Replacement Project is a critical step towards transforming the Route 1 corridor from an elevated freeway to an at-grade urban boulevard linking Crystal City's east and west neighborhoods. The bridge was built in 1976 and refurbished in 1999. Based on 2019 data, the bridge carries 23,000 vehicles per day. The I-395 Ramp Replacement project will create a space for drivers to adjust from the fast-paced I-395 highway to the slower, multimodal Route 1 urban boulevard.

The existing bridge is nearing the end of its service life and significant investments are required to replace the structure. Emergency maintenance and repairs are ongoing due to the fracture-critical design of the bridge. This project will remove a bridge that is nearing the end of its service life and replace it with a more resilient at-grade intersection that better meets the transportation needs of all users in this area.

A grant award from the U.S. Department of Transportation will have tremendous project impact in the following areas:

- **State of good repair:** The I-395 Ramp Replacement project will replace a fracture-critical, structurally deficient bridge, which will help to avoid ever-increasing long-term maintenance and rehabilitation costs.
- **Safety:** Along with improving structural conditions, the I-395 Ramp Replacement project will address safety through crash reduction from slowing southbound traffic coming off I-395 or Route 110. By

converting the I-395 ramp from a grade-separated highway to an at-grade intersection, speeds along the ramp will be reduced. The reduction in speed will enhance safety by reducing the number, rate, and consequences of fatal and serious injury crashes among transportation users.

- **Mobility and economic competitiveness:** Continued access to the I-395 ramp will offer residents reliable access to employment centers in National Landing as well as aid the transformation of Route 1 into an urban boulevard. Integrating Route 1 into the urban fabric of Crystal City and Pentagon City through multimodal design improves connectivity in this growing urban center.
- **Climate change, resiliency, and the environment:** The I-395 Ramp Replacement supports the Crystal City Sector Plan and the Livability 22202 Action Plan by extending the footprint of the Route 1 corridor multimodal urban boulevard further north.
- **Quality of life:** Redesigning the I-395 ramp into an at-grade intersection removes a physical barrier to walking and biking and strengthens National Landing community connectivity. The reallocation of roadway space will create a place where the community will want to connect. This project is a step towards reinventing the Route 1 corridor.
- **Innovation:** This project incorporates innovation in delivery. It provides innovative solutions through its use of a progressive design-build strategy, which facilitates involvement of the design-build team during the earliest stages of project development, ensuring they are part of the project team developing design solutions.

The I-395 Ramp Replacement Project satisfies all the merit criteria outlined in the federal grant opportunity, especially the priorities of providing a state of good repair, safety, and quality of life. It is important to VDOT that this project prioritizes citizen safety, supports economic growth, and improves mobility.

This BIP grant application has been developed to make a strategic request within the maximum allowed federal funding limit with the state funding the remaining cost. VDOT developed a cost estimate for the construction of the I-395 ramp replacement to confirm that construction is feasible within the requirements of this grant opportunity. VDOT has committed to work with the Commonwealth Transportation Board to secure matching funds from the State of Good Repair (SGR) program totaling approximately \$19 million.

I can assure NVTA and the U.S. Department of Transportation that its investment in the I-395 Ramp Replacement project will have a significant, measurable impact on the economic health, well-being, and safety of citizens. VDOT is completely committed to this project and will readily apply expertise and previous work in the area to efficiently implement this important initiative detailed in the grant application.

I ask that you give this proposal every appropriate consideration. Should you or your staff have any questions, please contact Amir Shahpar, Northern Virginia Director of Transportation Planning at 703-259-1731 or [amir.shahpar@VDOT.Virginia.gov](mailto:amir.shahpar@VDOT.Virginia.gov).

Sincerely,



John D. Lynch, P.E.  
Northern Virginia District Engineer

cc: William Cuttler, Northern Virginia Deputy District Engineer  
Maria Sinner, Northern Virginia Assistant District Administrator Planning & Investment Management



September 8, 2022

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

Re: NVTA Endorsement of Virginia Department of Transportation's FY2022 Bridge Investment Grant Program Application for I-395 Ramp Replacement

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Virginia Department of Transportation's (VDOT) application to the U.S. Department of Transportation's Bridge Projects grant under the 2022 Bridge Investment Program (BIP). This grant request will allow Virginia to replace the fracture-critical, structurally deficient bridge from southbound I-395 to southbound Route 1 with an at-grade intersection.

The I-395 Ramp (Federal Bridge ID. 110, VA Bridge ID. 000-1042) is in Arlington County (VA) and carries southbound traffic from I-395 to Route 1. The I-395 Ramp Replacement project is a critical step towards transforming the Route 1 corridor from an elevated freeway to an at-grade urban boulevard linking Crystal City's east and west neighborhoods. The bridge was built in 1976 and refurbished in 1999. Based on 2019 data, the bridge carries 23,000 vehicles per day. The I-395 Ramp Replacement project will create a space for drivers to adjust from the fast-paced I-395 highway to the slower, multimodal Route 1 urban boulevard.

The existing bridge is nearing the end of its service life and significant investments are required to replace the structure. Emergency maintenance and repairs are ongoing due to the fracture-critical design of the bridge. This project will remove a bridge that is nearing the end of its service life and replace it with a more resilient at-grade intersection that better meets the transportation needs of all users in this area.

A grant award from the U.S. Department of Transportation will have tremendous project impact in the following areas:

- **State of good repair:** The I-395 Ramp Replacement project will replace a fracture-critical, structurally deficient bridge, which will help to avoid ever-increasing long-term maintenance and rehabilitation costs.
- **Safety:** Along with improving structural conditions, the I-395 Ramp Replacement project will address safety through crash reduction from slowing southbound traffic coming off I-395 or Route 110. By converting the I-395 ramp from a grade-separated highway to an at-grade intersection, speeds along the ramp will be reduced. The reduction in speed will enhance safety

by reducing the number, rate, and consequences of fatal and serious injury crashes among transportation users.

- **Mobility and economic competitiveness:** Continued access to the I-395 ramp will offer residents reliable access to employment centers in National Landing as well as aid the transformation of Route 1 into an urban boulevard. Integrating Route 1 into the urban fabric of Crystal City and Pentagon City through multimodal design improves connectivity in this growing urban center.
- **Climate change, resiliency, and the environment:** The I-395 Ramp Replacement supports the Crystal City Sector Plan and the Livability 22202 Action Plan by extending the footprint of the Route 1 corridor multimodal urban boulevard further north.
- **Quality of life:** Redesigning the I-395 ramp into an at-grade intersection removes a physical barrier to walking and biking and strengthens National Landing community connectivity. The reallocation of roadway space will create a place where the community will want to connect. This project is a step towards reinventing the Route 1 corridor.
- **Innovation:** This project incorporates innovation in delivery. It provides innovative solutions through its use of a progressive design-build strategy, which facilitates involvement of the design-build team during the earliest stages of project development, ensuring they are part of the project team developing design solutions.

This project satisfies all the merit criteria outlined in the federal grant opportunity, especially the priorities of providing a state of good repair, safety, and quality of life. It is important to VDOT that this project prioritizes citizen safety, supports economic growth, and improves mobility.

This BIP grant application has been developed to make a strategic request within the maximum allowed federal funding limit with the state funding the remaining cost. VDOT developed a cost estimate for the construction of the I-395 ramp replacement to confirm that construction is feasible within the requirements of this grant opportunity. VDOT has committed to work with the Commonwealth Transportation Board to secure matching funds from the State of Good Repair (SGR) program totaling approximately \$19 million.

The U.S. Department of Transportation's investment in the I-395 Ramp Replacement project will have a significant, measurable impact on the economic health, well-being, and safety of citizens. VDOT is completely committed to this project and will readily apply expertise and previous work in the area to efficiently implement this important initiative detailed in the grant application.

Thank you for your consideration of the Virginia Department of Transportation's application as well as your time and attention.

Best Regards,

Phyllis J. Randall  
Chair

Cc: The Honorable W. Sheppard Miller III, Virginia Secretary of Transportation  
The Honorable Stephen C. Brich, Commissioner of VDOT  
Amir Shahpar, P.E., NOVA Director of Transportation Planning  
Monica Backmon, NVTa Chief Executive Officer

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval of Letters of Endorsement for Prince William County's and City of Manassas Park's Safe Streets and Roads for All Grant Program Applications

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- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the letters of endorsement for Prince William County's and City of Manassas Park's FY2022 Safe Streets and Roads for All Grant Program Application for a Comprehensive Safety Action Plan.
- 2. Suggested Motion:** *I move Authority approval of the letters of endorsement for Prince William County's and City of Manassas Park's FY2022 Safe Streets and Roads for All Grant Program Applications for a Comprehensive Safety Action Plan.*
- 3. Background:** As is customary with NVTA partnerships, requests for endorsement are received from regional agencies and local jurisdictions embraced by the Authority. NVTA has received endorsement requests from Prince William County and the City of Manassas Park for their FY2022 Safe Streets and Roads for All (SS4A) Grant Program application.
- 4. Safe Streets and Roads for All Grant Program:** The Bipartisan Infrastructure Law (BIL) created the first Safe Streets and Roads for All (SS4A) discretionary grant program to fund "regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries".<sup>1</sup> The program will make available up to \$1 billion during FY2022 and will provide \$5 billion in appropriated funds over the next 5 years.

**SS4A Grant Program Criteria**

Major city planning organizations, counties, cities, towns, transit agencies, federally recognized Tribal governments and multijurisdictional groups are eligible to apply for funding under the SS4A grant program. In addition, applicants must develop or update their comprehensive safety action plan (Action Plan) that identifies the planning, design, and development activities that will ultimately help carry out projects and strategies identified in the Action Plan. While there are two types of SS4A grants, (1) Action Plan Grants, and (2) Implementation Grants, the program takes priority in working with applicants who have devised an Action Plan so that funding for implementation is maximized.

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<sup>1</sup> U.S. Department of Transportation, Safe Streets and Roads for All Grant Program, <https://www.transportation.gov/grants/SS4A>, August 29, 2022.

- 5. Prince William County's Action Plan:** The SS4A Grant Program will help Prince William County devise an action plan designed to bolster street and road safety throughout its Towns and help support TransAction's regional objective of in improving the safety of the transportation network. As such, Prince William County seeks NVTAs endorsement of their grant application. Prince William County will work with its towns to devise an Action Plan that uses data driven, holistic safety initiatives that identify traffic and pedestrian safety strategies, projects, and programs. Prince William County's action plan goal is to move toward zero deaths across the County.
  
- 6. City of Manassas Park's Action Plan:** The City of Manassas Park seeks SS4A Grant Program funding to complete a "Vision Zero" plan. This plan is aimed at eliminating fatalities and reducing severe injuries due to crashes citywide. The development of this action plan will involve leadership commitment and goal setting, community engagement and collaboration, as well as require a planning structure and the use of evidenced-based safety analysis. The City will seek equity analysis from resources such as EJScreen and Federal Highway Administration to identify overrepresented demographics in accidents to determine areas with the most need for road safety improvements. While these activities and commitments make-up Vision Zero, selecting and prioritizing projects and strategies during the implementation phase will also receive the same evidence-based approach.

**Attachment:**

- A.** Prince William County's Request for Endorsement Letter
- B.** Draft Endorsement Letter for Prince William County's Grant Application
- C.** City of Manassas Park's Request for Endorsement Letter
- D.** Draft Endorsement Letter for City of Manassas Park's Grant Application



August 17, 2022

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

RE: Request for NVTA Endorsement of Prince William County's SS4A Application for a Comprehensive Safety Action Plan

Ms. Backmon,

I am writing to request NVTA's endorsement of Prince William County's application for funding consideration under the U.S. Department of Transportation's Safe Streets and Roads for All Program for a Comprehensive Safety Action Plan.

The Safe Street and Roads for All ("SS4A") program provides funding for Action Plan grants to develop comprehensive safety plans. The Comprehensive Safety Action Plan will use data driven, holistic safety initiatives to identify traffic and pedestrian safety strategies, projects, and programs to move towards zero deaths across the County. The plan will include Towns within the County, who are joint applicants of this grant application. Developing a comprehensive safety action plan is a local priority that will support regional goals for improving safety and is consistent with the objective of TransAction to improve the safety of the transportation network.

Federal funding through the SS4A program would greatly facilitate development of a comprehensive safety action plan and we thank you for your time and assistance with this request. If you have any 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 stylized flourish at the end.

Ricardo Canizales  
Director of Transportation



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

September 8, 2022

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

Re: NVTA Endorsement of Prince William County's FY2022 Safe Streets and Roads for All Grant Program Application for a Comprehensive Safety Action Plan.

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am writing to express our full support for endorsement of Prince William County's application under the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) Grant Program. Prince William County's Comprehensive Safety Action Plan will seek to benefit towns within the County, who are joint applicants of this grant application, in preventing roadway deaths and serious injury.

The Comprehensive Safety Action Plan will use data driven, holistic safety initiatives to identify traffic and pedestrian safety strategies, projects, and programs to move toward zero deaths across the County. The plan is a local priority that will support regional goals for improving safety and is consistent with the objectives of NVTA's TransAction to improve the safety of the transportation network.

Federal funding through the SS4A program would greatly facilitate development of a comprehensive safety action plan for Prince William County.

Thank you for your consideration of Prince William County's FY2022 SS4A discretionary grant application as well as your time and attention.

Best Regards,

Phyllis J. Randall  
Chair

Cc: The Honorable Ann Wheeler, Chair of Prince William County Government  
Ricardo Canizales, Director of Transportation, Prince William County  
Monica Backmon, NVTA Chief Executive Officer



## CITY OF MANASSAS PARK

City Hall • 100 Park Central Plaza • Manassas Park, Virginia 20111-2395  
(703) 335-8800 • Fax (703) 335-0053  
www.manassasparkva.gov/

**Mayor:**  
*Jeanette Rishell*

**Vice Mayor:**  
*Preston Banks*

**Council Members:**  
*Alanna Mensing*  
*Haseeb Javed*  
*Laura Hampton*  
*Yesy Amaya*  
*Darryl Moore*

**City Manager:**  
*Laszlo A. Palko*

**City Clerk:**  
*Lana A. Conner*

**City Attorney:**  
*Dean Crowhurst*

**September 1, 2022**

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

RE: Request for NVTA Endorsement of the City of Manassas Park's SS4A Grant Application

Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Manassas Park's forthcoming application under the U.S. Department of Transportation's Safe Streets for All (SS4A) program.

The City seeks funding in the SS4A "Action Plan" track to complete a "Vision Zero" plan for the City. This plan is aimed at eliminating fatalities and reducing severe injuries due to crashes citywide. Action Plan development and delivery will include the following activities and commitments:

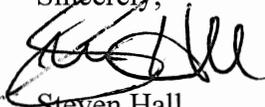
- The City will display a **leadership commitment and goal setting** process by which a timeline will be established for eliminating roadway fatalities and serious injuries through the Action Plan deliverables
- The City will actively create opportunities for meaningful **community engagement and collaboration**, including the creation of a SS4A Task force that represents diverse interests, and several opportunities for public input and feedback.
  - This will include web-based engagement, public meetings/forums, etc.
  - The City will continue to coordinate with the SS4A Task Force upon completion of the Action Plan for follow-up stakeholder engagement and collaboration.
- The City will establish a **planning structure** including an internal team spearheaded by the Transportation Program Manager to oversee and contribute to the development and implementation of the Action Plan
- The City will use an evidence-based **safety analysis** approach to drive the entire Action Plan development process.
  - Specifically, the city will use data to examine trends of accident locations, conditions, and other factors that result in serious injury and death on its roads.

- With 41.45% of the population in an Underserved Community Census tract, the City will seek to identify demographics and road users that are overrepresented in accidents in the community. This information, along with expanded data collection and evaluation through resources such as EJScreen and FHWA socioeconomics and **Equity Analysis**, will help the City determine areas in the most need of road safety improvements to **promote equity**.
- The City will also use this same evidence-based approach when **selecting and prioritizing projects and strategies** for its Action Plan, using FHWA resources and proven safety countermeasures to increase safety and equity in a low-cost, high-impact manner throughout the community.
- The City will accomplish the above-referenced activities through development of a Vision Zero Plan to inform a future SS4A Implementation grant application.
  - This Action Plan will identify potential policy and process changes to the existing Transportation Program to ensure best practices and streamlining of priorities
- The City will track implementation over time through utilizing project delivery and initial schedule **progress and transparency** after the plan is complete. This includes continuing to engage with the SS4A Task Force, internal team, and local elected officials.
  - The City will track implementation items through project report developments and briefing to its Governing Body

A resolution of support for the application was approved by the City's Governing Body on August 23, 2022.

The Action Plan serves as a City priority that will provide benefits on a local and regional scale. Thank you for your consideration of support and if you have any questions regarding this request, please contact me at (703)-335-8809.

Sincerely,



Steven Hall

Transportation Program Manager



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

September 8, 2022

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

Re: NVTA Endorsement of City of Manassas Park's FY2022 Safe Streets and Roads for All Grant Program Application for a Comprehensive Safety Action Plan.

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am writing to express our full support for endorsement of the City of Manassas Park's application under the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) Grant Program. The City of Manassas Park's Comprehensive Safety Action Plan will help advance the City's completion of Vision Zero which aims to eliminate fatalities and reduce severe injuries due to crashes citywide.

The City of Manassas Park leadership will establish goal setting that enables the successful delivery of the Action Plan. The City will actively create opportunities for meaningful community engagement and collaboration, including the creation of a SS4A Task Force that represents diverse interests, and offer several opportunities for public input and feedback. The City will establish a planning structure including an internal team that will develop and implement the Action Plan and utilize safety and equity analysis to select and prioritize projects and strategies.

Federal funding through the SS4A program would greatly facilitate development of a comprehensive safety action plan for the City of Manassas Park.

Thank you for your consideration of the City of Manassas Park's FY2022 SS4A discretionary grant application as well as your time and attention.

Best Regards,

Phyllis J. Randall  
Chair

Cc: The Honorable Jeanette Rishell, Mayor of City of Manassas Park  
Laszlo A. Palko, City Manager, City of Manassas Park  
Monica Backmon, NVTA Chief Executive Officer

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Harun Rashid, Regional Transportation Modeler

**DATE:** September 1, 2022

**SUBJECT:** Travel Trends Update

---

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent travel trends since the onset of the COVID-19 pandemic.
- 2. Background:** NVTA staff is monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, and 2022 with corresponding weeks and months in 2019. NVTA staff has so far presented six of these snapshot analyses, at the June, July, September, November (2021), and March and June of 2022 Authority meetings.

This update features staff analyses with Virginia Department of Transportation (VDOT) crash data for pedestrian fatalities in Northern Virginia, in addition to regular updates on Northern Virginia highway travels (afternoon peak periods) and transit ridership (average monthly). In our last update at the June Authority meeting, we presented data analysis through March 2022. This report updates the analysis through June 2022.

The objective of these analyses is to gain a better understanding of such trends, and to identify whether they are temporary or may be more permanent. This knowledge will enhance NVTA's ongoing long-range transportation planning efforts and may influence project-funding recommendations in future Six Year Program update cycles.

- 3. Crash data trends in Northern Virginia:** In the June report, we referred to a USDOT-NHTSA report on national trends for crashes due to pandemic-induced travel conditions and behavior (<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>). While nationwide analyses definitively show upward trends in all types of vehicular crashes in 2020 and 2021 as compared to 2019, Virginia was among a few states with no increases in pedestrian traffic fatalities in the same period (<https://www.ghsa.org/resources/Pedestrians22>). In Northern Virginia, number of vehicle-to-pedestrian/bike crash rates (events per 1 million annual VMT) are statistically same between 2019 and 2020. Utilizing geo-spatial crash data locations from VDOT Traffic Engineering Division, we have identified the Rte. 1/I-95/I-395 corridor to report highest number of fatalities in 2020 (14 events out of a regional total of 24).

4. **Highway travel trends:** In the April – June 2022 period, using VDOT data, traffic volumes on freeways and major arterials in Northern Virginia were on average 8% below pre-pandemic condition (see Chart 1). Travel speeds were about 11% faster than pre-pandemic conditions (RITIS-INRIX data). In our last update, we reported highway volumes at 10% below, and speeds to be 9% faster.
5. **Transit ridership:** All transit providers reported positive upward trends in second quarter (see Chart 2). In May/June of this year, among ‘Other Bus Services’, DASH and CUE ridership surpassed the pre-pandemic level, for the first time since Governor’s stay-at-home executive order #55 on March 12, 2020. Among commuter services, Omniride experienced highest growth of about 13%.
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. We will be monitoring transit usage as more systems are offering incentives, and highway volumes with high gas prices and office occupancy rates.

Chart 1. Highway volumes.

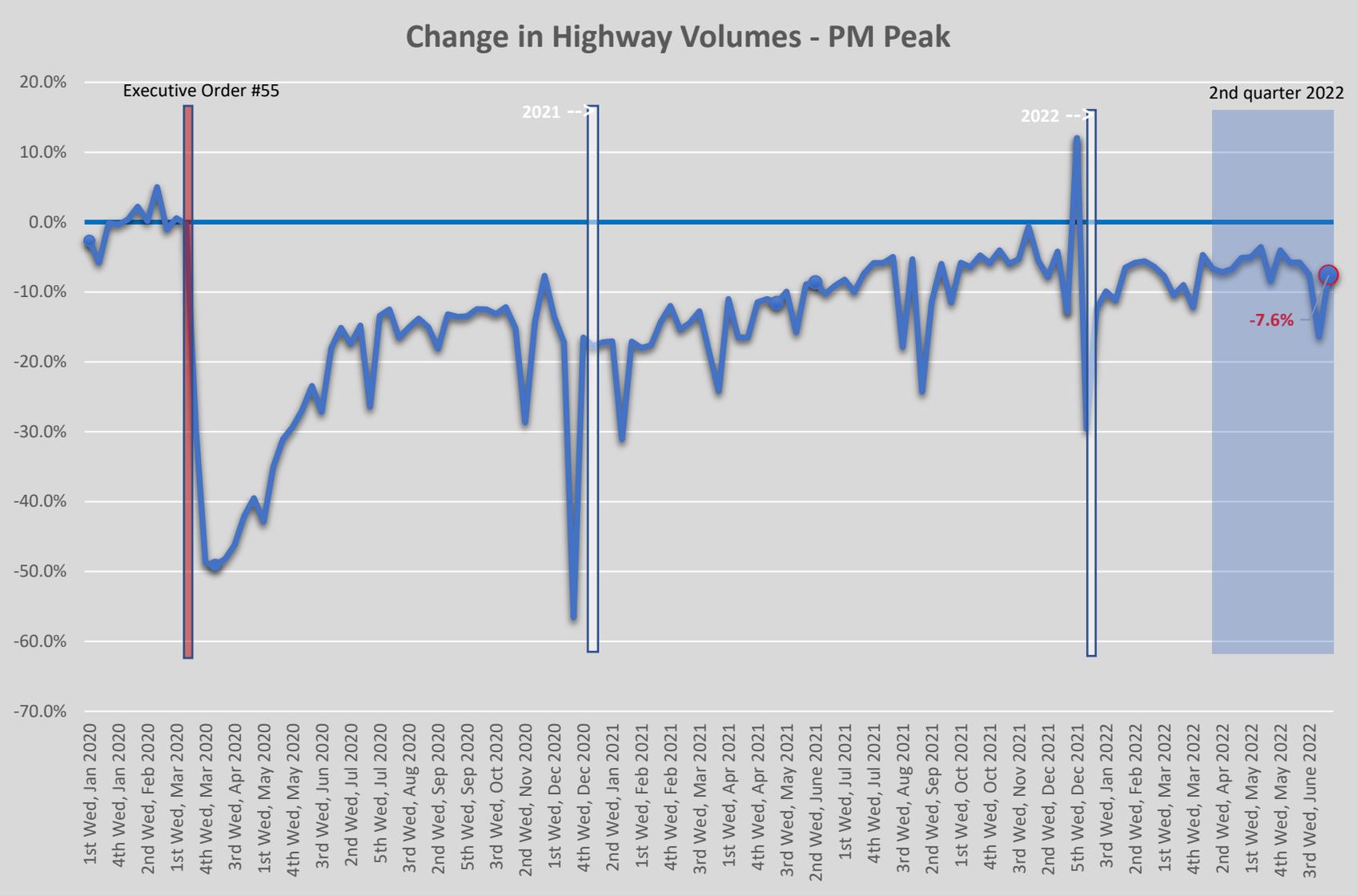
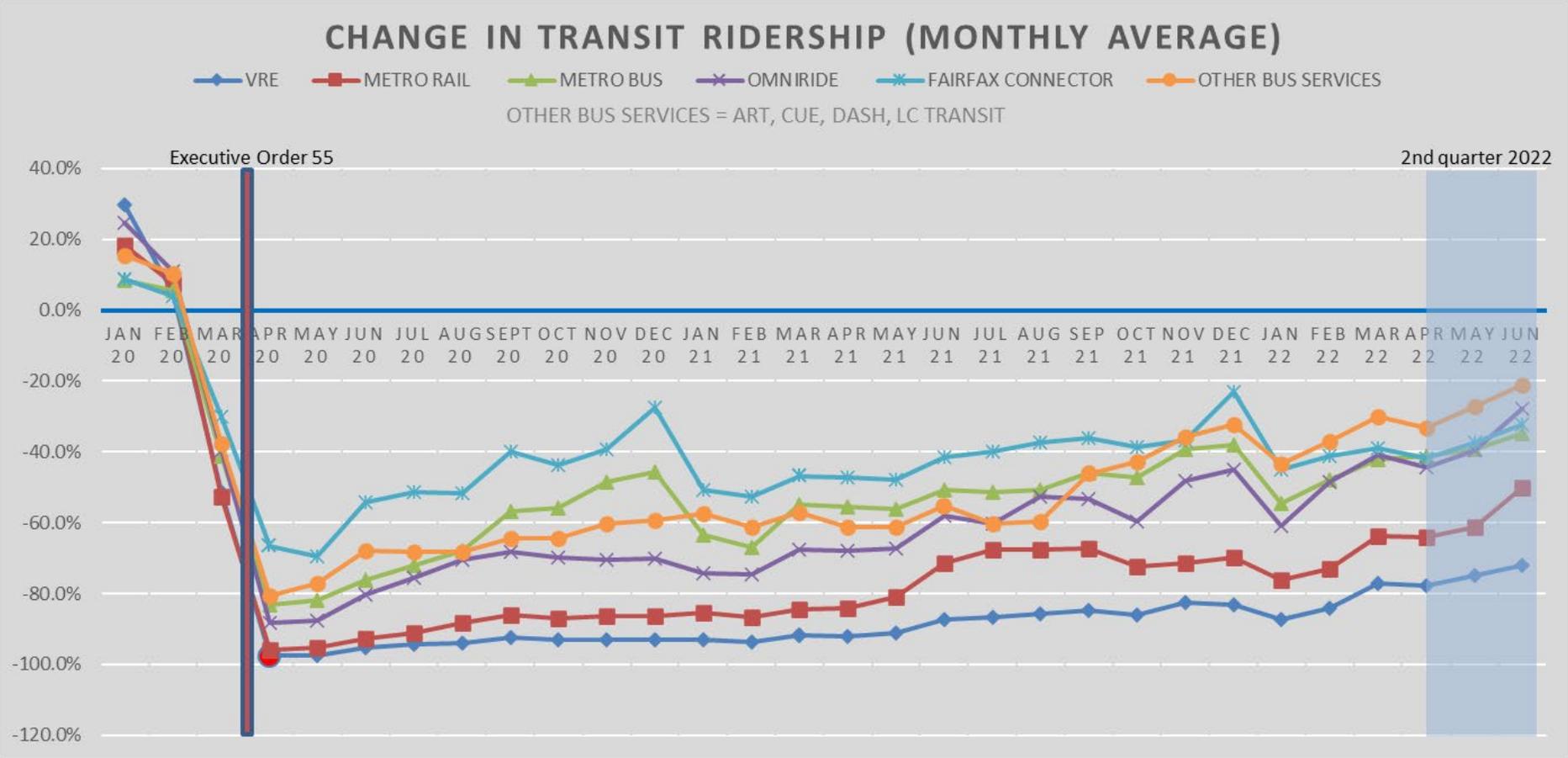


Chart 2. Transit ridership.



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Chief Executive Officer's Report

---

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

**A. TransAction Update**

The public comment period started on August 1 and will end at 11:59 PM on September 18. The draft TransAction Plan and Project List are published on the [TransAction website](#) for public comments. Keeping in mind the core value of equity, the Plan is published in three languages – English, Spanish, and Korean. A comment form is also available in three languages on the TransAction website. The Project List is available as a sortable list on the website in addition to the PDF version that can be downloaded.

During the public comment period, the TransAction team held pop-up events at four locations, two of which were held at locations in equity emphasis areas, to hand out postcards in three languages (English, Spanish, and Korean) to encourage citizens to submit comments. More than 2,000 flyers were distributed and more than 350 people were directly engaged with at these events. The locations and dates were:

- Wiehle-Reston East Metro Station (Reston) on Thursday, August 25 (3 – 7pm)
- Dollar Tree at Little River Shopping Center (Annandale) on Saturday, August 27 (11am – 3pm)
- Eden Center (Falls Church) on Sunday, August 28 (11am – 3pm)
- King Street Metro Station (Alexandria) on Monday, August 29 (3 – 7pm)

NVTA staff have been promoting the public comment opportunities, including the Public Hearing, through various outreach. These include a multi-lingual social media campaign entitled “TransAction Thursday”; an Ambassador Kit for Authority members, stakeholders, jurisdictions, and agencies to use; news media releases and interviews; etc. These activities will continue until the public comment period deadline.

Additionally, the consulting team is providing NVTA staff with training on using model software for various analyses. Five interactive sessions are scheduled in the August-September period covering project and system-level analyses including

network coding and other input files, setting up model parameters for complete model runs, post-processing, and interpretation of model outputs.

NVTA Committees will be briefed on TransAction analysis during the September and October meeting cycle, with anticipation of their endorsement of TransAction during the November meeting cycle.

**B. Transportation Technology Strategic Plan (TTSP).**

NVTA staff are working to develop a pilot series of fully virtual Lunch and Learns that will focus on topics related to NVTA's Transportation Technology Strategic Plan (TTSP.) These will provide opportunities to exchange pragmatic information that practitioners could use in their day-to-day responsibilities or upcoming grant opportunities. For this reason, they will focus on technologies or innovations that are feasible immediately or anticipated in the near future, and in turn, the pilot series will be relevant to NVTA's ongoing work around Bus Rapid Transit (BRT). The pilot series will only be available to jurisdiction and agency staff.

NVTA staff anticipate holding three virtual Lunch and Learns that will take place on third Thursdays beginning in October, and last approximately 45 minutes. We will seek feedback from attendees after each session. If the Lunch and Learns prove to be valuable, they could become the foundation of an ongoing series in 2023 that we would consider opening to a broader audience, including citizens.

**C. Regional Multi-Modal Mobility Program (RM3P) Update**

There are three active procurement activities underway to advance the Regional Multi-Modal Mobility Program (RM3P). Cathy McGhee, Chief Deputy Commissioner of Virginia Department of Transportation and RM3P Program Principal, recently provided an update on procurement status to the Commonwealth Transportation Board (CTB.) Her presentation inspired publication of [an article by Virginia Mercury](#), which featured NVTA's involvement in RM3P. Other efforts taking place are initial identification of potential future frameworks to govern relationships and interactions among all parties involved in the program.

**D. Program Information Management and Monitoring System (PIMMS)**

In the July-August period, staff worked with the consultant team to update the NOVA Gateway Dashboard. Project location interactive map, charts and tables are now reflecting adoption of the FY 2022-2027 program. The back-end analytics in PIMMS were enhanced so that project information flowed seamlessly from the Funding Application module to the Dashboard.

Most Phase 4 development tasks are now complete. These included a number of reports and process automation for efficient financial oversight of NVTA's investments. Finance team staff has tested the reimbursement tracking report, which match exactly with NVTA's internal accounting system.

Project sponsors are now utilizing the system for all project administration tasks including reimbursement requests, cost/schedule updates (when necessary), and monthly project status updates.

**E. Annual State of Transportation (Northern Virginia Chamber of Commerce)**

On September 1st, I attended the NOVA Chamber's Annual State of Transportation where a panel of future-focused business leaders convened, including Cathy McGhee, Chief Deputy Commissioner of VDOT, who spoke about the RM3P, and Renee Hamilton, Dulles Greenway, Chief Executive Officer TRIP II, who also spoke about innovation in Northern Virginia.

**F. Arlington Chamber's Annual Northern Virginia Elected Leaders Summit**

On August 25th, I attended the Arlington Chamber of Commerce's Annual Northern Virginia Elected Leaders Summit, which was held at the George Mason University campus in Arlington. The featured panel was comprised of elected officials from across NOVA, including Authority members, Phyllis J. Randall, Chair, Loudoun County Board of Supervisors and NVTA; Katie Cristol, Chair, Arlington County Board; Jeff McKay, Chairman, Fairfax County Board of Supervisors; and Justin Wilson, Mayor, City of Alexandria, in addition to Margaret Franklin, Supervisor, Prince William County Board of Supervisors. The panel discussion moderator was Jummy Olabanji, Anchor for NBC 4 Washington. Topics covered included economic development, housing, and education, in addition to a transportation discussion on Metro's funding and impact to the region.

**G. Commemoration on Installation of the Final Beam at I-66/Route 28 Interchange**

On August 22<sup>nd</sup>, I attended an event hosted by VDOT, I-66 Express Mobility Partners, and FAM construction to celebrate the installation of the final bridge beam at the I-66/Route 28 Interchange. The event included remarks from Susan Shaw, VDOT Megaprojects Director, and had a signing of the beam by key players and stakeholder attendees before installation.

#### **H. Transit Unplugged Podcast**

On August 17th, I was featured on Paul Comfort's "Transit Unplugged" podcast, during which I highlighted NVTA's unique role in transportation. I spoke about our enabling legislation, funding, and NVTA's plans for the future, including a regional BRT system and plans for a technology-powered transportation network in Northern Virginia.

#### **I. Commemorate Installation of the Final Beam at I-66/Route 28 Interchange**

On August 13th, I moderated a panel which included Christian Dorsey, Vice-Chair, Arlington County Board; Canek Agirre, Councilman, City of Alexandria; and Jane Lyons, Maryland Advocacy Manager, Coalition of Smarter Growth. The panel discussed topics on equity, transit, land-use and transportation resiliency for our region.

#### **J. Walking Tour of "Great Streets" Project in City of Falls Church**

On August 1st, NVTA staff attended a walking tour of the Park Avenue "Great Streets" project, which NVTA has allocated \$8M, hosted by the Falls Church City Council. Attendees had an opportunity to learn about the vision for the future for Park Avenue from North Virginia Avenue to North Washington Street which included enhancement of safety features for pedestrians, bicyclists, and transit riders.

#### **K. Annual Conference of Minority Transportation Officials (COMTO)**

From July 8<sup>th</sup> to July 11<sup>th</sup>, I attend the Annual COMTO conference in Fort Lauderdale, Florida. I had the pleasure of being invited to attend the CEO Summit where I conversed with leaders throughout the transportation industry about diversity, equity, inclusion, and our ideas about the future.

### **2. Monthly Factoid Talking Point**

- a. In 2018, through HB 1539/SB 856, \$154 million was diverted to Washington Metropolitan Area Transit Authority (WMATA) State of Good Repair. Of the \$154 million, \$102 million came from the NVTA through the diversion of Grantor's Tax and Transient Occupancy Tax. To date, NVTA has yet to recuperate \$38.5 million of that lost revenue.

### **3. Upcoming Events & Report Updates**

#### **a. NVTA Standing Committee Meetings:**

- **Planning and Programming Committee:** TBD

- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, October 13th, 2022, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, October 13th, 2022, at 6:00pm.

**b. NVTA Statutory Committee Meetings:**

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, September 21st, 2022, at 7:00pm.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee's is scheduled for Wednesday, September 28th, 2022, at 6:30pm.

**4. CMA-RSTP Transfers:**

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

**5. Regional Projects Status Report:**

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

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

**Attachments:**

- 12A.** Reallocation of CMAQ Funds for City of Alexandria
- 12B.** Reallocation of RSTP Funds for Fairfax County
- 12C.** Reallocation of RSTP and CMAQ Funds for Prince William County to Prince William Parkway Share Use Path Project
- 12D.** Reallocation of RSTP Funds for Prince William County to Prince William Potomac Commuter Garage Project
- 12E.** Regional Funding Program Projects Status Report

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****MEMORANDUM**

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

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

On July 28, 2022, City of Alexandria requested the following reallocation:

- Transfer of \$1,000,000 from FY2028 to FY2023 for Mt. Vernon Avenue North project, and to transfer \$1,000,000 from FY2023 to FY2028 for the West End Transitway Operations. This results in not net change of grant money to any project, only a change in which projects are funded in which years.

Reallocating funding between these two projects will allow the City of Alexandria to proceed more quickly with the full design and construction of the Mt. Vernon Avenue North project which will provide important safety improvements as requested by the community and consistent with the recommendations of the recently adopted Arlandria-Chirilagua Small Area Plan. Community outreach has already been collected for this project, and the City would like to move forward with a more detailed design in FY23. It would be beneficial for the City if the funding designated for the West End Transitway Operations in FY23 can be moved to FY28, as the transitway will not be ready for operations in this calendar year.

At its meeting on July 28, 2022, the RJACC approved this request.

**Attachments:**

- 12Ai.** Draft Letter to VDOT NOVA District Administrator Lynch
- 12Aii.** City of Alexandria Request Letter

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

September 8, 2022

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria

Dear Mr. Lynch:

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

On July 28, 2022, City of Alexandria requested the following reallocation:

- Transfer of \$1,000,000 CMAQ funds from FY2028 to FY2023 for Mt. Vernon Avenue North project, and to transfer \$1,000,000 from FY2023 to FY2028 for the West End Transitway Operations. This results in not net change of grant money to any project, only a change in which projects are funded in which years.

Reallocating funding between these two projects will allow the City of Alexandria to proceed more quickly with the full design and construction of the Mt. Vernon Avenue North project which will provide important safety improvements as requested by the community and consistent with the recommendations of the recently adopted Alexandria-Chirilagua Small Area Plan. Community outreach has already been collected for this project, and the City would like to move forward with a more detailed design in FY23. It would be beneficial for the City if the funding designated for the West End Transitway Operations in FY23 can be moved to FY28, as the transitway will not be ready for operations in this calendar year.

The RJACC approved the request on July 28, 2022, and the NVTA was informed at their September 8, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

Cc: Monica Backmon, CEO, NVTA  
Hillary Orr, Deputy Director, Transportation & Environmental Services, City of Alexandria



DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES

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

July 28, 2022

Richard Roisman and Paolo Belita, Co-Chairs  
Regional Jurisdiction and Agency Coordination Committee (RJACC)  
Northern Virginia Transportation Authority (NVTAA)  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

Dear Mr. Roisman and Mr. Belita:

The City of Alexandria requests the NVTAA RJACC's and Authority's concurrence to move forward the \$1,000,000 from FY28 for Mt. Vernon Avenue North project, and to move \$1,000,000 from FY23 for the West End Transitway Operations to FY28. This results in not net change of grant money to any project, only a change in which projects are funded in which years.

Reallocating funding between these two projects will allow the City of Alexandria to proceed more quickly with the full design and construction of the Mt. Vernon Avenue North project which will provide important safety improvements as requested by the community and consistent with the recommendations of the recently adopted Arlandria-Chirilagua Small Area Plan. Community outreach has already been collected for this project, and the City would like to move forward with a more detailed design in FY23.

It would be beneficial for the City if the funding designated for the West End Transitway Operations in FY23 can be moved to FY28, as the transitway will not be ready for operations in this calendar year.

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

Sincerely,

A handwritten signature in black ink, appearing to read "H. Orr".

Hillary Orr  
Deputy Director  
Transportation & Environmental Services

CC: Yon Lambert, 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  
Megan Oleynik, Long Range Transportation Planner



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

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

---

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

On August 25, 2022, Fairfax County requested the following reallocation:

- Transfer of \$27,248,692 in RSTP funds from Richmond Highway Corridor Improvements Phase II (UPC 120800) to Richmond Highway Corridor Improvements (UPC 107187).

The Richmond Highway Widening project previously received RSTP funding and was recently awarded an additional \$60,207,038 in regional Northern Virginia Transportation Authority funding through its FY 2022 — FY 2027 Six-Year Program. Subsequently, it has been split into two phases. This transfer will allocate funding to appropriate phases and allows Phase I to continue on schedule.

At its meeting on August 25, 2022, the RJACC approved this request.

**Attachments:**

- 12Bi.** Draft Letter to VDOT NOVA District Administrator Lynch
- 12Bii.** Fairfax County Request Letter

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



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

September 8, 2022

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

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

Dear Mr. Lynch:

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

On August 25, 2022, Fairfax County requested the following reallocation:

- Transfer of \$27,248,692 in RSTP funds from Richmond Highway Corridor Improvements Phase II (UPC 120800) to Richmond Highway Corridor Improvements (UPC 107187).

The Richmond Highway Widening project previously received RSTP funding and was recently awarded an additional \$60,207,038 in regional Northern Virginia Transportation Authority funding through its FY 2022 — FY 2027 Six-Year Program. Subsequently, it has been split into two phases. This transfer will allocate funding to appropriate phases, and allows Phase I to continue on schedule.

The RJACC approved the request on August 25, 2022, and the NVTA was informed at their September 8, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, CEO, NVTA  
Tom Biesiadny, Director, Department of Transportation, Fairfax County



# County of Fairfax, Virginia

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

August 24, 2022

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

Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Backmon: *Monica*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to transfer a total of \$27,248,692 in RSTP funds from Richmond Highway Corridor Improvements Phase II (UPC 120800) to Richmond Highway Corridor Improvements (UPC 107187). The Richmond Highway Widening project previously received RSTP funding and was recently awarded an additional \$60,207,038 in regional Northern Virginia Transportation Authority funding through its FY 2022 – FY 2027 Six-Year Program. Subsequently, it has been split into two phases. This transfer will allocate funding to appropriate phases, and allows Phase I to continue on schedule.

Thank you for your consideration. If you have any questions or concerns about this request, please contact Christina Cain at 703-877-5929.

Sincerely,

Tom Biesiadny  
Director

cc. Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)  
Todd Wigglesworth, Coordination and Funding Division Chief, FCDOT  
Noelle Dominquez, Coordination Section Chief, FCDOT  
Ray Johnson, Funding Section Chief, FCDOT  
Carole Bondurant, Manager, Northern Virginia Program Management Virginia Department of Transportation (VDOT)

## CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 8/29/2022

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$10,554,000

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)
120800	Richmond Highway Corridor Improvements Phase II	RSTP	Y		\$27,248,692.00	107187	Richmond Highway Corridor Improvements	Y					

TOTAL OF TRANSFER \$27,248,692.00

Attach Signed Request of Transfer Letter

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**MEMORANDUM**

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Prince William County

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

On August 25, 2022, Prince William County requested the following reallocation:

- Transfer of \$2,069,209 in FY2023 CMAQ funds from Hoadley Road Shared Use Path project (UPC 112462) to Prince William Parkway Shared Use Path project (UPC 112463); and,
- Transfer of \$1,500,000 in prior FY RSTP funds from Route 28 Widening Phase 1 (PE & ROW) project (UPC 92080) to Prince William Parkway Shared Use Path project (UPC 112463).

Prince William Parkway Shared Use project (UPC 112463) will construct 2,200 linear feet of 5-foot sidewalk on Prince William Parkway (Route 294) connecting the Horner Road Commuter Lot over I-95 1,200 feet west of Summerland Drive to tie into a developer sidewalk project. The project includes crosswalk, ADA ramps, traffic barrier and up to a 4-foot buffer area. The project has an existing \$1,369,206 in FY23 CMAQ funds allocated to it. With this funding transfer, the Hoadly Road Shared Use Path project will be cancelled and removed from the Six Year Program. The Route 28 Widening Phase 1 project is a completed project with a fund balance.

At its meeting on August 25, 2022, the RJACC approved this request.

**Attachments:** **12Ci.** Draft Letter to VDOT NOVA District Administrator Lynch

**12Cii.** Request Letter from Prince William County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



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

September 8, 2022

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Prince William County

Dear Mr. Lynch:

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

On August 25, 2022, Prince William County requested the following reallocation:

- Transfer of \$2,069,209 in FY2023 CMAQ funds from Hoadley Road Shared Use Path project (UPC 112462) to Prince William Parkway Shared Use Path project (UPC 112463); and,
- Transfer of \$1,500,000 in prior FY RSTP funds from Route 28 Widening Phase 1 (PE & ROW) project (UPC 92080) to Prince William Parkway Shared Use Path project (UPC 112463).

Prince William Parkway Shared Use project (UPC 112463) will construct 2,200 linear feet of 5-foot sidewalk on Prince William Parkway (Route 294) connecting the Horner Road Commuter Lot over I-95 1,200 feet west of Summerland Drive to tie into a developer sidewalk project. The project includes crosswalk, ADA ramps, traffic barrier and up to a 4-foot buffer area. The project has an existing \$1,369,206 in FY23 CMAQ funds allocated to it. With this funding transfer, the Hoadley Road Shared Use Path project will be cancelled and removed from the Six Year Program. The Route 28 Widening Phase 1 project is a completed project with a fund balance.

The RJACC approved the request on August 25, 2022, and the NVTA was informed at their September 8, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

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



August 22, 2022

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

RE: Request to Transfer CMAQ-RSTP Funds

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds.

Prince William County requests the transfer of a total of \$3,569,209 CMAQ and RSTP funds from the following donor project accounts:

- Hoadly Road Shared Use Path project - UPC 112462 (\$2,069,209 FY 2023 CMAQ funds)
- Route 28 Widening Phase 1 (PE & ROW)- UPC 92080 (\$1,500,000 prior FY RSTP funds)

The receiver project is the Prince William Parkway Shared Use project (UPC 112463), which will construct 2,200 linear feet of 5-foot sidewalk on Prince William Parkway (Route 294) connecting the Horner Road Commuter Lot over I-95 1,200 feet west of Summerland Drive to tie into a developer sidewalk project. The project includes crosswalk, ADA ramps, traffic barrier and up to a 4-foot buffer area. The project has an existing \$1,369,206 in FY23 CMAQ funds allocated to it. With this funding transfer, the Hoadly Road Shared Use Path project will be cancelled and removed from the Six Year Program. The Route 28 Widening Phase 1 project is a completed project with a fund balance.

The Prince William Parkway Shared Use Path project has been previously authorized by NVTA for CMAQ funding and as a result, this request will only require RJACC approval. If you have any 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", written over a horizontal line.

Ricardo Canizales  
Director of Transportation

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 8/22/2022

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

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,069,209

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)
112462	Hoadly Road Shared Use Path	CMAQ	N	2023	\$2,069,209.00	112463	Prince William Parkway Shared Use Path	Y	2023				

TOTAL OF TRANSFER - \$2,069,209

Attach Signed Request of Transfer Letter

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 8/23/2022

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

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$6,589,144.92

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)
92080	Route 28 Widening Phase 1 (PE & ROW)	RSTP	Y		\$1,500,000.00	112463	Prince William Parkway Shared Use Path	Y	2023				

TOTAL OF TRANSFER - \$1,500,000

Attach Signed Request of Transfer Letter

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** September 1, 2022

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

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

On August 25, 2022, Prince William County requested the following reallocation:

- Transfer of \$3,000,000 RSTP funds from Route 28 Widening Phase 1 (PE & ROW) project (UPC 92080) to Potomac Commuter Garage project (UPC 111485).

The Potomac Commuter Garage (UPC 111485) project is constructing a 1,400- space garage near the Potomac Town Center that will serve as a park and ride facility for commuters and a transit hub for OmniRide. This is an active project that will be going to a public hearing in the Fall for approval of final design, and the transfer is necessary to keep the project on schedule. The additional funding will be used to cover contingencies due to rising inflation and other current economic factors.

At its meeting on August 25, 2022, the RJACC approved this request.

**Attachments:** **12Di.** Draft Letter to VDOT NOVA District Administrator Lynch  
**12Dii.** Request Letter from Prince William County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



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

September 8, 2022

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

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

Dear Mr. Lynch:

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

On August 25, 2022, Prince William County requested the following reallocation:

- Transfer of \$3,000,000 RSTP funds from Route 28 Widening Phase 1 (PE & ROW) project (UPC 92080) to Potomac Commuter Garage project (UPC 111485).

The Potomac Commuter Garage (UPC 111485) project is constructing a 1,400-space garage near the Potomac Town Center that will serve as a park and ride facility for commuters and a transit hub for OmniRide. This is an active project that will be going to a public hearing in the Fall for approval of final design, and the transfer is necessary to keep the project on schedule. The additional funding will be used to cover contingencies due to rising inflation and other current economic factors.

The RJACC approved the request on August 25, 2022, and the NVTA was informed at their September 8, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

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



August 23, 2022

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

RE: Request to Transfer RSTP Funds

Ms. Backmon,

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

Prince William County requests the transfer of a total of \$3,000,000 RSTP funds from the following project account:

- Route 28 Widening Phase 1 (PE & ROW)- UPC 92080

The receiver project is the Potomac Commuter Garage (UPC 111485). This project is constructing a 1,400-space garage near the Potomac Town Center that will serve as a park and ride facility for commuters and a transit hub for OmniRide. This is an active project that will be going to a public hearing in the Fall for approval of final design, and the transfer is necessary to keep the project on schedule. The additional funding will be used to cover contingencies due to rising inflation and other current economic factors.

The Potomac Commuter Garage project has been previously authorized by NVTA for RSTP funding and as a result, this request will only require RJACC approval. If you have any 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", written over a light blue horizontal line.

Ricardo Canizales  
Director of Transportation

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 8/23/2022

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): \$6,589.144.92

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
92080	Route 28 Widening Phase 1 (PE & ROW)	RSTP	Y		\$3,000,000.00	111485	Potomac Commuter Garage	Y	2022				

TOTAL OF TRANSFER - \$3,000,000

Attach Signed Request of Transfer Letter

**NVTA Funding Program Project Status**  
Summary Report

**ATTACHMENT 12E**

As of August 30, 2022.		
<b>NVTA's Regional Fund Program FY2014 - FY2025</b>		<b>Upcoming Public Information Meeting(s):</b>
Total Revenue Allocated	\$2,496,195,952	1. <b>Arlington County:</b> Virtual Public Information Meeting for Crystal City Metrorail Station East Entrance and Intermodal Connections project, September 6 at 7 p.m.
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$652,557,946	2. <b>Town of Leesburg:</b> In-person Public Information Meeting for Construct Interchange at Route 15 Bypass and Battlefield Parkway project, September 21 at 6:30 p.m.
Total Number of Individual Projects	106	<b>NOTE:</b> For latest information on project events, please refer to the "Events and Meetings" section on our home page - <a href="https://thenovaauthority.org/">https://thenovaauthority.org/</a> For full status information, please check NVTA web page on regional fund projects - <a href="https://thenovaauthority.org/funded-projects/">https://thenovaauthority.org/funded-projects/</a>
SPAs	142	
Currently Active	63	
Completed	55	
Not Yet Executed	24	
<b>Substantive Status Updates (during July-August 2022)**</b>		
<b>Project Title (program year)</b>	<b>Updated Status</b>	<b>% Reimbursed</b>
<b>Arlington County</b>		
ART Operations and Maintenance Facilities (FY2018-23)	Construction Notice-To-Proceed issued to contractor on June 14, and a ground-breaking event was held on June 15. Pre-construction meeting held on August 2; contractor started mobilizing the site.	5.7%
<b>Fairfax County</b>		
Frontier Drive Extension & Interchange Improvements (FY2015-16/FY2018-23)	The WMATA Environment Document is complete. A joint public hearing with VDOT/WMATA is scheduled on July 12. VDOT Environmental Assessment completed on June 22.	FY2015-16: 100.0%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	A public information meeting was held on May 3, to provide design updates. Community Charm Conversations for Stations began in August.	5.6%
<b>Loudoun County</b>		
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY0218-23)	Phase 1 - Pavement in near Rt 50, prepping for asphalt at Rt 50. Abutment Stem wall & bridge girders scheduled for August. Phase 2 - RFC comments addressed. Additional funding for land acquisition approved.	6.5%
<b>Prince William County</b>		
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Survey and base plan preparation are being completed. A stakeholder workshop to identify and mitigate project risks was held on August 17, 2022.	FY2015-16: 89.2% FY2018-23: 0.0%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Construction contract award approved by the Board on May 10, 2022. Construction Notice to Proceed was issued on July 11.	11.2%
Widen Route 1 (Fraleley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (FY2015-16/FY2018-23)	Contract for project Right-of-Way, utility and geotechnical services approved by the Board on May 10, 2022. Design was endorsed by the Board on May 24. Right-of-Way level plans to be submitted summer 2022.	FY2015-16: 44.5% FY2018-23: 0%
North Woodbridge Mobility Improvements (FY2020-25)	50% Design Plans submitted in May. Public hearing was held on June 7, 2022 and comments are being addressed.	0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Proposed changes to the limited access were approved by the CTB on July 20, 2022. Construction is underway.	13.1%
<b>City of Alexandria</b>		
Alexandria Duke St Transitway (FY2018-23)	Advisory group meeting was held on June 1, 2022, to collect community input on the project and a second Advisory Group meeting was held on June 30.	0.1%
<b>City of Falls Church</b>		
Downtown Falls Church Multimodal Improvements (FY2020-25)	A public meeting and "walking tour" was held with City Council on August 1, 2022. Project consultant is continuing to work on the 60% design plans.	0.0%
<b>Town of Herndon</b>		
East Elden Street Improvements & Widening (FY2015-16)	Utility relocation (UPC 120508) was advertised on June 7, 2022. The bid opening is scheduled for August 24, construction completion is estimated for August 2024.	24.7%
<b>VRE</b>		
Franconia-Springfield Platform Improvements (FY2015-16)	FTA NEPA guidance received. Pedestrian tunnel Task Order has been executed, and kick-off meeting held. NEPA process has begun in	8.8%
<b>WMATA</b>		
Blue Line Traction Power Upgrades (FY2017)	Project completion is delayed, from earlier estimate of March to December 2023. NVTA SPA cost/schedule update underway.	70.1%
<b>No Updates in Current Cycle</b>		
<b>Project Title (program year)</b>	<b>Last Update Received</b>	<b>% Reimbursed</b>
<b>Arlington County</b>		
<b>Boundary Channel Drive Interchange (FY2014)</b>	June 2022.	50.7%
<b>Glebe Road Corridor ITS Improvements (FY2015-16)</b>	March 2021.	31.2%

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