



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, February 8, 2024, 7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

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

Presentations

3. **Tracking Changes in Transportation Attitudes and Priorities** Heart & Mind Strategies
Mr. Keith Jasper, Principal, Transportation Planning and Programming

Action Items

4. **Approval of January 11, 2024, Meeting Summary Minutes** Chair Randall

Recommended Action: Approval of January 11, 2024, Meeting Summary Minutes

5. **Approval of Letter of Endorsement for Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of Letter of Endorsement

6. **Approval of Letter of Endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of Letter of Endorsement

7. **Approval of Letter of Endorsement for the City of Alexandria's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of Letter of Endorsement

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

Discussion/Information Items

8. SMART SCALE Update Ms. Backmon, Chief Executive Officer
9. Governance and Personnel Committee Report
-Update on 2024 General Assembly Session Chair Randall, Chair
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
10. Finance Committee Report Mayor Rishell, Finance Committee Chair
a) Investment Portfolio Report Ms. Sen, Investment & Debt Manager
b) Monthly Revenue Report Mr. Longhi, Chief Financial Officer
c) Monthly Operating Budget Report Mr. Longhi, Chief Financial Officer
11. Chief Executive Officer's Report Ms. Backmon, Chief Executive Officer
12. Chair's Comments Chair Randall
a) Committee Appointments

Closed Session

(If needed)

13. Adjournment Chair Randall

Correspondence

(Presented as needed)

Next Meeting: March 14, 2024, at 7:00pm

NVTA Offices






NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

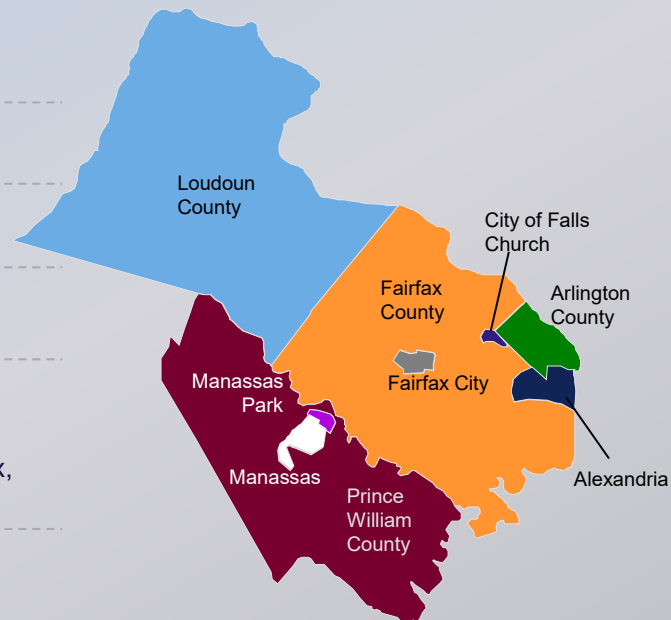
Tracking Changes in Transportation Attitudes and Priorities

February 8, 2024



Methodology

	PARTICIPANTS	n=606 Residents 18 years or older within jurisdiction of Northern Virginia Transportation Authority
	FIELD DATES	November 28 – December 14, 2023
	MODE	Online Survey
	LENGTH	14 minutes
	GEOGRAPHY	Northern Virginia Arlington County, Fairfax County, Loudoun County, Prince William County and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park
	DATA WEIGHTING	2023 No weighting required 2021 data weighted by ethnicity 2019 data weighted by ethnicity 2016 data weighted by gender and ethnicity 2015 data weighted by ethnicity



Methodology: Reporting Notes - 2023 Survey

Survey Respondent Selection

- Scientific study using an opt-in online panel.
- Respondents must be age 18+ and residents of Northern Virginia, more specifically, residents of Arlington County, Fairfax County, Loudoun County, Prince William County, Alexandria, Fairfax City, City of Falls Church, Manassas, and Manassas Park.
- We aim for an overall representation of regional demographics based on age, gender, and race according to the US Census. We also aim for a proportionate sample that represents each county/city by population size according to the US Census. For the most part we use sample quotas to hit these demographic targets. Weighting was not needed for the 2023 wave.

Confidence Interval and Margin of Error

- All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate. Online opt-in panels such as the one used for this study do not use probability sampling and accordingly the strict calculation of sampling error is not typically done. In the hypothetical case of a perfectly random sample and no response or measurement errors, a sample of this size ($n=606$) would produce a margin of error of $\pm 3.98\%$ at a 95% confidence interval. Margins of error for subgroups would be higher.

Ethnicity clarification

- Black, White, Asian refer to Non-Hispanic Black/White/Asians.

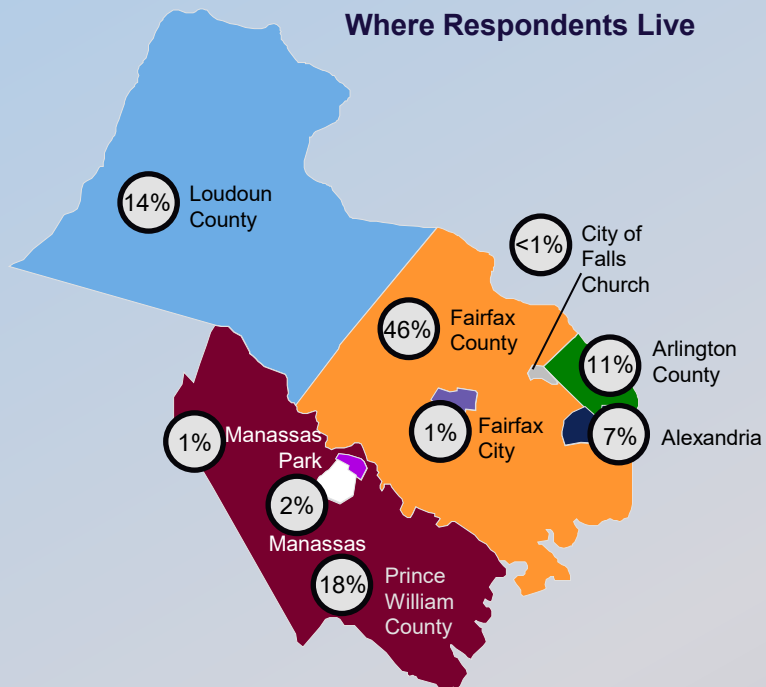
Statistical Testing Notations



- Indicates statistically significant differences between 2021 and 2023 ($p < .05$). When appropriate, the report indicates these differences using green, red, and blue color coding wherein **green = an increase or positive change**; **red = decrease or negative change**; **blue = may be construed as either positive or negative/or just a change that might be of interest**.
- () Numbers in parenthesis are of interest but are not statistically significant at $p < .05$ level. When shown these numbers are color coded in the same way as described in prior bullet.
 - Some totals may not add to 100% and aggregation of the data may vary slightly due to rounding error.
 - Abbreviations: T3B = Top 3 Box Score (rated 8-10 on a 10-point scale)

Resident Profile

Where Respondents Live



County/City of Employment	2015	2016	2019	2021	2023
Fairfax County	37%	36%	35%	38%	40%
District of Columbia	18%	12%	11%	6%	9%
Arlington County	11%	11%	12%	14%	9%
Loudoun County	8%	13%	12%	13%	13%
Alexandria	7%	9%	9%	8%	8%
Prince William County	6%	8%	12%	11%	11%
Manassas	4%	2%	2%	2%	2%
Fairfax City	2%	2%	2%	3%	2%
City of Falls Church	1%	1%	1%	1%	<1%
Manassas Park	<1%	<1%	1%	<1%	1%
Other county in Virginia	1%	1%	2%	1%	1%
Other county in Maryland	3%	2%	1%	1%	1%
Other	1%	3%	2%	2%	1%

Years of Residency

Less than 1 year	3%	2%	3%	5%	2%
1 to 5 years	19%	16%	17%	22%	16%
6 to 10 years	14%	12%	14%	12%	12%
11 to 15 years	12%	14%	11%	9%	9%
More than 15 years	51%	56%	55%	52%	60%

Own/Rent Home

Own	65%	70%	64%	63%	61%
Rent	32%	26%	31%	31%	33%
Neither	2%	3%	3%	3%	5%
Decline	1%	1%	2%	3%	1%

KEY FINDINGS

Key Findings



Investing in regional transportation remains a priority. Traffic and congestion have the second highest impact on the quality of life in the region (trailing only affordability of housing).



Commuting habits are still impacted by the post-pandemic shift to work from home, but most residents are commuting to work at least a few days a week and are on the road even more for non-work purposes.



Safety is always a priority when it comes to transportation. Crime is on the rise and personal security is playing an increasingly important role in quality of life in the region. The increased attention on crime increases focus on safety (in general).



Opportunity for BRT - Despite limited familiarity with Bus Rapid Transit, residents have a favorable outlook, seeing many more benefits than drawbacks.



Transportation issues are a bit less top of mind. Recall of transportation issues in the news and awareness of NVTa have softened compared to the last wave. Perceptions of the region's performance in planning and implementing transportation solutions remains positive, but intensity has softened.



Executive Summary:

- **Regional transportation remains a priority and is a leading factor in influencing quality of life.**
 - Nine-out-of-ten agree that *Investing in the regional transportation* is a top priority in 2023. This is consistent with 2021 data and signals the continued importance of investing in our region's transportation system and infrastructure.
 - *Improving affordability of housing* and *Reducing traffic congestion & Improving transportation options* remain the top two factors that contribute to quality of life in the Northern Virginia region.
 - *Traffic flow and congestion* remains the biggest transportation factor impacting quality of life. Perceptions of how well the region addresses these concerns have improved, but there is still work to be done. The top priorities for future improvements include leveraging technology, expanding metro, improving roadways and offering Bus Rapid Transit (BRT) options.



Executive Summary:

- **A recent Washington Post article¹ noted how remote work continues to thrive in the region. This continues to shape commuting habits.**
 - The article does point out that the DC area may see more employees returning to office and shows evidence of decreases in work from home. Remote work is likely to remain part of the post-pandemic reality, but we can expect a continued shift to a hybrid that has a mix of work from home and work from the office.
- **Despite changing work habits, most residents are on the road on a weekly basis. Most are commuting at least a couple days a week and driving even more frequently for non-work purposes.**
 - Most residents use public transit, but daily usage has softened.

¹ <https://www.washingtonpost.com/dc-md-va/2023/09/14/dc-remote-work-jobs-data-census-bureau/#>



Executive Summary:

- **Safety remains an important part of the story as it is playing an increasing role in affecting quality of life.**
 - *Reducing crime and making neighborhoods safer* has increased 7 points to replace *Increasing access to high quality, affordable healthcare* as the third biggest factor impacting quality of life.
 - Safety improvements serve as an influential topic to engage and motivate regional residents. When looking at specific language, calling out benefits and how they connect to the individual hold the strongest equity (i.e., *Get you quickly and safely where you need to be*).
 - When looking specifically at transportation priorities, *Making our transportation system safe* remains the top priority and has increased in importance since 2021. It is the strongest performing attribute (80%) but continues to show a large gap when compared to importance (45%).



Executive Summary:

- **Bus Rapid Transit (BRT) offers the region an opportunity to further improve transportation options. Initial reactions are positive, but familiarity is lacking. Leveraging key benefits will help further strengthen interest.**
 - Most (69%) are *Not too or not at all familiar* with BRT, but views are *Favorable* (51%) or *Neutral* (41%).
 - More than half would consider using BRT (54% for commuting and 63% for recreational/personal travel).
 - The strong majority (84%) feel the positives associated with BRT outweigh any negatives and the most influential benefits are *Convenience* (15%); *Time savings compared to driving* (12%); *Faster and more reliable trips* (10%).



Executive Summary:

- **Awareness of regional transportation news, NVTA and TransAction have softened since 2021.**
 - Overall, respondents are less likely to recall hearing, reading or seeing news about transportation issues in the region and awareness of both NVTA and TransAction have both softened in 2023 (after seeing a steady growth trend from 2016-2021).
 - For those who do recall hearing, reading or seeing news about transportation issues in the region, it tends to be more of a balance of positives (39%) and negatives (40%) whereas 2021 data was more positive (57%) than negative (27%).
- **The region and NVTA both continue to maintain positive perceptions of their performance in planning and implementing transportation solutions in the region.**
 - Intensity of scores have softened - increase in GOOD scores while the EXCELLENT scores show a decline.

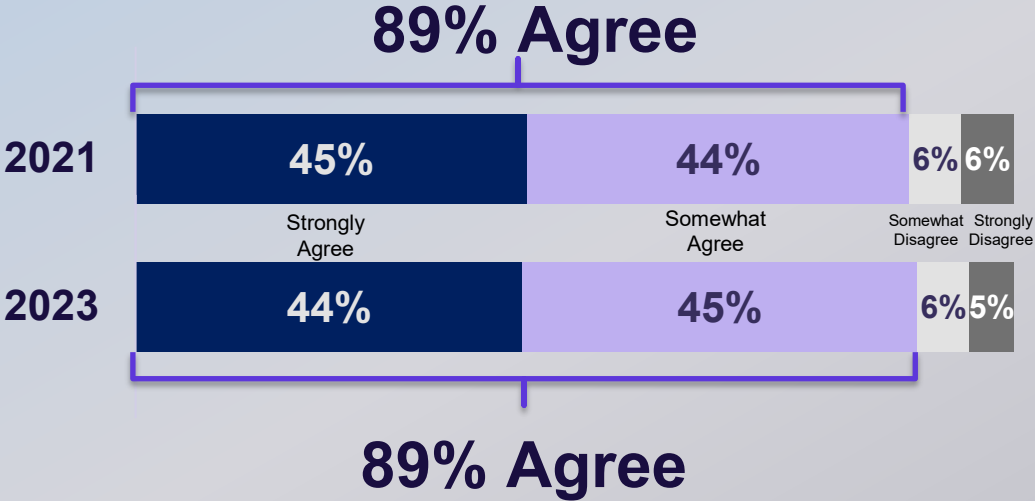
Transportation

REGIONAL TRANSPORTATION PERCEPTIONS AND EXPERIENCES

Investing in regional transportation remains an important priority.

To what extent do you agree with the statement:

Investing in the regional transportation system is an important priority

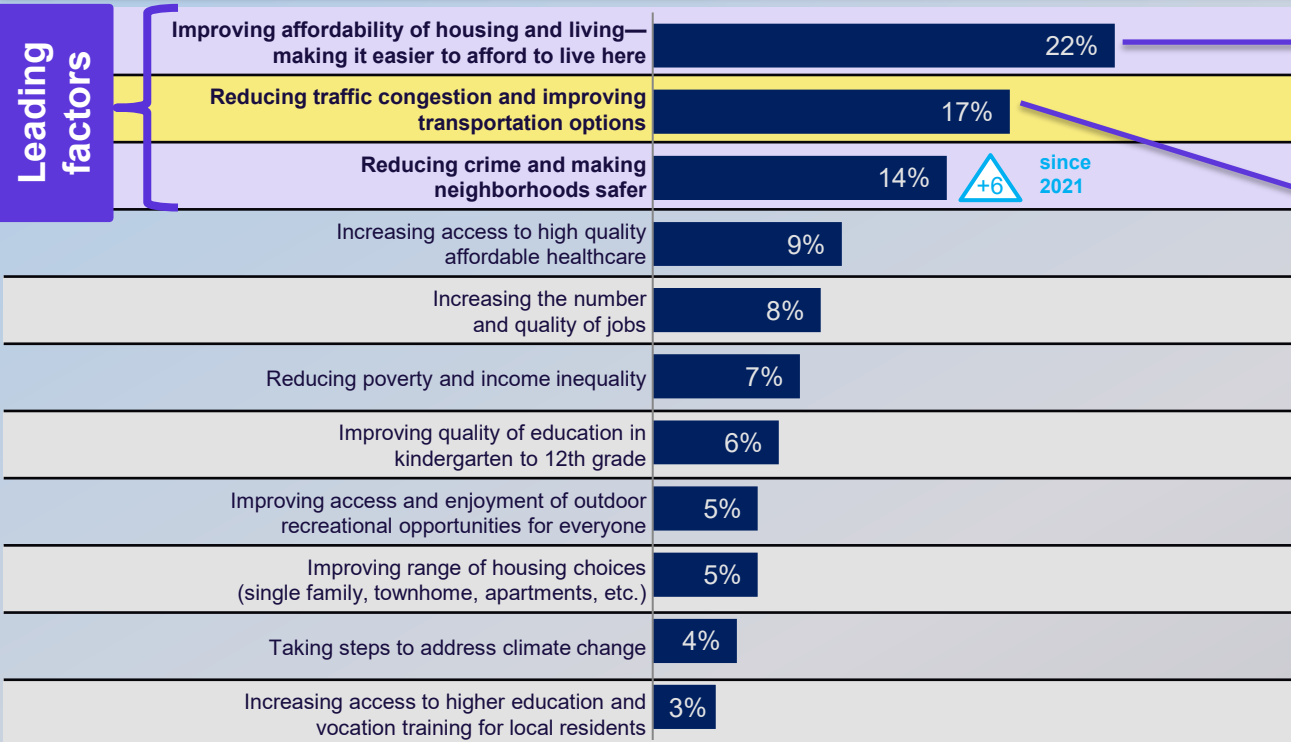


BASE: ALL RESPONDENTS (2021 n=611, 2023 n=606)
Q310. To what extent do you agree with the statement: Investing in the regional transportation system is an important priority?

Transportation factors have a significant impact on quality of life.

Significant Impact on Quality of Life

2023 Total



Improving housing affordability is more imp. to (2023):

- Renters (32%)
- Females (29%)
- Single (29%)
- Divorced/Separated/Widow (29%)
- Never use public transit (28%)

When looking across groups, reducing traffic congestion is more important to (2023):

- Work in DC (36%)
- Ages 55+ (23%)
- Asian (23%)
- HHI \$100K (22%)
- Homeowners (22%)

BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)

Q156. People in different regions of the country mention many factors that contribute to their quality of life. Thinking about the quality of life specifically in the Northern Virginia region, please identify which one of the following factors has the most significant impact on the overall quality of life for you personally.



Denotes statistically significant differences between 2021 and 2023 ($p < .05$)

After a steady decline, impact of transportation factors has stabilized.
The impact of crime, however, has seen a notable increase.

Significant Impact on Quality of Life	2016	2019	2021	2023
Improving affordability of housing and living—making it easier to afford to live here	18%	24%	21%	22%
Reducing traffic congestion and improving transportation options	33%	26%	16%	17%
Reducing crime and making neighborhoods safer	8%	7%	8%	14%
Increasing access to high quality affordable healthcare	6%	8%	10%	9%
Increasing the number and quality of jobs	12%	10%	9%	8%
Reducing poverty and income inequality	6%	7%	7%	7%
Improving quality of education in kindergarten to 12th grade	6%	4%	6%	6%
Improving access and enjoyment of outdoor recreational opportunities for everyone	4%	4%	7%	5%
Improving range of housing choices (single family, townhome, apartments, etc.)	4%	7%	6%	5%
Taking steps to address climate change			5%	4%
Increasing access to higher education and vocation training for local residents	4%	3%	6%	3%

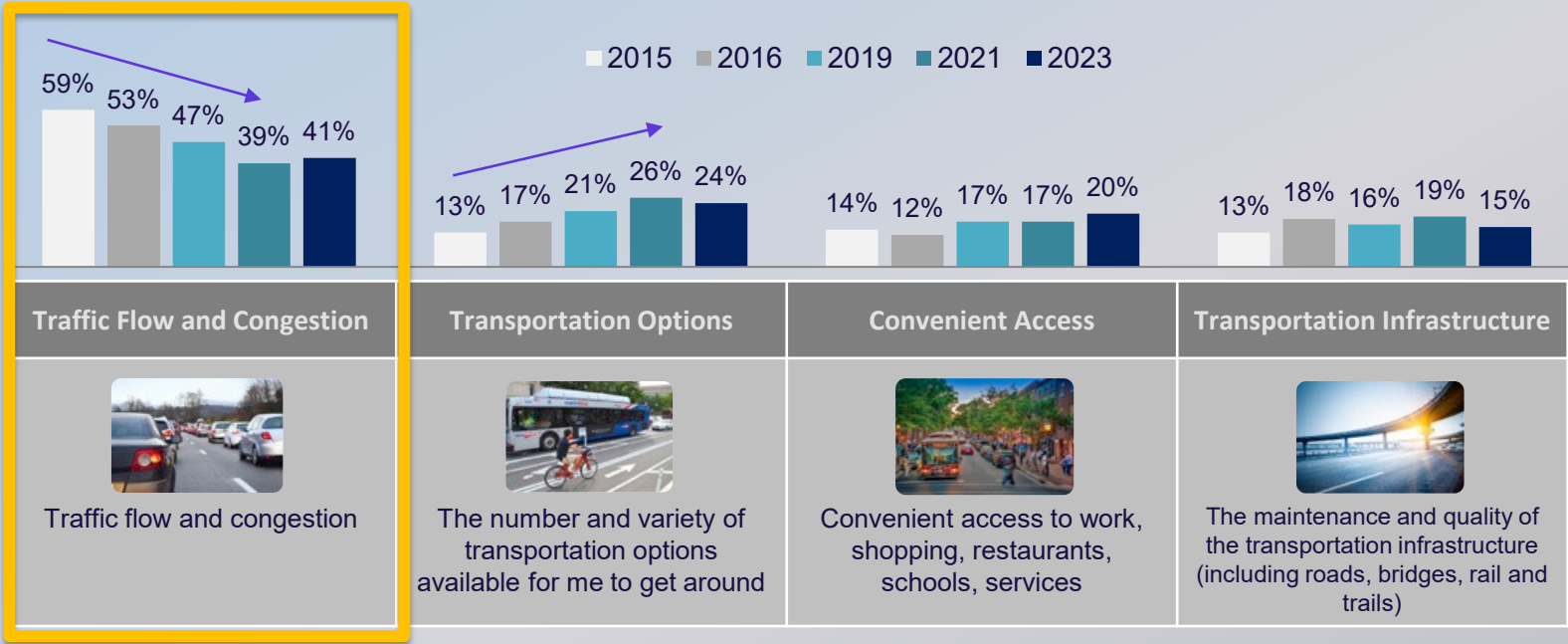
Affordability and transportation have always been the top two factors impacting quality of life. They are inter-related. Affordability has become the leading factor impacting quality of life as traffic/congestion have improved and are less of a priority.

BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)
Q156. People in different regions of the country mention many factors that contribute to their quality of life. Thinking about the quality of life specifically in the Northern Virginia region, please identify which one of the following factors has the most significant impact on the overall quality of life for you personally.

Denotes statistically significant differences between 2021 and 2023 (p<.05)

Looking specifically at transportation factors, *Traffic flow and congestion* continues to have the biggest impact followed by *Transportation options*.

Which Transportation Factor has the Biggest Impact on Quality of Life?



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616), 2021 n=611, 2023 n=606)
Q520. Northern Virginia residents and workers have mentioned different factors relating to transportation—both positive and negative—that contribute to or detract from their quality of life. Thinking about transportation here in this region and your personal quality of life, please identify which one of the following you feel has the biggest impact on you and your family personally?

Denotes statistically significant differences between 2021 and 2023 (p<.05)

When looking at which transportation factor has the biggest impact on quality of life, some unique demographic and behavioral profiles emerge.

Biggest Impact on Your Quality of Life – Subgroup Analysis



Traffic Flow and Congestion (41%)

- 54% Ages 55+
- 52% Never uses public transit
- 48% Unemployed
- 47% White
- 47% Prince William County
- 47% Occasionally uses public transit
- 46% Have not lived in region majority of life



Traffic plays a bigger role among older, white, non-public transportation users.

Transportation Options (24%)

- 39% Uses public transit daily/weekly
- 35% HHI <\$50K
- 29% Arlington County
- 29% Ages 35-54



Transportation options have a bigger impact on middle aged commuters who use public transportation.

Convenient Access (20%)

- 31% Black
- 28% Lived in region less than 5yrs
- 27% Ages 18-34
- 26% Asian
- 26% Single
- 26% Renter



Convenient access is important for younger, single, minorities.

Transportation Infrastructure (15%)

- 26% Aware of TransAction
- 20% Aware of NVTA



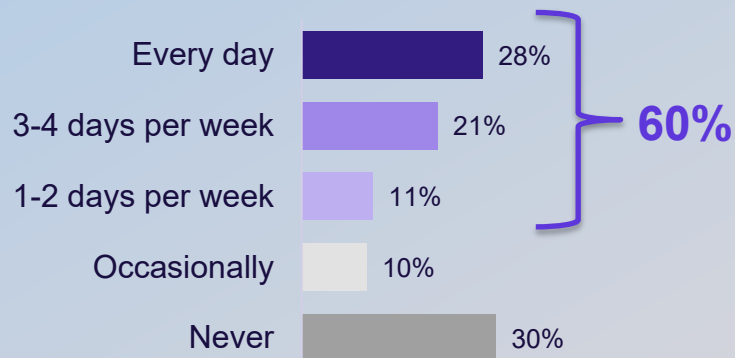
Infrastructure has a bigger impact among those who follow developments related to regional transportation.

BASE: ALL RESPONDENTS (2021 n=611, 2023 n=606)

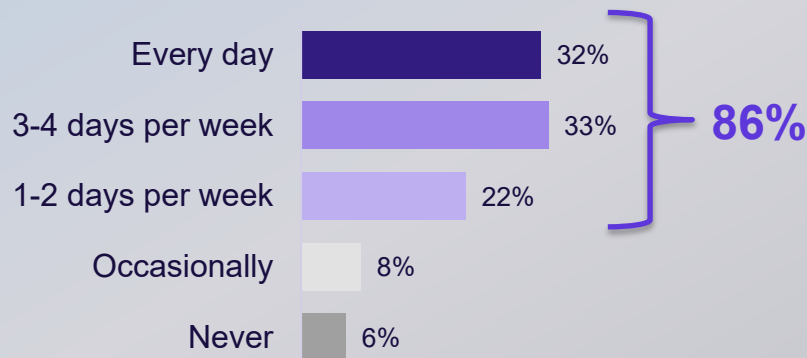
Q520. Northern Virginia residents and workers have mentioned different factors relating to transportation—both positive and negative—that contribute to or detract from their quality of life. Thinking about transportation here in this region and your personal quality of life, please identify which one of the following you feel has the biggest impact on you and your family personally?

Traffic impacts quality of life because most participants are driving on a regular basis. While driving to work is common, driving is more frequent for non-work purposes.

How often do you drive to work?



How often do you drive for non-work purposes?

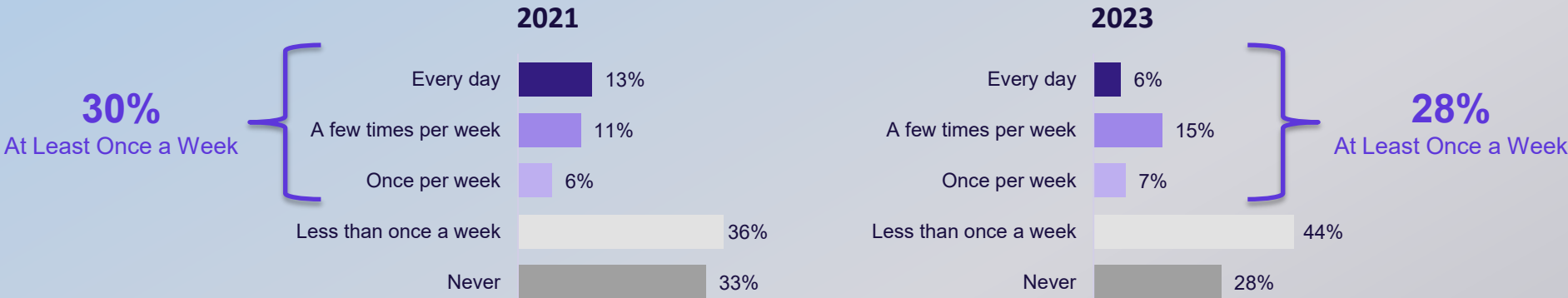


Drives to work regularly/at least once a week

2023: 60%
2021: NA
2019: 59%
2016: 62%

Most residents use public transportation, but daily usage has softened (which may be a function of a post pandemic shift to working from home/hybrid schedules).

How Often do you Use Public Transit?



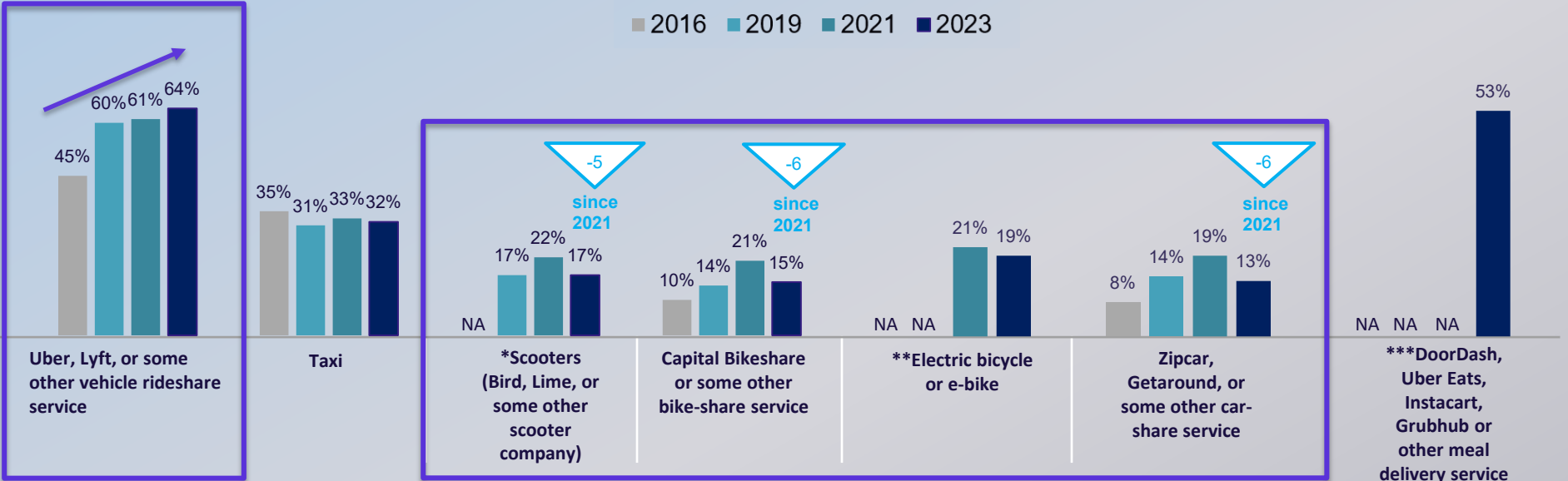
D.C. and the Washington metro area showed some of the highest rates in the nation. Just over a third of the District's residents (33.8 percent) worked from home in 2022, down from 48.3 percent the year before, when the city topped the list, according to the American Community Survey, conducted annually by the Census Bureau. Only Seattle had a higher share of remote workers last year among cities, at 36 percent.

Transportation

CAR OWNERSHIP ALTERNATIVES
AND PERCEPTIONS OF
SELF-DRIVING VEHICLES

Rideshare services remain the dominant alternative to car ownership and continue to show a growth trend. Declines are observed in scooters, bikes and car share services.

Usage of Car Ownership Alternatives



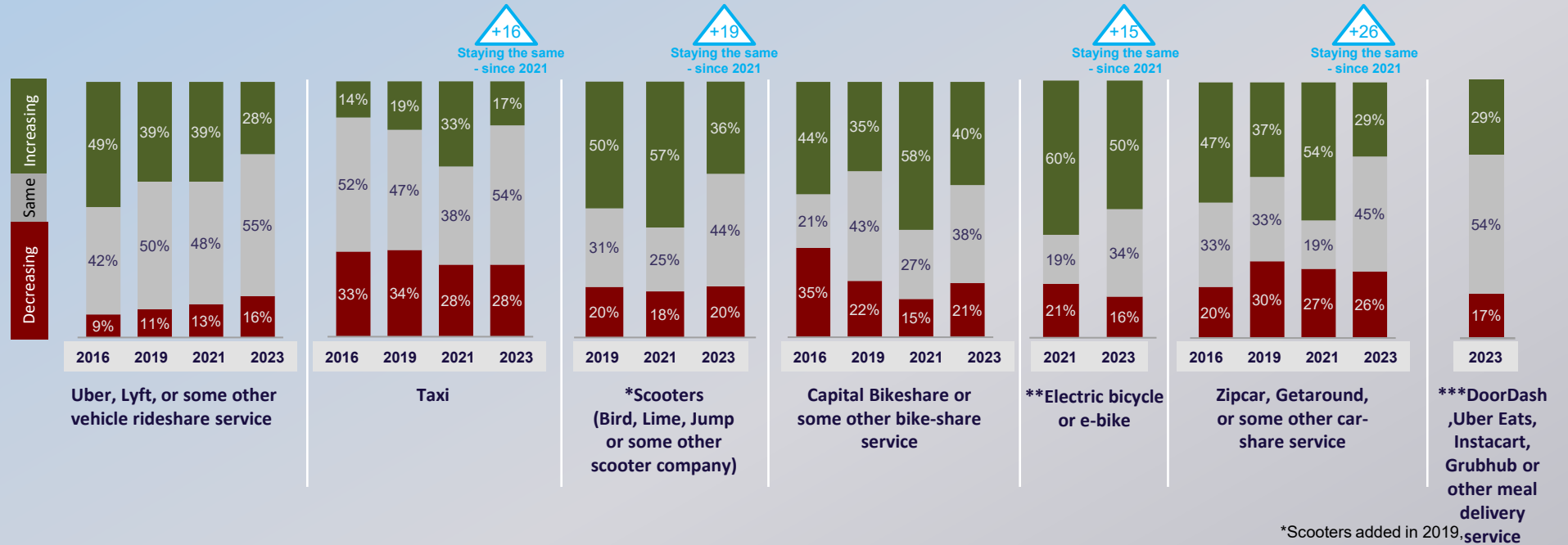
BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606).
Q740. There are a number of alternatives to owning a car that are being used by people living in the region. Which of the following do you currently use?

Denotes statistically significant differences between 2021 and 2023 (p<.05)

*Scooters added in 2019,
**E-bikes added in 2021
***Meal delivery services added in 2023

Reported changes in usage show growth rates tapering off. The most commonly used alternatives (rideshare and taxi) are the most stable.

Reported Change in Usage of Car Ownership Alternatives



BASE: AMONG THOSE USING EACH SERVICE - UBER/LYFT (2016 n=265, 2019 n=352, 2021 n=370, 2023 n=389); Taxi (2016 n=208, 2019 n=189, 2021 n=199, 2023 n=195); Scooters (2019 n=94, 2021 n=134, 2023 n=100); Zipcar/Car2go/Getaround (2016 n=46, 2019 n=80, 2021 n=118, 2023 n=78*); Capital Bikeshare (2016 n=55, 2019 n=84, 2021 n=129, 2023 n=89*); Electric Bike/E-bike (2021 n=127, 2023 n=116); Meal Delivery Service (2023 n=322) Q745. Do you anticipate your usage increasing, decreasing or staying the same over the next 12 months for each of the following?



Denotes statistically significant differences between 2021 and 2023 ($p < .05$)

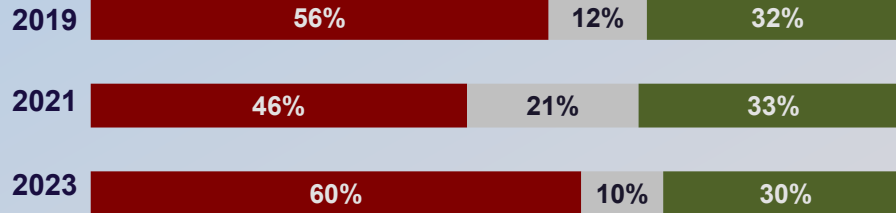
*Scooters added in 2019, service

**E-bikes added in 2021

***Meal delivery services added in 2023

Opinions on self-driving vehicles have grown increasingly more negative with concerns about safety and how well the technology can be trusted.

Opinions on Self-Driving Cars



Negative



Neutral/ Unsure

Positive

- Dangerous/unsafe (17%)
- Scary/frightening/terrifying (11%)
- Skeptical/Distrust/Unpredictable (8%)
- Concerns/Concerns with technology (7%)
- Nervous/Apprehensive (6%)
- No/No Thanks/Not needed (5%)
- Bad idea (3%)
- Traffic/Congestion (2%)
- Other negative mentions (7%)

- Depends/Conditional (4%)
- Cautious (3%)
- Questionable (2%)
- Future mentions (2%)
- Other/NA/DK (5%)

- Good/Great idea (7%)
- Hopeful/Optimistic (4%)
- Exciting (4%)
- Safe (3%)
- Innovative (3%)
- Cool/Interesting (2%)
- Fine/Ok/Accepting (2%)
- Hopeful (2%)
- Other positive mentions (6%)

BUSINESS

California orders Cruise driverless cars off the roads because of safety concerns

OCTOBER 24, 2023 · 4:34 PM ET

10/23 NPR Article

BASE: ALL RESPONDENTS (2019 n=616; 2021 n=611, 2023 n=606)

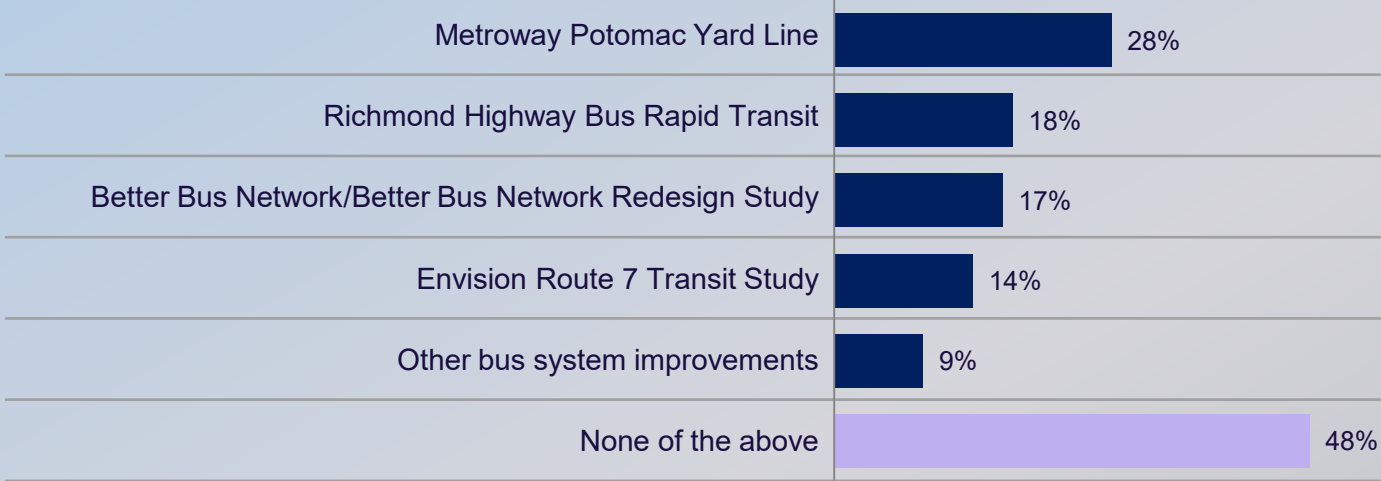
Q725. What one word or phrase would you use to describe your overall feelings of self-driving cars being on the road in Northern Virginia in the near future?

Transportation

REGIONAL BUS SYSTEMS

There is limited awareness of bus system initiatives.

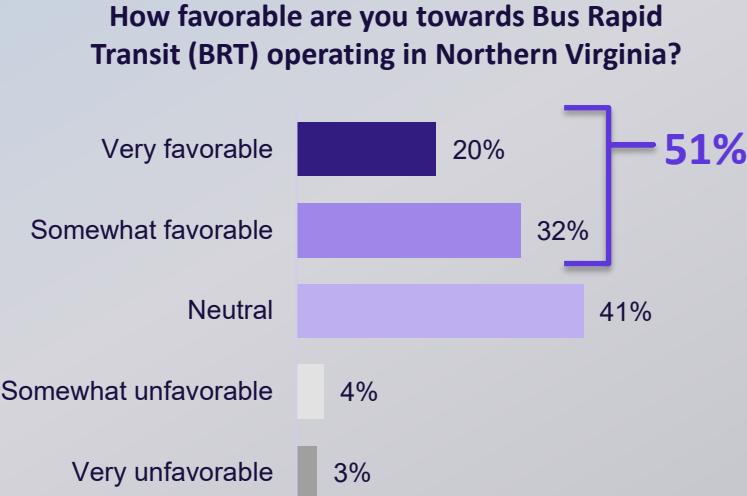
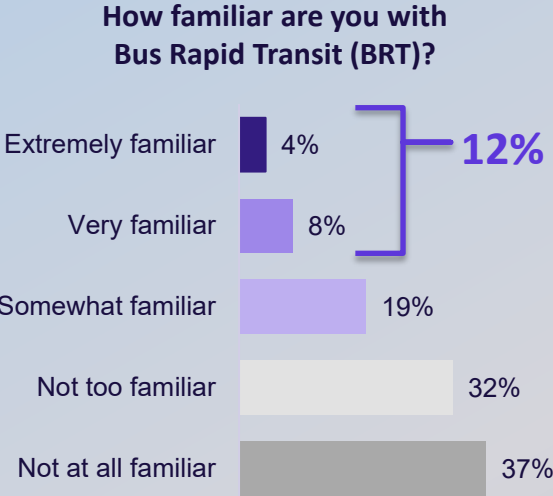
Which of the Following Initiatives are you Aware of...



Familiarity is limited and respondents tend to have either neutral or positive views toward BRT.

BRT – Bus Rapid Transit

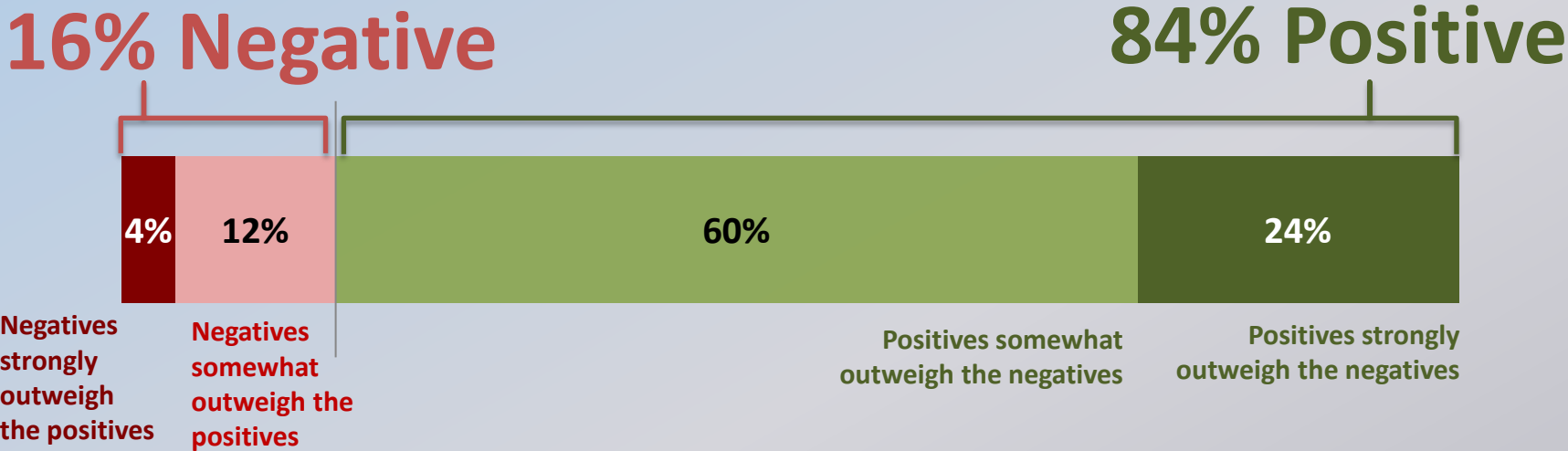
Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, frequent and reliable service that may include dedicated lanes, busways, transit signal priority, off-board fare collection, elevated platforms and enhanced stations.



BASE: ALL RESPONDENTS (2023 n=606)
Q450. Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, frequent and reliable service that may include dedicated lanes, busways, transit signal priority, off-board fare collection, elevated platforms and enhanced stations. How familiar are you with Bus Rapid Transit (BRT)?
Q455. How favorable are you towards Bus Rapid Transit (BRT) operating in Northern Virginia?

Residents are much more likely to see positive benefits of BRT than negatives.

Positives vs. Negatives Associated with BRT

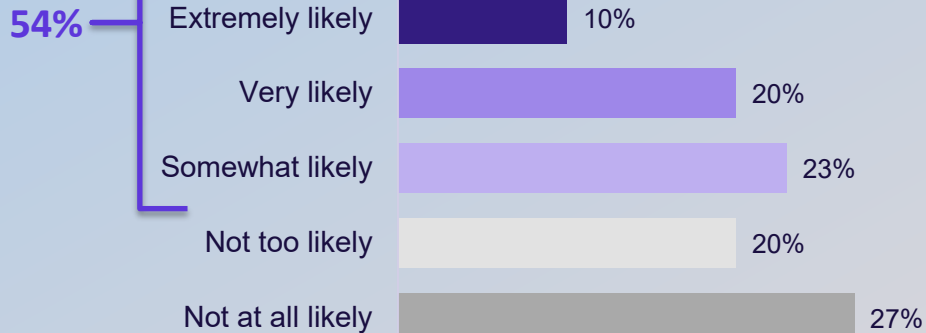


BASE: ALL RESPONDENTS (2023 n=606)
Q470. Thinking of all positives and negatives associated with Bus Rapid Transit (BRT), would you say the positives outweigh the negatives? Or the negatives outweigh the positives?

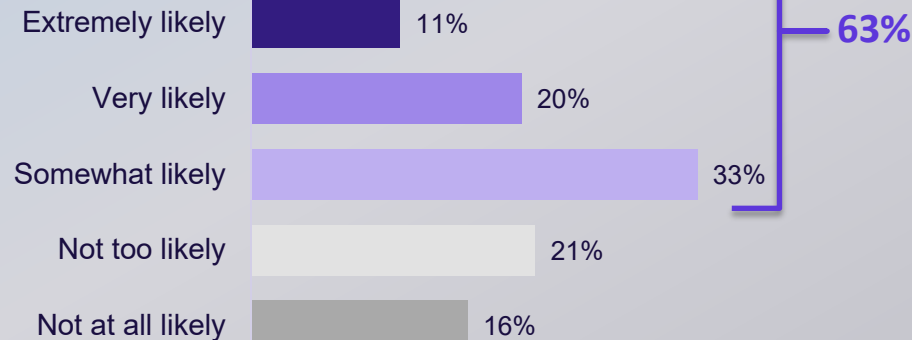
Residents are more likely to use BRT for personal purposes (about two thirds). Half are likely to use BRT for commuting purposes.

Likelihood to Consider Using BRT....

For Commuting Purposes

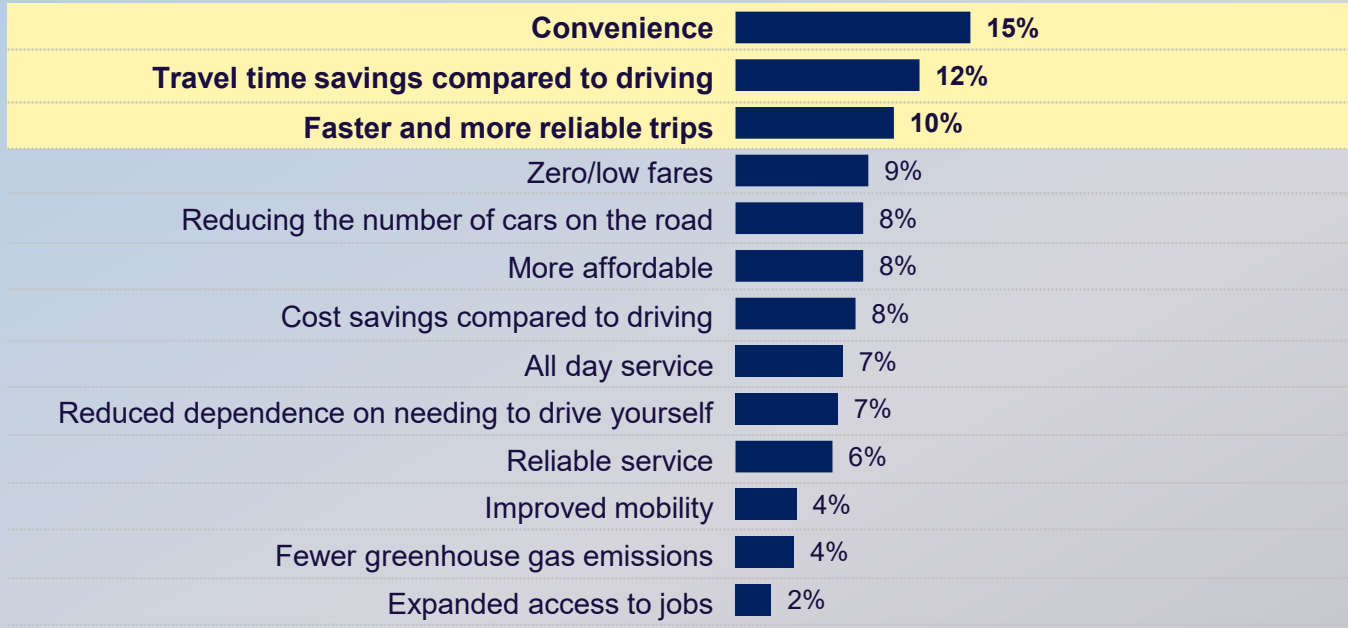


For Recreational/Personal Travel Purposes



Convenience, Saving time, and Reliability are the top influential benefits of using BRT.

Top Influential Benefits of Using BRT....



BASE: ALL RESPONDENTS (2023 n=606)

Q465. Which of the following benefits would be MOST influential in your decision to using Bus Rapid Transit (BRT) if it were available?

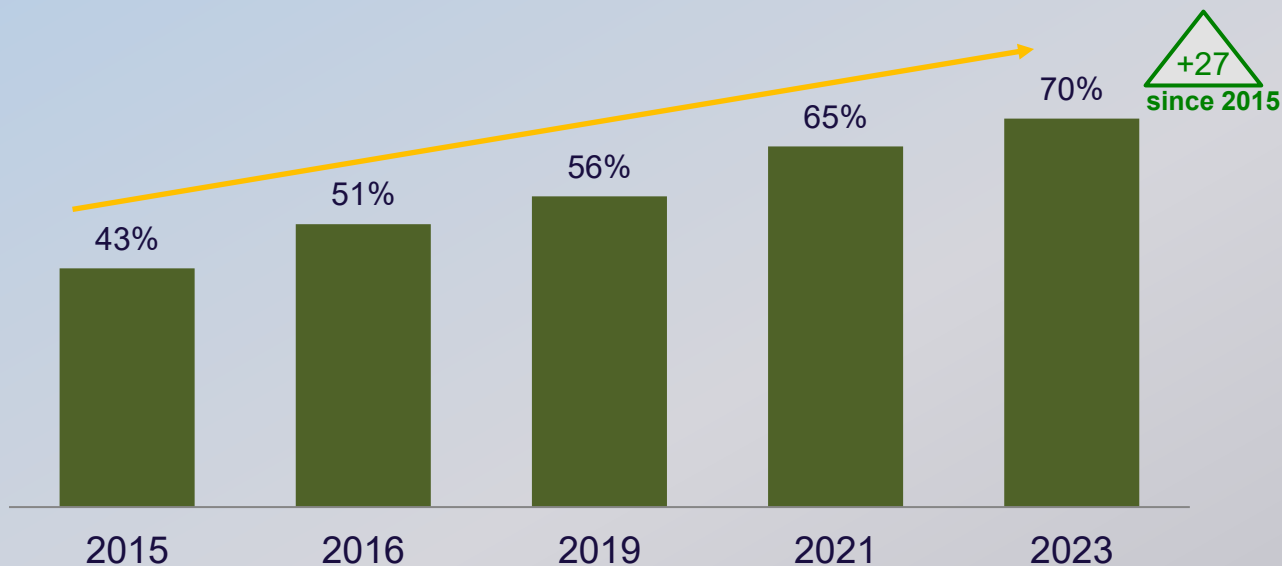
Transportation

REGIONAL PRIORITIES AND VALUES

The region continues to show increased perceptions of doing a good job on addressing top priorities.

Region is Doing a *Mostly Good Job* on Top Priorities

(Total Respondents)



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)

Q530. Currently, when it comes to the number and variety of transportation options, do you feel that the region is doing a good job or a bad job?

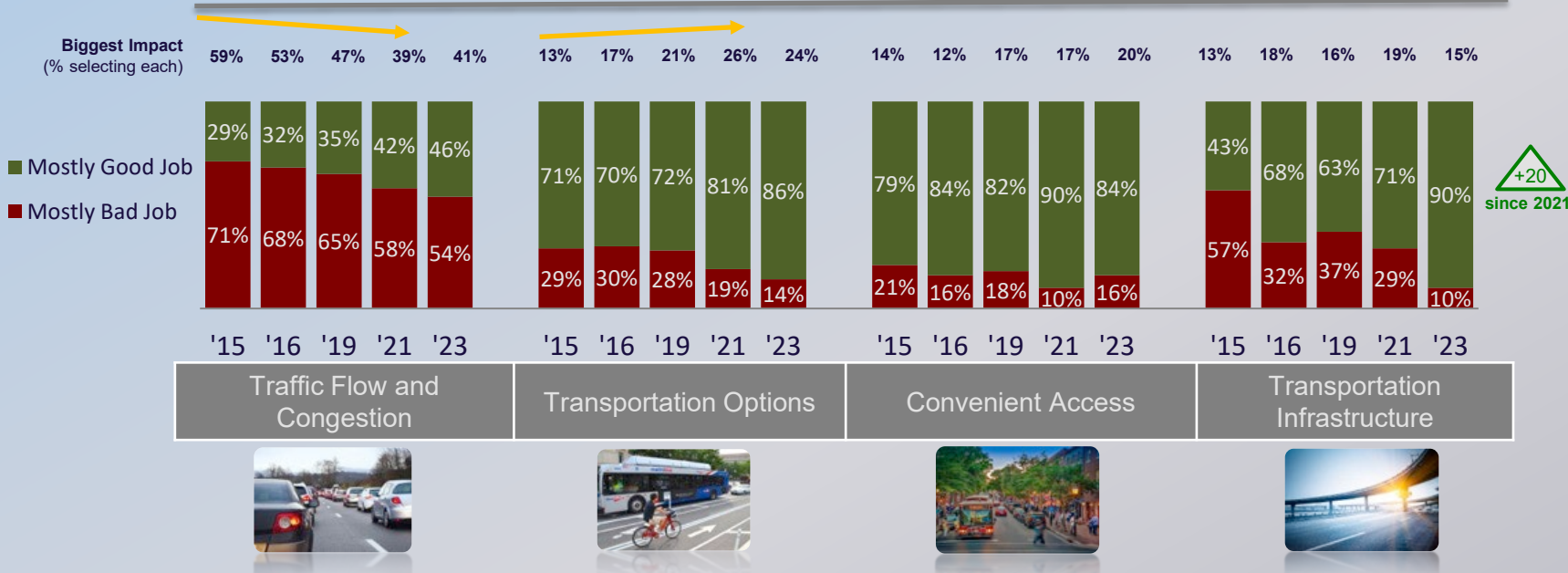
Q540. Currently, when it comes to the maintenance and quality of the transportation infrastructure do you feel that the region is doing a good job or a bad job?

Q550. Currently, when it comes to convenient access to work, shopping, restaurants, schools and services, do you think the region is doing a good job or a bad job?

Q560. Currently, when it comes to improving traffic flow and reducing congestion, do you feel that the region is doing a good job or a bad job?

The region continues to improve in terms of addressing *Traffic and congestion* while maintaining strong scores for other transportation priorities.

Which transportation factor has the biggest impact and how well is the region performing in that area?



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606). Q520. Northern Virginia residents and workers have mentioned different factors relating to transportation—both positive and negative—that contribute to or detract from their quality of life. Thinking about transportation here in this region and your personal quality of life, please identify which one of the following you feel has the biggest impact on you and your family personally? BASE: AMONG THOSE SELECTING EACH - TRANSPORTATION OPTIONS (2015 n=76, 2016 n=97, 2019 n=122, 2021 n=152, 2023 n=145); TRANSPORTATION INFRASTRUCTURE (2015 n=85, 2016 n=101, 2019 n=97, 2021 n=113, 2023 n=93*) CONVENIENT ACCESS (2015 n=84, 2016 n=71, 2019 n=97, 2021 n=105, 2023 n=122) TRAFFIC CONGESTION (2015 n=365, 2016 n=337, 2019 n=300, 2021 n=241, 2023 n=246). Q530-Q560. Currently, when it comes to [ANSWER FROM Q520], do you feel that the region is doing a good job or a bad job?

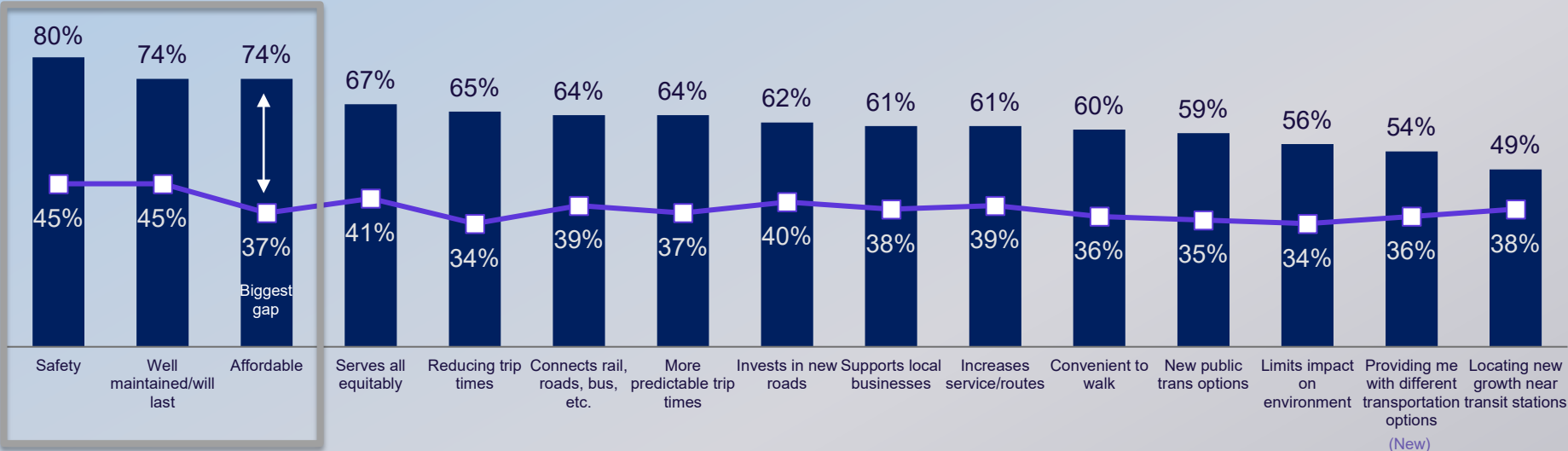
▽ Denotes statistically significant differences between 2021 and 2023 (p<.05)

What priorities are most important and how well does the region perform?

Short Label	Full Label
Connects rail, roads, bus, etc.	<i>Providing a transportation system that connects rail, roads, bus, biking and pedestrians</i>
Affordable	<i>Making sure that our transportation system is affordable</i>
Supports local businesses	<i>Building a transportation system that supports local businesses and the regional economy</i>
Reducing trip times	<i>Reducing trip times</i>
More predictable trip times	<i>More predictable trip times</i>
New public trans options	<i>Providing new public transportation options</i>
Invests in new roads	<i>Investing in new highways and road improvements</i>
Locating new growth near transit stations	<i>Locating new growth in the region near transit stations</i>
Increases service/routes	<i>Increasing existing service and routes of public transit systems</i>
Convenient to walk	<i>Making it convenient to walk or bike to neighborhood stores, businesses, and schools</i>
Safety	<i>NEW WORDING for 2021: Making sure our transportation system is safe</i> <i>OLD WORDING: Making sure our transportation system takes advantage of the latest technologies to make it more efficient and safer</i>
Well maintained/Will last	<i>Building a transportation system that is well maintained and will be around for a long time (added in 2021)</i>
Limits impact on environment	<i>Limiting the transportation system's impact on the environment (added in 2021)</i>
Serves all equitably	<i>Building a transportation system that serves all members of the community equitably (added in 2021)</i>
Provides different transportation options	<i>Providing me with different transportation options that reduce the need for me to drive alone (added in 2023)</i>

Safety, Maintenance, and Affordability are the three most important transportation priorities. Largest gap is with *Affordability*, but there is room for improved performance across the board.

2023: Importance & Performance of Regional Transportation Priorities – TOP 3 BOX SCORE*



Note – Shortened labels shown for priorities

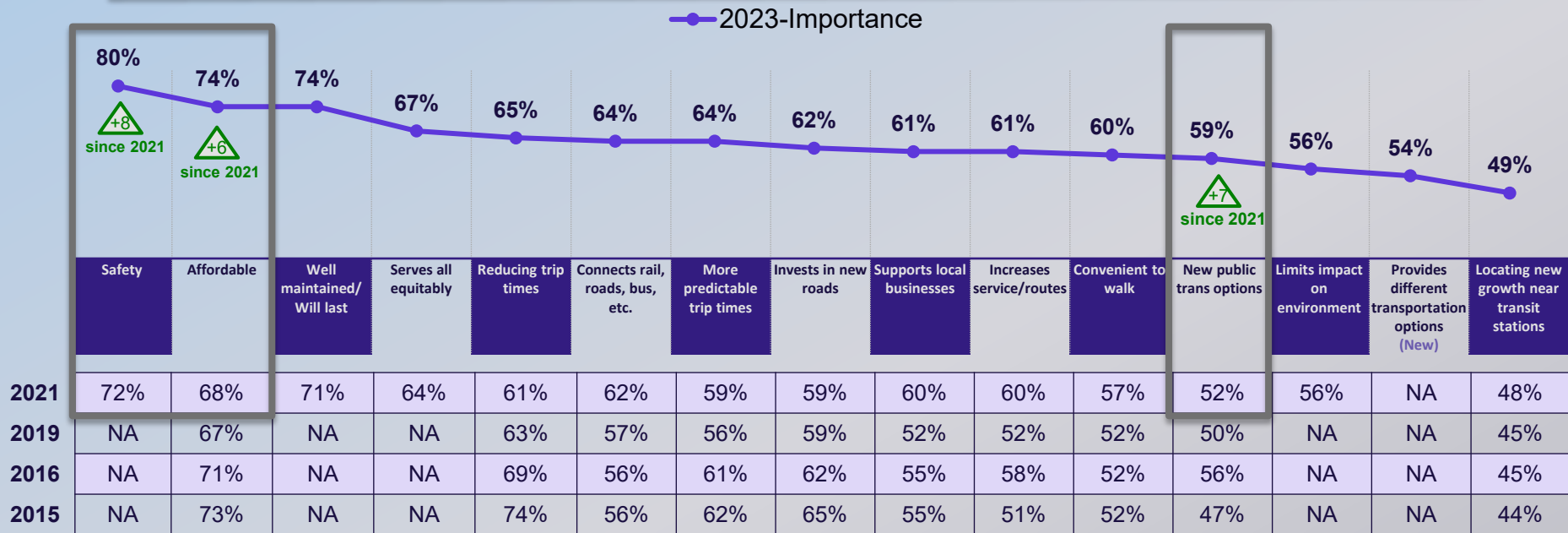
2023 - Importance 2023-Performance

* % rating each 8-10 on 10-pt scale

BASE: ALL RESPONDENTS (2021 n=611, 2023 n=606)
Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'
Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

Safety, Affordability, and New public transit options have significantly grown in their importance since 2021. Other priorities remain comparable to 2021.

Importance Over Time in Regional Transportation Priorities - TOP 3 BOX SCORE*



* % rating each 8-10 on 10-pt scale

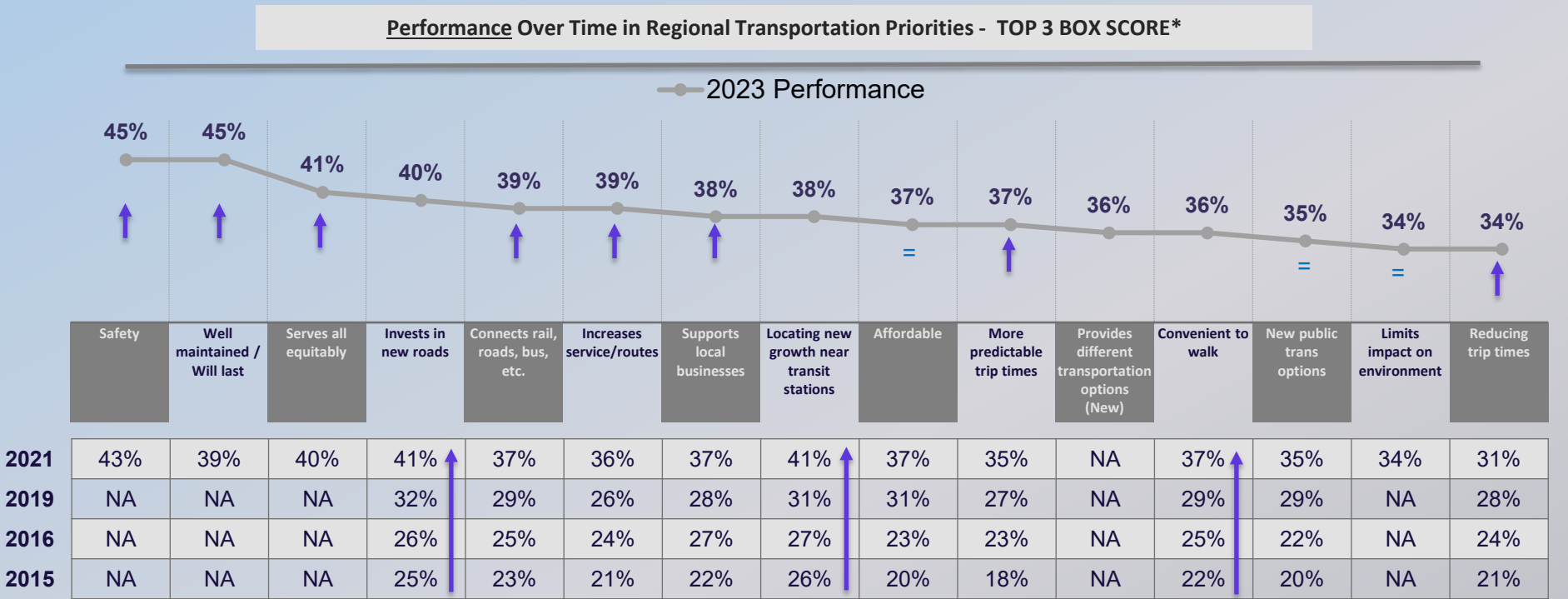
BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)

Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means "Not at all important to the future of the region" and 10 means "Extremely important priority for the future of the region."



Denotes statistically significant differences between 2021 and 2023 (p<.05)

Performance ratings tend to be as good or better to 2021 for most priorities.



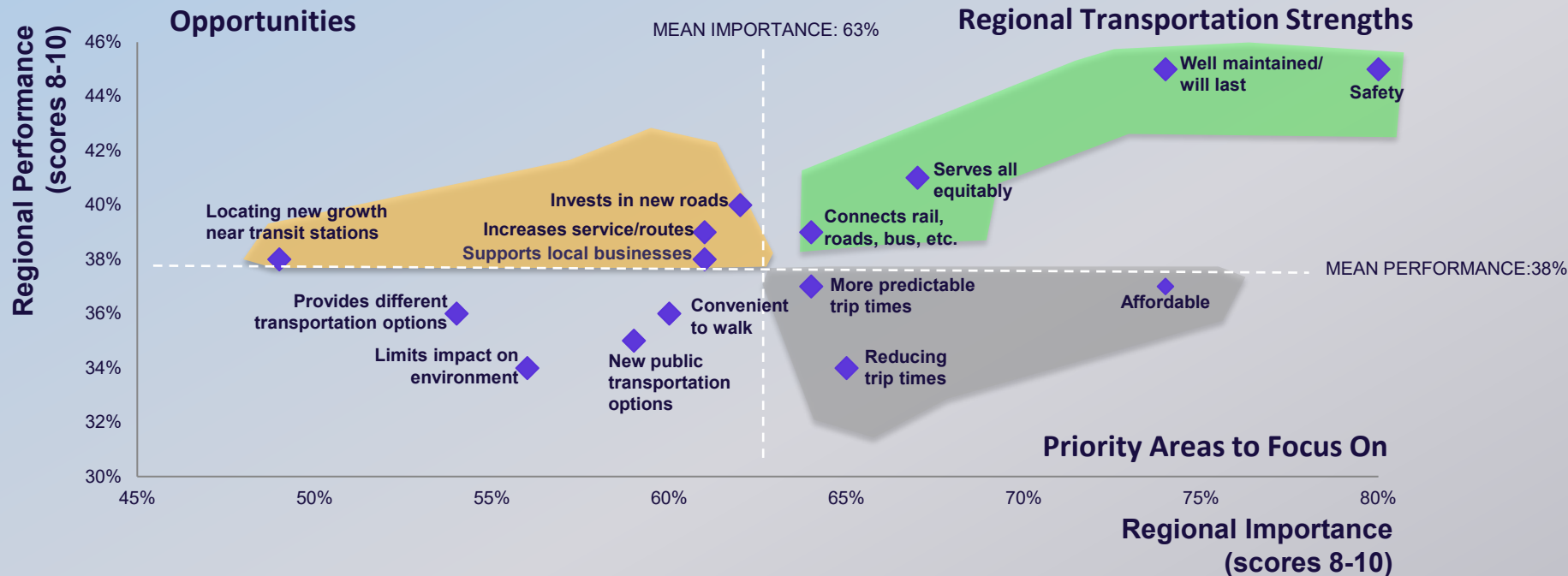
* % rating each 8-10 on 10-pt scale

BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)
Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

⚠ Denotes statistically significant differences between 2021 and 2023 (p<.05)
↑ Arrows show directional increases

Safety, Equitable access, Connection, and Longevity remain current regional transportation strengths. The priority areas to strengthen performance relate to *Affordability, Reducing trip times* and making them more *Predictable*.

2023: Importance vs. Performance



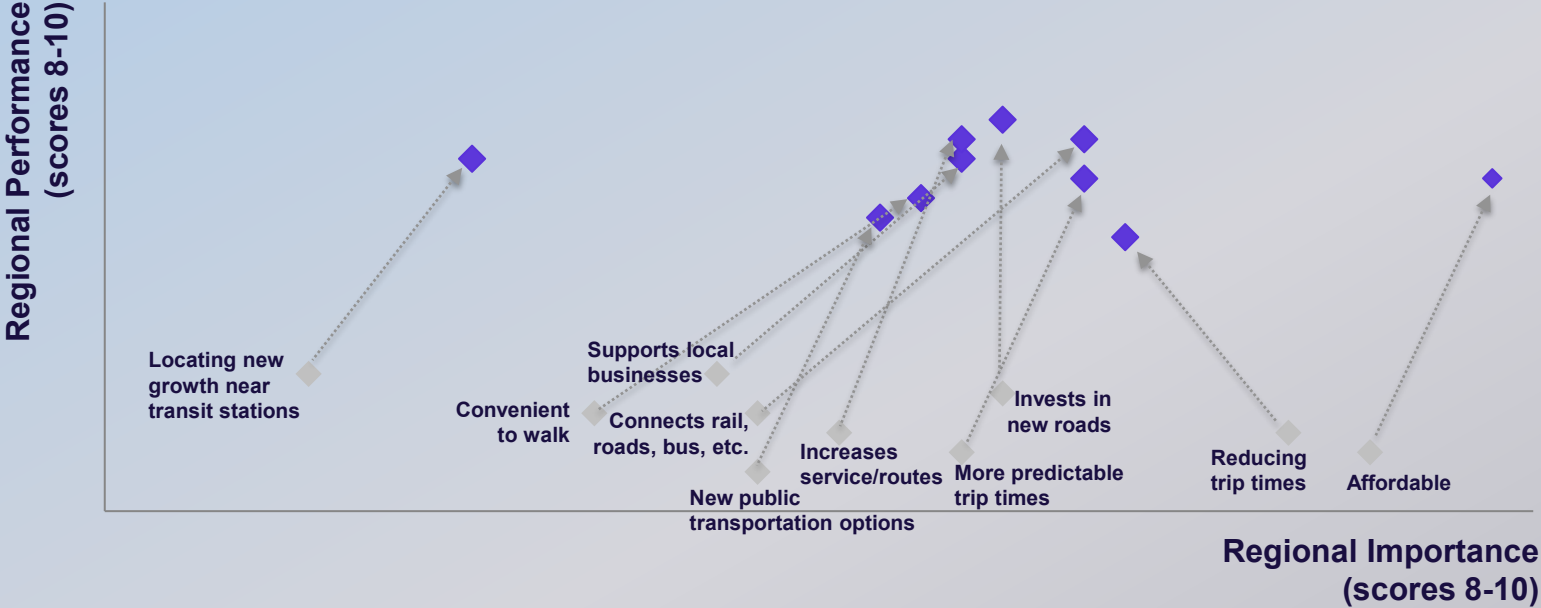
BASE: ALL RESPONDENTS (2021 n=611, 2023 n=606)

Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means "Not at all important to the future of the region" and 10 means "Extremely important priority for the future of the region."

Q605 Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

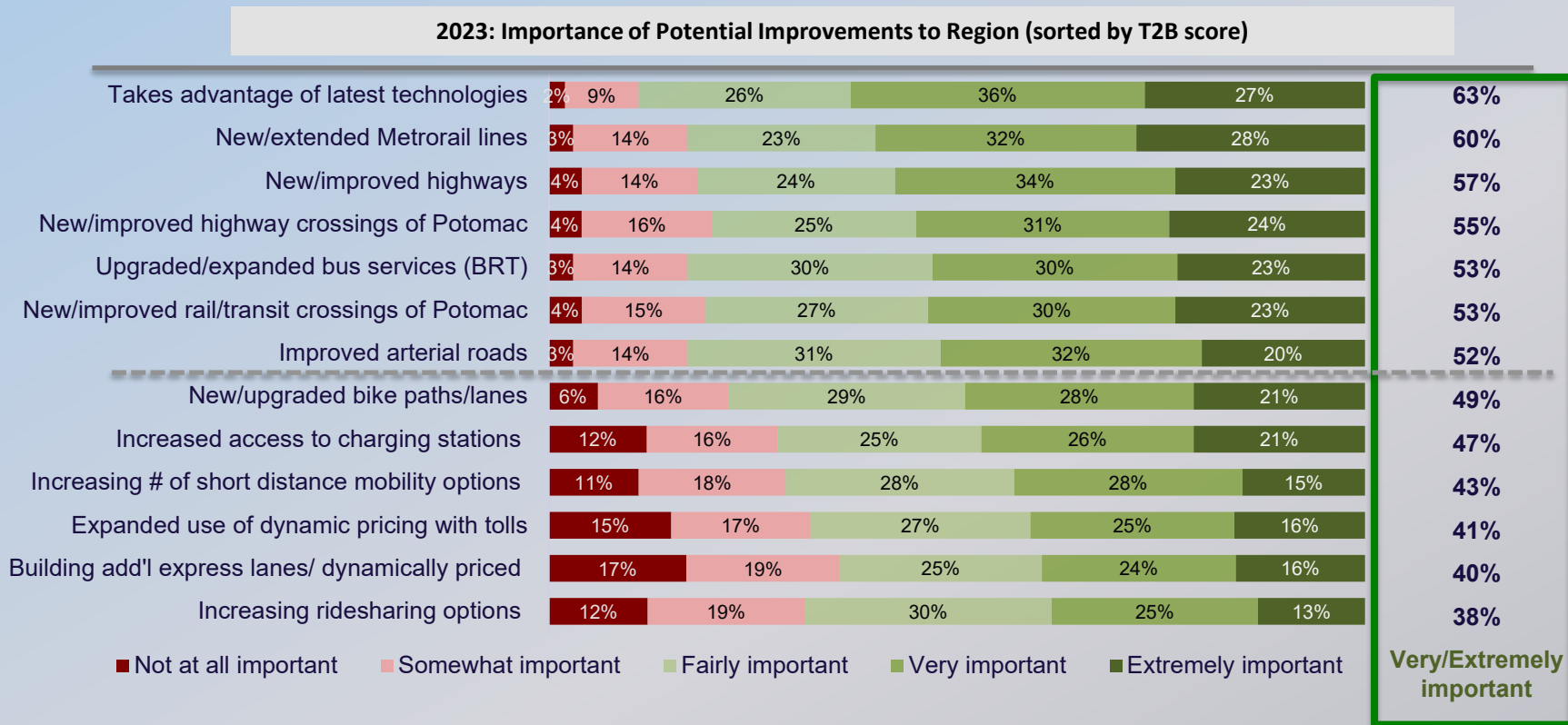
Most of the movement in priorities comes from shifts in improved performance (items are moving higher on chart) as compared to the 2015 benchmark. Affordability shows a noticeable jump in performance, while reduced trip times shows the only decline.

2015 vs. 2023: Importance vs. Performance



BASE: ALL RESPONDENTS (2021 n=611, 2023 n=606)
Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means "Not at all important to the future of the region" and 10 means "Extremely important priority for the future of the region."
Q605 Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

The most important potential improvements include leveraging technology, while making improvements to Metro & highways as well as offering expanded BRT.



The most important potential improvements since previous year include leveraging technology, and improved highway crossings of Potomac.

Historical Comparison of Potential Improvements to Region <i>Rated Very/Extremely Important</i>			
	2019	2021	2023
Takes advantage of latest technologies	NA	58%	63%
New/extended Metrorail lines	61%	59%	60%
New/improved highways	55%	55%	57%
New/improved highway crossings of Potomac	51%	50%	55%
Upgraded/expanded bus services (BRT)	53%	57%	53%
New/improved rail/transit crossings of Potomac	51%	53%	53%
Improved arterial roads	51%	53%	52%
New/upgraded bike paths/lanes	34%	50%	49%
Increased access to charging stations	NA	48%	47%
Increasing # of short distance mobility options	NA	41%	43%
Expanded use of dynamic pricing with tolls	32%	39%	41%
Building add'l express lanes/ dynamically priced	NA	38%	40%
Increasing ridesharing options	NA	39%	38%

BASE: ALL RESPONDENTS (2023 n=606)

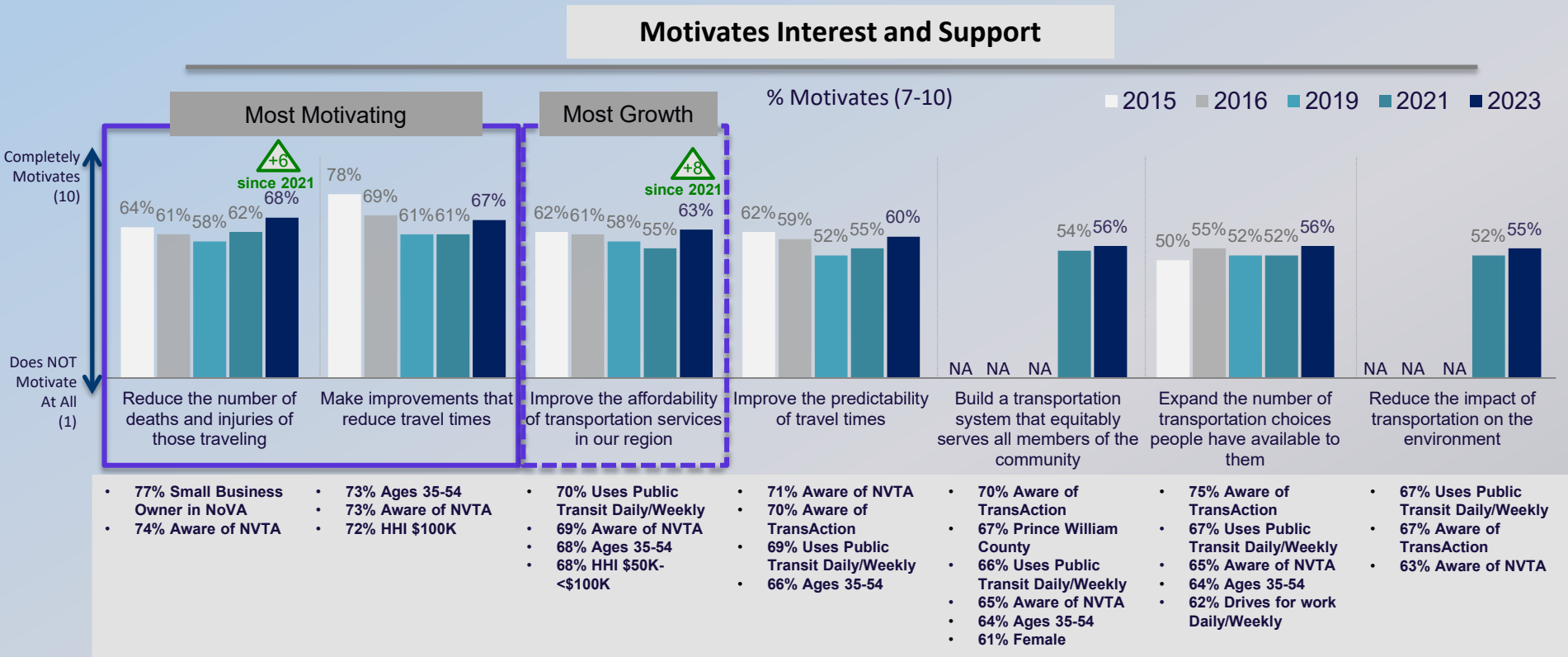
Q620B. Now, thinking about potential projects and improvements in the region, please indicate how important you think each one is.



Denotes statistically significant differences between 2021 and 2023 ($p < .05$)

Transportation MESSAGING

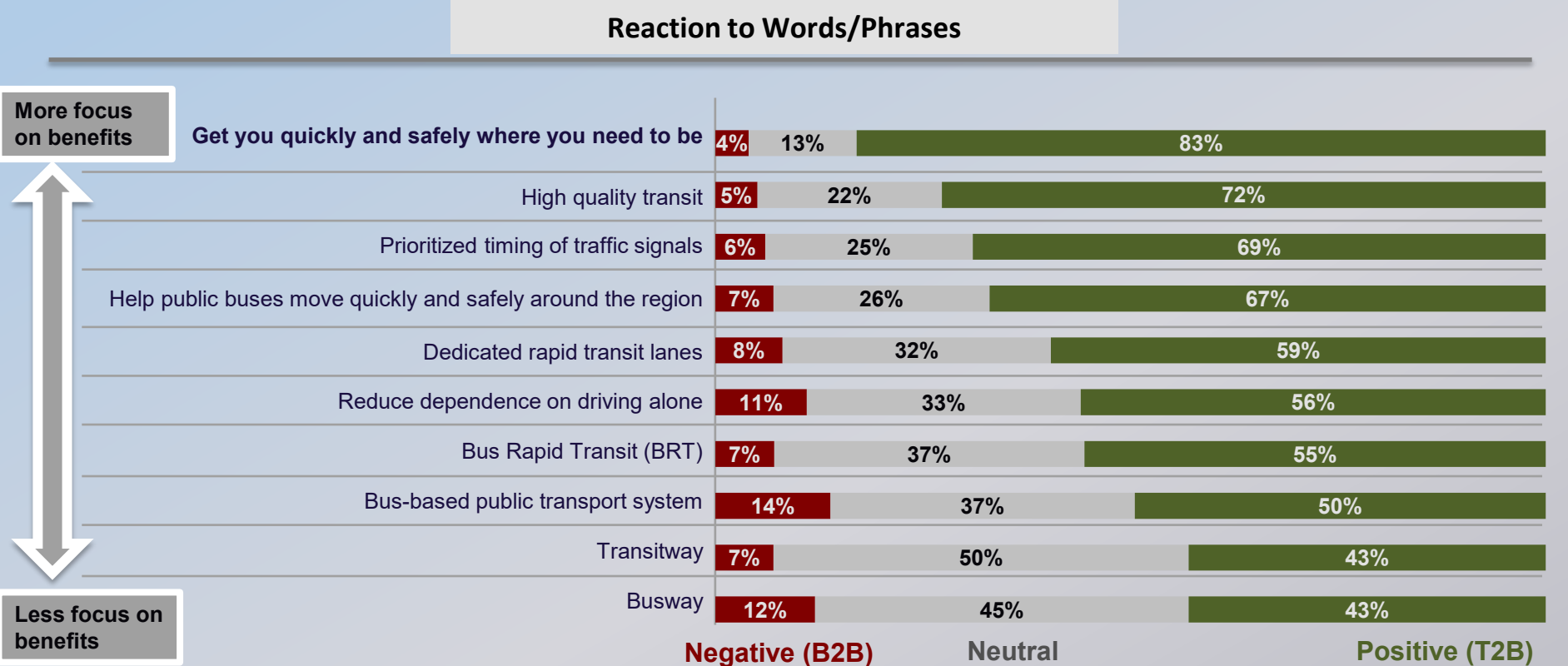
Messaging should center on benefits tied to safety and reduced travel times. Affordability concerns has grown in more than any other theme and should also be considered.



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)
Q705. The following are strategies to help fulfill the regional values and priorities we have been talking about. There are different ways to talk about these priorities and goals. Please indicate the degree to which the goal captures and motivates your interest and support by rating the statements from 1 to 10 where 1 means “does not motivate your interest and support at all” and 10 means “completely motivates your interest and support”.

Denotes statistically significant differences between 2021 and 2023 (p<.05)

Word choice matters when talking about transportation solutions. When transportation words/phrases are connected to personal benefits, they are much more positively received.

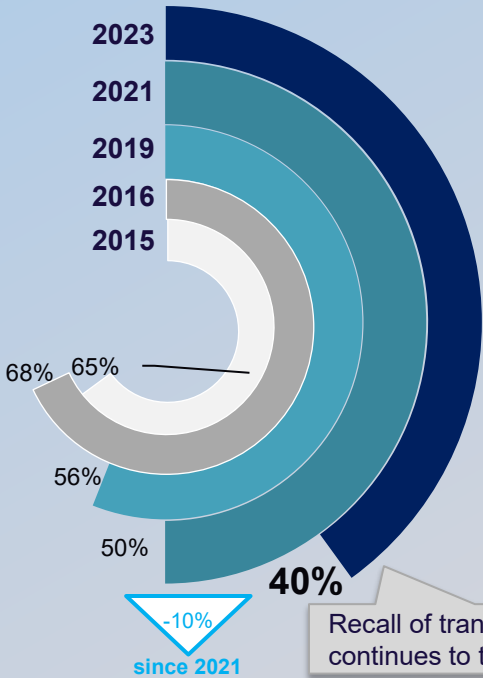


BASE: ALL RESPONDENTS (2023 n=606)
Q730. There are lots of different words and phrases that are used when discussing transportation options, their features and benefits. For each of the following words or phrases, please indicate if you have a positive, negative, or neutral feeling.

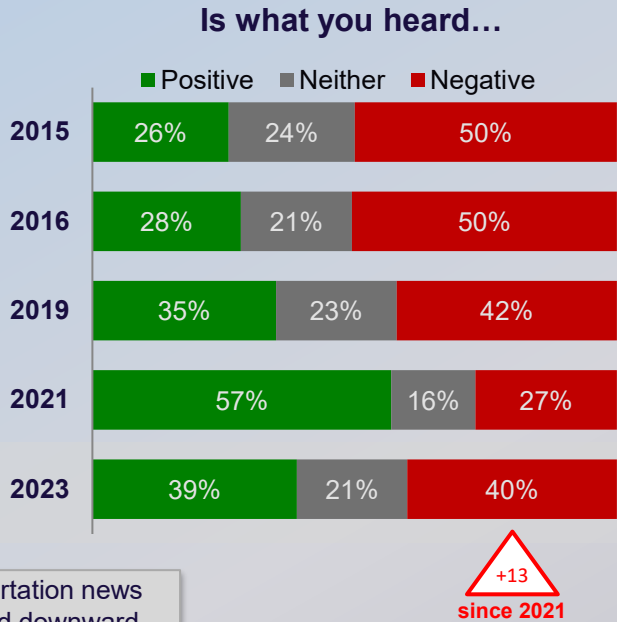
Transportation NEWS RECALL

Recall of transportation related news continues to decrease. The ratio of positive to negative news falls back to 2019 levels.

Heard Something Recently



Top-of-Mind Transportation Issues



Most Likely to Hear Something *Positive* in 2023: 39% TOTAL

- 64% Aware of TransAction
- 56% High School degree or less
- 56% Loudoun County
- 48% Ages 35-54
- 48% Aware of NVTA
- 46% Male
- 46% Married/Living with partner

Most Likely to Hear Something *Negative* in 2023: 40% TOTAL

- 62% Work in DC
- 51% Ages 18-34
- 47% Not aware of NVTA
- 45% Prince William County

BASE: : ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)
 Q400. What, if anything, have you heard, read or seen recently regarding transportation issues, actions or news in the Northern Virginia region?
 BASE: HEARD, READ, SEEN TRANSPORTATION ISSUES (2023 n=245); Consider it Positive 2023 (n=96), Consider it Negative 2023 (n=97)
 Q405. Would you consider what you have heard, read, or seen positive or negative?

Denotes statistically significant differences between 2021 and 2023 (p<.05)

Transportation news most commonly recalled relates to Metro/WMATA, but also includes news about congestion, roadways, tolls and buses.

Positive

30% Metro/WMATA Expansion

- Expansion of the metro/stations (Ashburn, Potomac Yard, Tysons Corner, etc.)
- Opening of the Silver Line

20% Improved roads

- The expansion of roads to reduce congestion
- Widening the roads that are heavily populated (Route 28, I-64, I-66, Route 15N)
- Reopening of roads (US 340)
- Reconstruction for increased accessibility for pedestrians/bike lanes
- Increased funding for road improvements (I-95 corridor, US Highway 1, Route 28, bridges, rotaries, etc.)

14% Reduced congestion

- Reduced congestion by added express lanes/widened roads/tolls during rush hour (Centreville Road, I-95, DC Metroplex, and DMV area in general)
- Saturday service of VRE to ease traffic
- People working remote results in reduced traffic

10% Bus Expansion

- Expansion of bus lines
- Fairfax Connector adding electric busses

8% I-66 Improvements

- Extension of express lanes
- Completion of I-66 projects

Negative

55% Metro/WMATA Issues

- Funding for the metro system
- Reduced metro service (service hours, scheduling, reduced routes, delays, etc.)
- Increased crime at stations/stops
- Metro repairs/broken trains (derailment)
- Increased fee/fare
- Decreased ridership
- Metro rail expansion delays
- Transit worker strikes

31% Traffic Congestion

- Heavy traffic/Rush hour/Traffic jams
- Accidents
- Congestion due to drivers trying to avoid toll lanes
- Number one worst traffic in the country

15% Road closures/Construction delays
















- Construction causing accidents and delays/congestion
- Road closures (roads not finished in Arlington)

10% Increased tolls


- Toll fees/EZ pass increasing
- Overpriced express lanes

The decline in recall is further reflected in specific channels. TV/News remains the dominant source followed by social media and print sources.

Most Recent Information Sources for Transportation Issues

	2015 (n=400)	2016 (n=411)	2019 (n=363)	2021 (n=311)	2023 (n=245)		Source	2021	2023
 Television/News story	54%	57%	49%	58%	46%	 -12 since 2021	 Facebook	32%	22%
 Social Media	24%	31%	38%	49%	36%	 -13 since 2021	 X (Twitter)	24%	14%
 Print article or ad In newspaper, magazine, flyer or information packet	46%	45%	36%	34%	28%		 Instagram	24%	NA
 Radio ad/news/discussion	41%	38%	32%	36%	27%	 -9 since 2021	 LinkedIn	NA	4%
 Community Meeting	7%	9%	10%	21%	11%	 -10 since 2021	 Other social media	8%	11%
 Website	5%	2%	4%	7%	9%		Other Sources Mentioned in 2023		
							<ul style="list-style-type: none"> • Personal experience 5% • Word of mouth 3% 		
							Websites Mentioned in 2023		
							<ul style="list-style-type: none"> • ArlNow.com • WashingtonPost.com 		

BASE: HEARD, READ, SEEN TRANSPORTATION ISSUES (2015 n=400, 2016 n=411, 2019 n=363, 2021 n=311, 2023 n=245)
Q410. Where did you hear or see this information? Choose all that apply.

 Denotes statistically significant differences between 2021 and 2023 (p<.05)

Social media is an effective channel to reach younger residents along with people who are more engaged with public transportation.

More Likely to Use Social Media



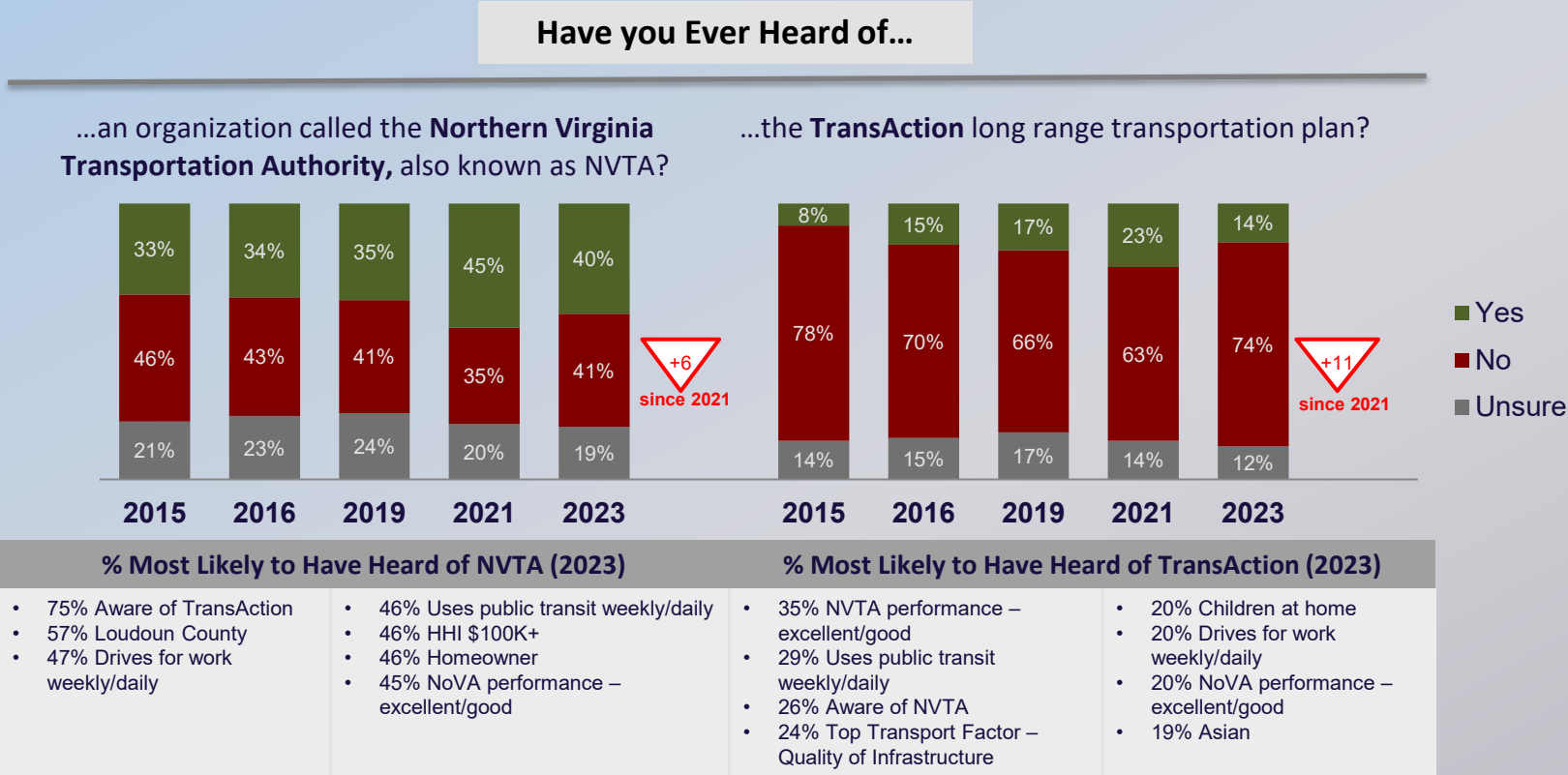
36% TOTAL

- 59% Lived in region 5 years or less
- 58% Ages 18-34
- 57% Aware of TransAction
- 54% Uses public transport weekly/daily
- 51% HHI \$50-\$100K
- 48% Hispanic
- 48% Lived in region 6-10 years
- 46% HHI <\$50K
- 46% Renter
- 45% Single
- 45% Children at home
- 44% Drives for work weekly/daily
- 44% Live and work in same region
- 41% Employed/Student

Transportation

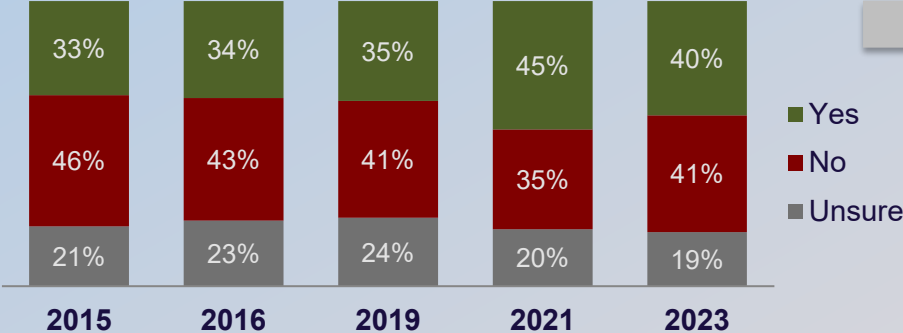
**AWARENESS LEVELS AND
PERFORMANCE RATINGS FOR THE
REGION AND REGIONAL AGENCIES**

Awareness of NVTA and TransAction has softened after seeing a steady increase from 2016-2021.

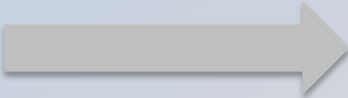


Levels of familiarity with NVRTA (among those who are aware) are fairly stable and tend to be limited to name recognition.

Have you Ever Heard of...



...an organization called the **Northern Virginia Transportation Authority**, also known as NVRTA?



Familiarity with NVRTA
(among those who are aware)



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)
Q417. Have you ever heard of an organization called the Northern Virginia Transportation Authority also known as NVRTA?
BASE: AWARE OF NVRTA (2021 n=283, 2023 n=243)
Q417b. How familiar are you with the Northern Virginia Transportation Authority?

While *Excellent* scores declined, the region and NVTA are both historically highest for *Good/Excellent* for performance in planning and implementing transportation solutions. Scores are highest among residents using public transit frequently (81%).

Performance on Planning and Implementing Transportation Solutions



Northern
VA region



NVTA
(Among those
aware of
NVTA)

	Poor/Fair	<div><div>Poor</div><div>Fair</div></div>	<div><div>Good</div><div>Excellent</div></div>	Good/Excellent
2015	73%	<div><div>22%</div><div>51%</div></div>	<div><div>25%</div><div>2%</div></div>	27%
2016	70%	<div><div>15%</div><div>55%</div></div>	<div><div>26%</div><div>4%</div></div>	30%
2019	61%	<div><div>13%</div><div>48%</div></div>	<div><div>34%</div><div>5%</div></div>	39%
2021	52%	<div><div>12%</div><div>40%</div></div>	<div><div>35%</div><div>12%</div></div>	48%
2023	49%	<div><div>8%</div><div>41%</div></div>	<div><div>44%</div><div>7%</div></div>	51%
2015	65%	<div><div>17%</div><div>48%</div></div>	<div><div>32%</div><div>3%</div></div>	35%
2016	66%	<div><div>17%</div><div>49%</div></div>	<div><div>28%</div><div>6%</div></div>	34%
2019	53%	<div><div>9%</div><div>44%</div></div>	<div><div>31%</div><div>16%</div></div>	47%
2021	42%	<div><div>12%</div><div>31%</div></div>	<div><div>35%</div><div>23%</div></div>	58%
2023	41%	<div><div>7%</div><div>34%</div></div>	<div><div>47%</div><div>12%</div></div>	59%

NOVA Region Performance, those rating it higher (as good/excellent) (2023):

51% - Total

- 74% Aware of TransAction
- 72% Uses Public Transit weekly/daily
- 69% Never drives for work
- 64% Loudoun County
- 58% Ages 35-54
- 58% Aware of NVTA
- 57% Alexandria
- 57% Live and work in same region
- 57% Uses public transit (NET Yes)

NVTA Performance, those rating it higher (as good/excellent) (2023):

59% - Total

- 81% Uses public transit weekly/daily
- 80% Asian
- 80% Alexandria
- 79% Aware of TransAction
- 72% Ages 35-54
- 70% High School degree or less
- 69% Arlington County
- 65% Married/Living with partner
- 65% Live and work in same region
- 64% Loudoun County

* Small base sizes less than 30/50. Data are directional only.

BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)

Q630. How would you rate the performance of Northern Virginia region when it comes to planning and implementing transportation solutions in the region?

BASE: HAVE HEARD OF NVTA (2015 n=207, 2016 n=212, 2019 n=222, 2021 n=276, 2023 n=243)

Q645. How would you rate the performance of Northern Virginia Transportation Authority (NVTA) when it comes to planning and implementing transportation solutions in the region?



Denotes statistically significant differences between 2021 and 2023 (p<.05)

Conclusions + Opportunities



Conclusions + Opportunities

Transportation is an important factor shaping quality of life and most believe investing in regional transportation is a priority. Recall of transportation content in the news has declined and awareness of NVTA and TransAction have softened (after seeing a sustained growth trend over several years).

Consider additional opportunities to partner with other agencies to help promote progress on on-going transportation initiatives (and the role NVTA plays). One potential strategy is to enhance communications to embrace how transportation is linked to other regional priorities - affordability, safety, access to healthcare.



Conclusions + Opportunities

Safety and well being are foundational to having a thriving region. Crime is featured prominently in the media and is a growing concern in the region and impacts quality of life. This increased attention on personal security elevates focus on safety more broadly. Safety has always been and continues to be a top priority for transportation.

Reinforce existing commitment to safety when creating new transportation solutions. When updating the public on transportation projects, highlight the specific ways new offerings will make our region a safer place to travel.



Conclusions + Opportunities

Work and commuting habits remain impacted by the post-pandemic shift to working from home. Most residents are back in the office and traveling for work at least a few times a week. Travel for non-work purposes is even more common.

Residents are still driving frequently. Decreases in work related driving may be offset to some extent by increased driving for non-work-related purposes. This means traffic is still a concern and the region needs to continue to find ways to ease congestion.



Conclusions + Opportunities

Despite low levels of familiarity with BRT –residents have more favorable than negative views. There is evidence of interest in having access to expanded BRT transportation options. Highlighting specific benefits will be helpful to influence usage.

Promote the benefits of BRT as a transportation option in the region. The most influential benefits found in the survey are convenience (it is accessible and easy to use); efficient (fast – speed comparable to driving, more frequent service), and reliable (this can be helpful in offsetting the variable of time in traffic). Also consider including any relevant safety benefits.

Appendix

DEMOGRPAHICS AND ADDITIONAL SLIDES

Demographics

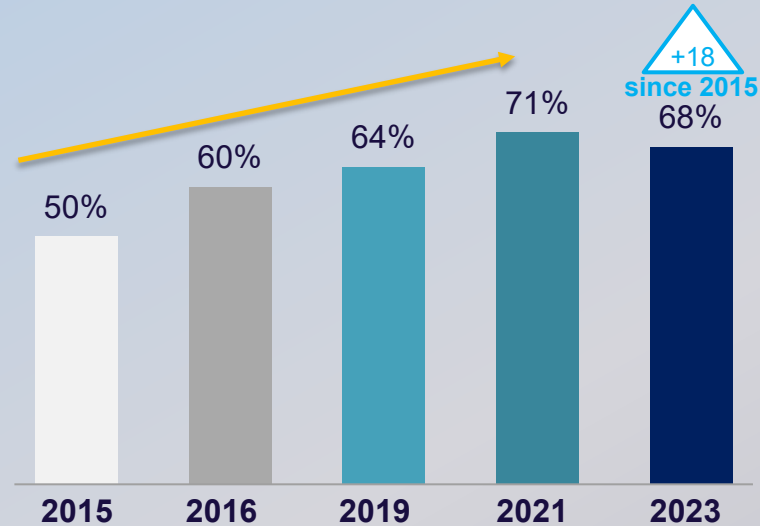
		2015	2016	2019	2021	2023
Gender	Male	48%	48%	47%	48%	49%
	Female	52%	52%	53%	52%	51%
Age	18-24	7%	11%	15%	13%	12%
	25-34	22%	22%	22%	21%	22%
	35-44	24%	21%	21%	25%	21%
	45-54	20%	21%	15%	12%	18%
	55-64	15%	14%	15%	15%	14%
	65+	12%	11%	13%	14%	13%
Ethnicity	White	58%	58%	52%	52%	53%
	Hispanic	15%	15%	17%	17%	17%
	Black	11%	11%	12%	12%	12%
	Asian	14%	14%	15%	15%	15%
	Hawaiian/Pacific Islander	<1%	<1%	<1%	<1%	<1%
	Native American/Alaskan native	<1%	<1%	<1%	<1%	<1%
	Multi-race	2%	2%	4%	4%	3%
	Other	<1%	<1%	<1%	<1%	<1%
Marital	Married/Civil Union	60%	56%	51%	52%	48%
	Single, never married	24%	32%	31%	29%	32%
	Divorced/Separated/Widowed	11%	14%	12%	10%	11%
	Living with Partner	5%	3%	6%	5%	7%
	Decline to answer	<1%	<1%	<1%	<1%	1%

		2015	2016	2019	2021	2023
Education	HS or less	5%	7%	13%	15%	11%
	Some college	15%	14%	16%	14%	14%
	Associates Degree	6%	6%	7%	7%	9%
	Bachelor's Degree	35%	37%	31%	30%	35%
	Master's Degree	28%	27%	25%	24%	23%
	Professional Degree	7%	5%	4%	6%	5%
	Doctorate Degree	4%	4%	4%	4%	3%
	Decline to answer	<1%	<1%	<1%	1%	<1%
Employment	Employed (NET)	73%	72%	71%	71%	70%
	Full-time	64%	58%	55%	59%	55%
	Part-time	5%	9%	11%	8%	8%
	Self-employed	4%	5%	6%	4%	6%
	Not employed (NET)	15%	16%	20%	18%	21%
	Not employed, looking	2%	1%	3%	3%	5%
	Not employed, not looking	<1%	1%	1%	1%	1%
	Not employed, unable	<1%	1%	2%	2%	2%
	Retired	13%	13%	14%	12%	14%
	Student	3%	7%	4%	5%	4%
	Stay home spouse/partner	8%	5%	4%	5%	4%
	Decline to answer	<1%	1%	<1%	1%	-
Household Income	<\$50,000	13%	16%	24%	21%	19%
	\$35,000-\$74,999	22%	22%	20%	23%	21%
	\$75,000-\$99,999	17%	18%	14%	14%	16%
	\$100,000-\$149,999	25%	21%	19%	18%	21%
	\$150,000-\$199,999	11%	11%	13%	11%	12%
	\$200,000+	11%	10%	13%	19%	13%
	Decline	9%	8%	6%	4%	5%

Slight decrease in the percentage of residents who live/work in the same area post-pandemic.

Live and Work in Same City/County

(Among those Employed or Students)



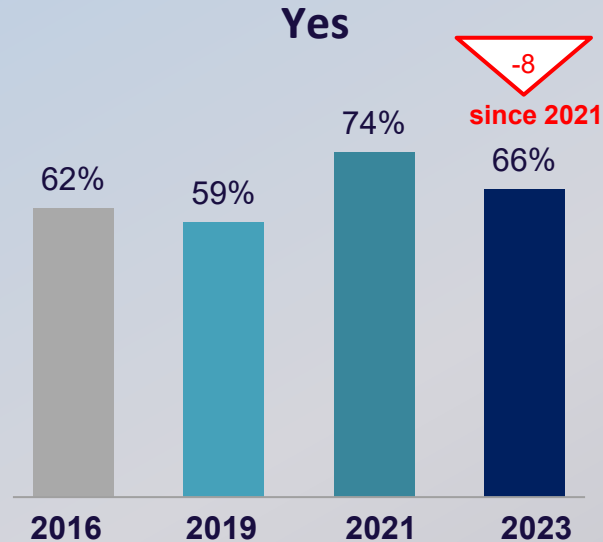
BASE: EMPLOYED OR STUDENT (2015 n=460, 2016 n=470, 2019 n=454, 2021 n=467, 2023 n=446)

Q115. In which county or city do you currently live?

Q142. In which county or city do you currently work or attend school?

Most respondents drive to work (when going to a non-home worksite), but the proportion has softened after peaking in 2021.

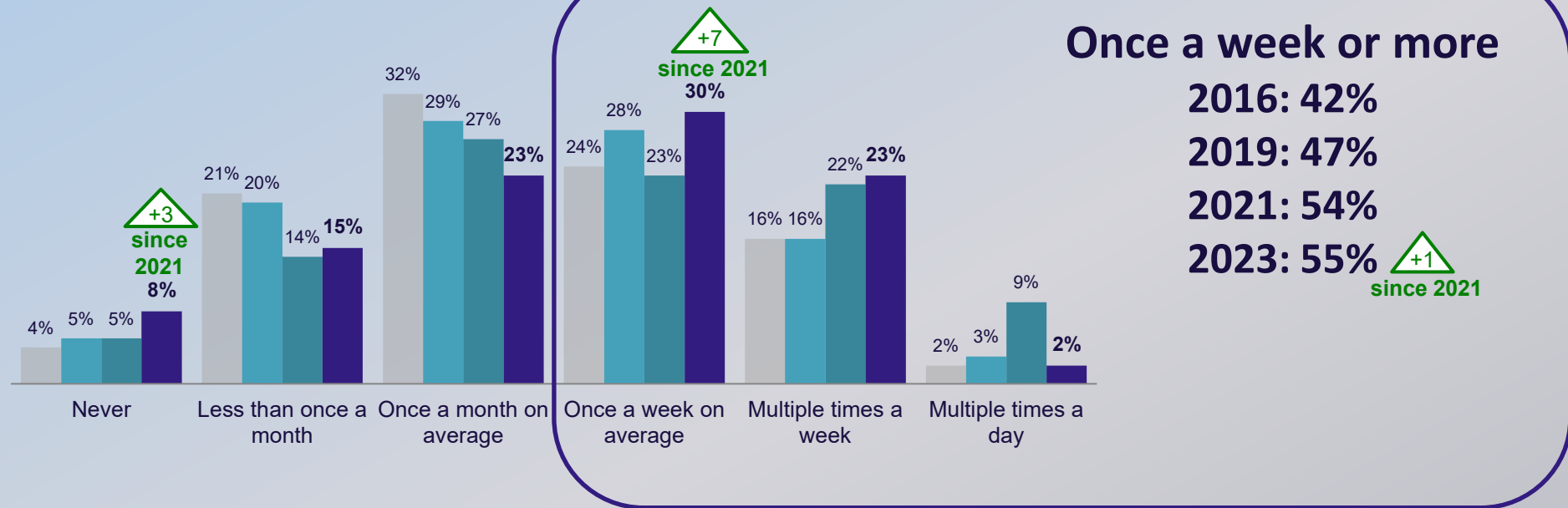
**When you go to a Non-Home Worksite,
do you Drive to Work?**



Over half (55%) of residents continue to shop online at least once a week.



Frequency of Online Shopping



BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616, 2021 n=611, 2023 n=606)

Q750. Many people are taking advantage of online shopping today. Over the past year, how many times have you placed an online order for food or goods to be delivered to your home?



Denotes statistically significant differences between 2021 and 2023 ($p < .05$)



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, January 11, 2024

7PM, EST.

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. Call to Order

Chair Randall

Chair Randall called the meeting to order at 7:03PM by welcoming everyone to the Annual Organizational Meeting and thanking those who were in attendance. Chair Randall welcomed the newest members of the Authority and asked everyone to introduce themselves.

2. Roll Call

Ms. Henderson, Board Secretary

- ✓ **Membership: Attendees** Chair Phyllis Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Deshundra Jefferson, Board Member Takis Karatonis, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko (Remote-Distance), Supervisor Pat Herrity, Mr. Anthony Bedell, Mr. Jim Kolb, Ms. Mary Hynes (Remote-Personal), and Mr. Bill Cuttler. **Non-Attendees** Ms. Jennifer DeBruhl.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi (Remote-Personal), Communications and Public Affairs Manager Abigail Hillerich, Strategic Communications Specialist Sharara Faisal, Deputy Chief Financial Officer Peggy Teal, Senior Manager, Transportation Planning Sree Nampoothiri, Planning Analytics Manager Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank and Hannah Pajewski, Executive Assistant to the CEO Amanda Sink and Board Secretary Lee Ann Henderson.
- ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, Ms. MinhChau Corr-Arlington County and Ms. Christina Brown Zechman-City of Alexandria.
- ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuire Woods Consulting LLC, Mayor Sheila Olem

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

3. Public Comment

Chair Randall

- ✓ Chair Randall noted that Public Comment is where the public has an opportunity to provide NVTA feedback on what regional transportation focus areas they'd like to see in 2024 and how to best tackle traffic congestion in the region. She thanked members of the public who submitted comments prior to tonight's meeting and noted that Authority Members will be provided all previously submitted comments for review.

- ✓ As an order of business, Chair Randall noted that members of the public who registered to provide comment in-person will speak first, followed by those who registered to provide comment virtually via Zoom. She further noted that each person providing comment will have three (3) minutes to speak.
- ✓ After all in-person and virtual comments were received, Chair Randall thanked members of the public for taking time to provide their comments and noted that their feedback is very important and valuable to the Authority.
- ✓ To view comments that were submitted in person and over Zoom, please visit: <https://www.youtube.com/watch?v=5SRxDZqate4>
- ✓ Written comments are attached.

PRESENTATIONS

4. 2023 Annual Report

Ms. Backmon, Chief Executive Officer

Ms. Hillerich, Communications & Public Affairs Manager

- ✓ Ms. Backmon presented the 2023 Annual Report for the Authority. She noted the new pamphlet format, which is eye catching. The new format saved a substantial amount of money over the previous booklet format.
- ✓ Ms. Hillerich stated that the annual report highlights the who, what, why of NVTa and the impact of the \$4.1 billion in investment and walked through the Report noting the Authority's activities for the year.
- ✓ Mayor Davis-Younger requested information on Lunch and Learn attendance.

ACTION ITEMS

5. Approval of the December 14, 2023, Meeting Summary Minutes

Chair Randall

- ✓ Chair Randall made a motion to approve the minutes, seconded by Chairman McKay. The motion was passed unanimously, with Chair Jefferson out of the room.

6. Appointment of Chair and Vice Chair for Calendar Year 2024

Nominating Committee

- ✓ The CY2024 Nominating Committee was comprised of Mayor Wilson and Mayor Rishell. Mayor Wilson moved the Authority approval of Chair Phyllis J. Randall as Chair and Councilmember David Snyder as Vice Chair of the Authority for CY2024, seconded by Chairman McKay. With abstentions from Chair Randall and Councilmember Snyder, the motion was unanimously approved.

7. Appointment of Town Member for Calendar Year 2024

Nominating Committee

- ✓ Chair Randall noted that Mayor Olem of Herndon has volunteered to represent the towns as the non-voting Town Member on the Authority. Chair Randall moved the Authority approval of Mayor Olem as CY2024 Town Member to the Authority, seconded by Senator Boysko. The motion was unanimously approved.

8. Adoption of Meeting Schedule for Calendar Year 2024 Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that the proposed schedule continues the 20-year tradition of meeting the second Thursday of the month.
- ✓ Chair Randall stated that there will be times during the General Assembly session that the Authority will need to act quickly and be unable to wait until the following month. She noted that she will send out a straw poll vote which can be ratified at the next regular meeting when necessary.
- ✓ Chair Randall made a motion to adopt the meeting schedule, seconded by Chair Jefferson. The motion was unanimously approved.

DISCUSSION/INFORMATION ITEMS

9. Governance and Personnel Committee Report

-Update on 2024 General Assembly Session (Verbal)

Chair Randall, Chair

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

- ✓ Ms. Baynard reviewed the current General Assembly session. She stated there are four bills specifically impacting the Authority. She noted that some of the bills have been referred to the House Transportation Committee.
- ✓ Ms. Baynard reviewed HB557. She noted that this bill would complicate and delay the use of Regional Revenue (70%) funds for many trail projects.
- ✓ Board Member Karatonis offered that the Arlington County Board did not ask for this legislation.
- ✓ Senator Boysko stated that there will be upcoming bills to deal with Metro funding.

9. Chief Executive Officer's Report

Ms. Monica Backmon, Chief Executive Officer

- ✓ Ms. Backmon highlighted that the applications for FY2030 CMAQ and RSTP funding are due tomorrow, January 12th.
- ✓ Ms. Backmon also stated that the FY2024-2029 Six Year Program update has begun and NVTAA has received 24 eligible applications with a total request of \$947.2 million. She noted that the Virginia Passenger Rail Authority (VPRRA) withdrew their application for the Franconia-Springfield Bypass project after receiving Federal funds, making the project fully funded.
- ✓ Ms. Backmon stated that the Perception Survey completed in December had over 600 Northern Virginians respond and the results of the survey are expected to be presented at the next meeting.

10. Chair's Comments

Chair Randall

- ✓ Chair Randall noted that she would be contacting Authority Members regarding appointment to committees for the upcoming calendar year.

11. Adjournment

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 8:04PM.

**Northern Virginia Transportation Authority
Annual Organizational Meeting
Public Comments**

January 11, 2024

Deadline: January 10, 2024 at 5 p.m.

1) Samantha Nichols (Springfield)

- Public transportation needs to be more plentiful and reliable.

2) Mark Heinitz (Fairfax County)

- Please approve study and funding for transportation improvements to the Van Dorn interchanges with the Beltway and with Franconia Road. Improvements to the Van Dorn corridor are long overdue. Please also study and fund transportation improvements on Franconia Road between the two Commerce Street intersections. Central Springfield is poised for substantial growth and transportation improvements will be necessary to accommodate this growth. Thank you.

3) Meredith Karbowsky (Rosslyn)

- Sustainable transportation should be the gold standard use case for any transportation funding in the region. With the current climate crisis that we are facing, how we design our transit systems makes a major difference in overall emissions and impacts to our planet. Buses, bikes, and other low emissions or communal transportation should be the priority. Not only is this the most equitable method of thinking about transit, as low-income individuals are the least likely to have consistent access to personal vehicles, but it is the most environmentally sound. For the future of the region, we need to think long-term about the decisions we are making and how they will impact the future. With that in mind, de-prioritizing car-centered infrastructure and projects is the only viable solution.

4) Liz Murphy (Fairfax County)

- The 2 intersections between Commerce Street and Franconia Road and Commerce Street and Old Keene Mill are very congested with additions of new stores at the Springfield Plaza and the soon to open Fairfax County "slug line" parking garage. This area is also near the on ramps to 395, 95 and 495 so traffic volume is really heavy. Please address this area. Another area that needs improvement is the Van Dorn Street interchanges with the 495 Beltway, Van Dorn Street and Franconia Road. In addition to more housing units being built and more housing units planned along this corridor, FCPS' Edison High School on Franconia Road has heavy pedestrian and bicycle traffic that needs more protective sidewalks and bike paths.

5) Charles Grymes (Active Prince William and Prince William County Resident)

- It is time to invest in upgrading the active transportation network so we provide safe bike/pedestrian mobility. Expansion of lanes will increase Vehicle Miles Traveled and increase greenhouse gas emissions, just as local/state officials have prioritized since the end of World War II. That approach has shifted rather than reduced traffic congestion. We need

to focus on mobility, not just repeat the old approach of spending billions to move congestion to a new location. Half of the trips each day are three miles or less. A network of e-bike lanes could reduce traffic congestion and facilitate the mode shift required to meet the 2030 target for cutting greenhouse gas emissions.

6) Carl Sell (Rose Hill Civic Association and Fairfax County Resident)

- The Van Dorn Street interchange at I-95 must be completed as part of any widening or through-lane projects. The rush hour traffic is at gridlock stage, pushing traffic to use local roads to access the Beltway. At the same time, the planned Franconia Road interchange at Van Dorn needs to be installed for the same reason.

7) David Duffy (Springfield)

- I am writing to express that the NVTA should not be involved with or provide funding for any road or highway expansion if the goal is trying to reduce congestion. Numerous studies (<https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf>) as well as just history in general has overwhelmingly shown that road expansion does not work to reduce congestion. Road expansion increases car dependence and increases the many negative effects of that dependency. It converts taxable and usable land into a maintenance expense and an environment that is hostile to those outside a vehicle. That the roads already built cost more to maintain than people are willing to pay should be enough to end expansion, but a vocal minority either does not care that car dependency is ruining this area or does not recognize it. Any money or projects supported by NVTA should be addressing the glaring hole of alternative transportation modes. Metro is spread thin, the buses (at least in Fairfax) are very infrequent and just sit in the same traffic because they are not prioritized. Shifting some car users to less space intensive transportation means is the only rational option. Rather than forcing people to change, spending the limited funds on new pedestrian and personal mobility paths and lanes to make them a realistic option is much more economical. Induced demand also works for other transportation modes that are more cost and space efficient than private motor vehicles. Biking, which I have started to try, is borderline suicidal as trails seem meant for recreational usage, not getting around. So trails are nonexistent to rarely useful currently. My spouse travels less than 2 miles to work but there is no safe way to bike it and so is forced to drive, contributing to the traffic. At best, VDOT will provide paint in the gutter (though more often they do nothing but prevent local areas from having control over the roads in their area), which offers no safety and the majority of people who would bike will not use them as vehicles have gotten larger and more deadly. VDOT is a barrier to safe pedestrian and bike usage and they refuse to provide protection for bike users. NVTA should be using money to narrow the space for cars to build physically protected bike ways and better sidewalks to slow traffic and make it more hospitable to walk, bike, use scooters, etc instead of driving short distances. NVTA should not be subsidizing poor land use for spread out, car dependent suburbs. Road miles for private vehicles are the most expensive but least efficient way to move people and VDOT is already spending most of their money on that despite it being a terrible investment. The current suburban model was not tested before being done in the 1950s and it is failing. Housing is more expensive because of the limited land available, thousands of people die in traffic violence, the environment is degraded from emissions, tire particles, run off, just the constant noise of traffic harms people's psychological wellbeing. Traffic pits people against each other and dehumanizes everyone. The loss of people oriented spaces isolates people from each other and contributes to societal break down and the loneliness problem. Car dependency fails the

young and old alike as well as traps people in an expensive, depreciating object just to make a living. To summarize, no road expansion, no new highways, no more money for private motor vehicles. NVTA should prioritize people and small mobility options. You can't keep Virginia beautiful by paving it over.

8) Diane Boughton (Springfield Civic Association)

- To the NVTA Board Members,

The transportation infrastructure in Springfield near the interchange needs attention soon. Decades ago when the Veteran's Memorial Bridge on Amherst Avenue was constructed, and Backlick Rd. no longer crossed route 644 - Old Keene Mill Road, our community watched a small quadrant of our Central Business Center die a slow neglected death on the disconnected southern portion of Backlick, north of Springfield Blvd. Today there are abandoned buildings with proposed multifamily developments of approx. 726 units in only a 5.77 acre area. The revitalization success of any type of development (commercial, office or residential) in this area requires a fresh approach to vehicular, bike and pedestrian connectivity within the Springfield Central Business Center from this proposed development area. Any future building occupants will require improved access to the commercial services that are north of Old Keene Mill Rd. More importantly this portion of Backlick Rd is access to the Springfield Interchange, and it is imperative that any future influx of vehicular traffic does not impair travel times for commuters coming from the south, the Franconia Springfield Parkway, or the west, route 644 Old Keene Mill Rd. There are also several multifamily residential developments either approved or proposed on the Franconia Rd. corridor section of route 644, some at the Springfield Town Center. The opening of the Springfield Commuter Garage on Old Keene Mill Rd. will increase daily vehicle travel trips during peak hours, and also contains a bicycle storage facility, that may require a safe bicycle route to the garage. I am a 55 year resident of the Franconia District and have owned a home in central Springfield for 34 years. I remember the tremendous backups of traffic on Old Keene Mill Rd to access the interchange in the 1970's and 80's before the Franconia Springfield Parkway was built. I am an alternate member of the Franconia District Land Use Committee for the Springfield Civic Association. The landscape and roadways of our area are about to undergo a transformation of higher density and use in and around the interchange. Travel times for commuters and homeowners are a quality of life issue, and a property value issue. The economic success of the businesses of the greater Springfield area hinges upon travel flow. The time to examine and re-evaluate multi-modal transportation infrastructure is now, not later, to restore vitality and achieve the successful revitalization of this area. Thank you for your time. Sincerely, Diane Boughton

Registered to Provide In-Person Public Comment:

- 1) Jay Corbalis (JBG SMITH, Silver Spring, Maryland resident)
- 2) Stewart Schwartz (Coalition for Smarter Growth, Richmond Resident)

Registered to Provide Virtual Public Comment:

- 1) Allen Muchnick (Virginia Bicycling Federation and City of Manassas Resident)
- 2) Kevin O'Brien (Washington Area Bicyclist Association and NoVA Resident)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 1, 2024

SUBJECT: Approval of Letter of Endorsement for Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity Application

-
1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.
 2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity application.*
 3. **Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTA serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTA has received a request for endorsement from Loudoun County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
 - A. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant:**
On November 30, 2023, The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion available for RAISE grants under the Local and Regional Project Assistance Program for FY2024. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59 Eastern on February 28, 2024.

The RAISE program enables the USDOT to achieve national objectives, examining initiatives that promise to invest in road, rail, transit, and port projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.
 - B. **RAISE Program Criteria:**
Projects for RAISE funding will be evaluated based on merit criteria which includes safety, environmental sustainability, quality of life, economic competitiveness, opportunity, state of good repair, innovation, and partnership. Within these criteria, the Department is encouraging applicants to consider how their projects can address climate change,

ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

- I. Half of the funding will go to projects in rural areas, and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the Bipartisan Infrastructure Law.

- 4. Project Scope Under Loudoun County's RAISE Application:** Loudoun County will construct a grade-separated overpass for bicyclists and pedestrians where the Washington and Old Dominion (W&OD) Trail crosses Sterling Boulevard. The W&OD Trail is a significant regional trail in Northern Virginia that starts at Shirlington Road, in Arlington County, and ends east of North 21st Street in the Town of Purcellville, Loudoun County. The 45-mile-long paved trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting and recreational purposes. The westernmost 23 miles of the W&OD Trail are located within Loudoun County. The regional trail has 41 public road crossings within Loudoun County, of which 25 are at-grade intersections. Sterling Boulevard is the only W&OD crossing of a four-lane divided highway in Loudoun County that does not separate vehicles from pedestrians and bicyclists.

This project will enhance access to pedestrian and bicycle facilities which will link to the non-motorized network, improve access to the W&OD trail, and enhance connectivity to Loudoun's Ashburn Regional Activity Centers along the corridor. The W&OD at-grade crossing at Sterling Boulevard was identified as the number one pedestrian/bike priority and is ranked as the highest priority Tier 1 crossing. Crossings were prioritized by the number of potential conflicts at each location, based on the number of trail users and vehicles passing the location. Additionally, Loudoun County's Department of Transportation and Capital Infrastructure (DTCI) created a prioritization of safety improvements for the at-grade crossings within the County. Crossings were prioritized by the number of potential conflicts at each location, based on the number of trail users and vehicles passing the location. The W&OD crossing at Sterling Boulevard was identified as the number one priority in Loudoun County with 222 potential conflicts. Lastly, this project is in an Equity Emphasis Area and will improve access to the area.

Attachments:

- A. Loudoun County's Request for Endorsement Letter**
- B. Draft Letter of Endorsement for Loudon County's RAISE Application**



Transportation and Capital Infrastructure

101 Blue Seal Drive, Suite 102, PO Box 7500 Leesburg, VA 20177-7500
703-737-8624 O | 703-777-0263 F | dtci@loudoun.gov
loudoun.gov/dtci

January 25, 2024

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

RE: Request for NVTA Endorsement of Loudoun County's 2024 RAISE Grant Applications for the W&OD Overpass of Sterling Boulevard

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of Loudoun County's application under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for the funding of the Washington and Old Dominion (W&OD) overpass at Sterling Boulevard.

The W&OD Trail is a significant regional trail in Northern Virginia that starts at Shirlington Road, Arlington County and ends east of North 21st Street in the Town of Purcellville, Loudoun County. The 45-mile-long paved trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. The regional trail has 41 public road crossings within Loudoun County, of which 25 are at-grade intersections. Sterling Boulevard is the only W&OD crossing of a four-lane divided highway in Loudoun County that does not separate vehicles from pedestrians and bicyclists.

Trail users have expressed safety concerns regarding several existing at-grade road crossings. In response to these concerns, Loudoun County's Department of Transportation and Capital Infrastructure (DTCI) developed a prioritization of safety improvements for the at-grade crossings within the County. Crossings were prioritized by the number of potential conflicts at each location, based on the number of trail users and vehicles passing the location. The W&OD crossing at Sterling Boulevard was identified as the number one priority in Loudoun County with 222 potential conflicts.

Federal funding through the RAISE program would greatly facilitate construction of this project and we thank you for your time and assistance with this request.

Sincerely,

Director

Cc: Tim Hemstreet, County Administrator



February 8, 2024

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

Re: NVTA Endorsement of Loudoun County's RAISE Grant Program Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Loudoun County's 2024 RAISE grant program application. Funding from this grant for this project will improve active transportation options, environmental sustainability, quality of life, and multimodal connectivity.

The Washington and Old Dominion (W&OD) Overpass at Sterling Boulevard in Loudoun County ("Project") will provide a safe grade-separated pedestrian and bicycle crossing on the W&OD Trail. The W&OD Trail is a 45-mile-long paved regional trail in Northern Virginia that starts in Arlington County, and ends in the Town of Purcellville, Loudoun County. The trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting and recreational purposes. The regional trail has 41 public road crossings within Loudoun County, of which 25 are at-grade intersections. Sterling Boulevard is the only W&OD crossing of a four-lane divided highway in Loudoun County that does not separate vehicles from pedestrians and bicyclists.

Trail users have expressed safety concerns regarding several existing at-grade road crossings. In response to these concerns, Loudoun County's Department of Transportation and Capital Infrastructure (DTCI) developed a prioritization of safety improvements for the at-grade crossings within the County. This project location was identified as the number one priority in Loudoun County with 222 potential conflicts. When completed the project will enhance safe access to pedestrian and bicycle facilities which will link to the non-motorized network. The improvements, by encouraging use of non-motorized vehicles, will help to reduce congestion and Greenhouse Gas Emissions. Additionally, this project is located in an Equity Emphasis Area (EEA) and when completed will improve safe access for residents within the EEA. All these project impacts align well with NVTA's Core Values of Safety, Equity, and Sustainability.

Thank you for your consideration of the Loudoun County's RAISE grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

Cc: Nancy Boyd, Director, Transportation and Capital Improvements, Loudoun County
Monica Backmon, Chief Executive Officer, NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 1, 2024

SUBJECT: Approval of Letter of Endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of Prince William County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity application.*
3. **Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement from Prince William County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
 - A. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant:**

On November 30, 2023, The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion available for RAISE grants under the Local and Regional Project Assistance Program for FY2024. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59 Eastern on February 28, 2024.

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

Projects for RAISE funding will be evaluated based on merit criteria which includes safety, environmental sustainability, quality of life, economic competitiveness, opportunity, state of good repair, innovation, and partnership. Within these criteria, the Department

is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

- I. Half of the funding will go to projects in rural areas, and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the Bipartisan Infrastructure Law.

- 4. Project Scope Under Prince William County's RAISE Application:** Prince William County will construct a grade separated flyover ramp from the northbound Route 123 to westbound Old Bridge Road. This intersection improvement will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals including providing multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes, constructing pedestrian and bicycle facilities, and improving operations for vehicles.

The Route 123 – Old Bridge Road Intersection Improvements has been adopted in NVTA's long range multimodal transportation plan TransAction (ID 383) and, therefore, is a regional priority. The project is currently in design. Approximately \$15.8 million in NVTA 30% Local Distribution Funds and federal Regional Surface Transportation Program (RSTP) funds have been allocated to the project. Federal funding through the RAISE program would greatly facilitate construction of this important project.

Attachments:

- A. Prince William County's Request for Endorsement Letter**
- B. Draft Letter of Endorsement for Prince William County's RAISE Application**



January 25, 2024

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 RAISE Application for the Route 123 – Old Bridge Road Intersection Improvements

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 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant (RAISE) Program for the Route 123 – Old Bridge Road Intersection Improvements. This interchange is a high priority local project that will provide significant congestion reduction and improve safety for all multimodal users to the region.

The Route 123 – Old Bridge Road Intersection Improvements has been adopted in NVTa's long range plan TransAction (ID 383) and has been previously endorsed by the Authority for application for federal discretionary grant funding. The project will construct a grade separated flyover ramp from the northbound Route 123 to westbound Old Bridge Road. This intersection improvement will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals, including providing multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles.

The project is currently in design. Approximately \$15.8 million in NVTa 30% local funds and federal Regional Surface Transportation Program (RSTP) funds has been allocated to the project. Federal funding through the RAISE program would greatly facilitate construction of this 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 blue ink, appearing to read "Ricardo Canizales".

Ricardo Canizales
Director of Transportation



February 8, 2024

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 RAISE Grant Program Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTa), I am pleased to express our full support of the Prince William County's 2024 RAISE grant program application. Funding from this grant for this project will improve significant congestion issues, safety for all users, quality of life, and multimodal connectivity.

Prince William County will construct a grade separated flyover ramp from the northbound Route 123 to westbound Old Bridge Road. This intersection improvement will improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. The project will further key shared state and federal transportation goals including providing multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes, constructing pedestrian and bicycle facilities, and improving operations for vehicles.

The Route 123 – Old Bridge Road Intersection Improvements project has been adopted in NVTa's long-range multimodal transportation plan, TransAction (ID 383), and therefore is regionally significant. Additionally, approximately \$15.8 million in NVTa Local Distribution Funds and federal Regional Surface Transportation Program (RSTP) funds have been allocated to the project, which is currently in design. Federal funding through the RAISE program would greatly facilitate construction of this important project. The improvements will help to reduce congestion, improve safety, and reduce Greenhouse Gas Emissions. All these project impacts align well with NVTa's Core Values of Equity, Safety, and Sustainability.

Thank you for your consideration of Prince William County's RAISE grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

Cc: Ricardo Canizales, Director of Transportation, Prince William County
Monica Backmon, Chief Executive Officer, NVTa

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 1, 2024

SUBJECT: Approval of Letter of Endorsement for City of Alexandria's Rebuilding American Infrastructure with Sustainability and Equity Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of City of Alexandria's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for City of Alexandria's Rebuilding American Infrastructure with Sustainability and Equity application.*
3. **Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund their transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement from City of Alexandria on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

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

On November 30, 2023, The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion available for RAISE grants under the Local and Regional Project Assistance Program for FY2024. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59 Eastern on February 28, 2024.

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

B. RAISE Program Criteria:

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

ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

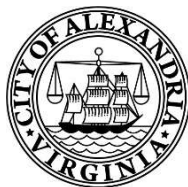
- I. Half of the funding will go to projects in rural areas, and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the Bipartisan Infrastructure Law.

- 4. Project Scope Under City of Alexandria's RAISE Application:** The City of Alexandria will conduct a Library Lane and North Beauregard Street Planning Study which is expected to create a sustainable transportation system for the Seminary Road corridor. The study will focus on re-evaluating the "Ellipse" concept and develop a solution that is more feasible, attainable, and addresses similar goals of safety and operations. The City's resources have always been focused on the area between Beauregard and I-395 interchange in terms of safety, capacity, and modal options. This data-driven approach, considering long-term needs and community input, will set the city up for a successful project delivery and a thriving Seminary Road corridor.

The study will target a comprehensive transportation plan for improved accessibility, reduced congestion, and boosted alternative modes like walking, biking, and public transit. It prioritizes various modes and aims to create a seamless, interconnected network enhancing Alexandria's overall mobility and accessibility. RAISE grant funding would greatly facilitate the planning portion of this project. All the project impacts align well with NVTA's Core Values of Equity, Safety, and Sustainability.

Attachments:

- A. City of Alexandria's Request for Endorsement Letter**
- B. Draft Letter of Endorsement for City of Alexandria's RAISE Application**



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES
P.O. Box 178 - City Hall
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

January 24, 2024

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

RE: Request for NVTa Endorsement of City of Alexandria's 2024 RAISE Application for
Library Lane and North Beauregard Street Planning Study

Dear Ms. Backmon,

I am writing to request NVTa's endorsement of the City of Alexandria's application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for the City's Library Lane and North Beauregard Street Planning Study.

The Library Lane and North Beauregard Street Planning Study is focused on re-evaluating the "Ellipse" concept and developing a solution that is more feasible, attainable, and addresses similar goals of safety and operations. The City's resources have always been focused on the area between Beauregard and I395 interchange in terms of safety, capacity, and mode options. Seminary Road's importance as a city hub makes a collaborative planning study with VDOT crucial. This data-driven approach, considering long-term needs and community input, will set the City up for successful project delivery and a thriving Seminary Road.

Due to the complexity of the interchange, the City must obtain state and federal approvals for any modification which requires extensive time and resources. Early coordination ensures smooth project delivery, considers both city and state needs, and increases success through data-driven recommendations. The study's long-term vision goes beyond immediate concerns,

Ms. Monica Backmon, CEO

January 24, 2024

Page 2

creating a sustainable transportation system for Seminary Road's future. This proactive approach sets the City up for great success and an excellent project outcome.

The Library Lane and North Beauregard Street planning study targets a comprehensive transportation plan for improved accessibility, reduced congestion, and boosted alternative modes like walking, biking, and public transit. It prioritizes various modes and aims to create a seamless, interconnected network enhancing Alexandria's overall mobility and accessibility. RAISE grant funding would greatly facilitate the planning portion of this project.

Over the years NVTa and the City of Alexandria have successfully partnered on various transportation projects. Your support on behalf of the City will ensure the continued growth of this long partnership. Thank you for your full and fair consideration of the City of Alexandria's RAISE grant application.

Should you have any questions, please do not hesitate to contact me at 703-746-4078 or adriana.castañeda@alexandriava.gov.

Sincerely,

Adriana Castañeda

Adriana Castañeda (Jan 25, 2024 08:50 EST)

Adriana Castañeda

Director

Department of Transportation and Environmental Services



February 8, 2024

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 Alexandria's RAISE Grant Program Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the City of Alexandria's 2024 RAISE grant program application. Funding from this grant for this project will enhance safety for all users, alleviate congestion and mobility issues, improve connectivity for underserved populations, promote multimodal connectivity, and improve quality of life.

The City of Alexandria will conduct Library Lane and North Beauregard Street Planning Study which is expected to create a sustainable transportation system for the Seminary Road corridor. The study will focus on re-evaluating the "Ellipse" concept and develop a solution that is more feasible, attainable, and addresses similar goals of safety and operations. The City's resources have always been focused on the area between Beauregard and I-395 interchange in terms of safety, capacity, and modal options. This data-driven approach, considering long-term needs and community input, will set the city up for a successful project delivery and a thriving Seminary Road corridor.

The study will target a comprehensive transportation plan for improved accessibility, reduced congestion, and boosted alternative modes like walking, biking, and public transit. It prioritizes various modes and aims to create a seamless, interconnected network enhancing Alexandria's overall mobility and accessibility. RAISE grant funding would greatly facilitate the planning study to advance the project. All the project impacts align well with NVTA's Core Values of Equity, Safety, and Sustainability.

Thank you for your consideration of City of Alexandria's RAISE grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

Cc: Adriana Castañeda, Director, Department of Transportation and Environmental Services, City of Alexandria
Monica Backmon, Chief Executive Officer, NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 1, 2024

SUBJECT: SMART SCALE Update

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the updated action the Commonwealth Transportation Board (CTB) took on the SMART SCALE process.
2. **Background:** On December 4th, the CTB took action on recommended changes to the SMART SCALE program. The following changes were approved by the CTB, and the official resolution can be found [here](#).
 - A. Calculate the Congestion Factor seven years in the future;
 - B. Utilize a forward-looking Economic Development Factor developed by the Virginia Economic Development Partnership;
 - C. Eliminate Step 2 and modify the High Priority Projects (HPP) definition to provide additional clarity around eligibility for passenger rail stations or corridor improvements including new bridges on rail corridors and high-capacity transit and fixed guideway transit. Additionally, the HPP definition was modified to include studies from Metropolitan Planning Organizations, transit, and local organizations that are equivalent to a study the state would perform to be a basis for a project to enter the SMART SCALE process;
 - D. No changes were made to the application limit/cap;
 - E. Removal of the Land Use Factor as a consideration for SMART SCALE;
 - F. Modified Factor Weightings for each typology including the redistribution of Land Use as follows:
 - I. Typology A amended: Safety 15%| Congestion 45%| Accessibility 25%| Economic Development 5%| Environmental 10%|
 - II. Typology B amended: Safety 20%| Congestion 25%| Accessibility 25%| Economic Development 20%| Environmental 10%|
 - III. Typology C: Safety 30%| Congestion 20%| Accessibility 15%| Economic Development 25%| Environmental 10%|
 - IV. Typology D: Safety 40%| Congestion 10%| Accessibility 10%| Economic Development 30%| Environmental 10%|

There was substantial discussion amongst CTB members on all the actions taken, particularly on the incorporation of the Land Use Factor. The Office of intermodal Planning and Investment (OIPI) staff initially recommended modifying the Land Use Factor from use as a weighted factor to a multiplier and modify the additional factor weightings accordingly.

However as noted above, the CTB took action to remove the Land Use Factor as a consideration.

- 3. January 16, 2024, CTB Meeting SMART SCALE Update:** It was determined that the Code of Virginia requires a factor related to Transportation Efficient Land Use to be used in the prioritization process for metropolitan planning areas with a population over 200,000. At their meeting on January 16th, the CTB revisited their decision on the use of the Land Use Factor.

Per the initial recommendation from OIPI, CTB members voted to include Land Use in the prioritization process as a multiplier. The Land Use multiplier will:

- A.** Be applied after all other benefits are calculated but before the benefits are divided by cost.
- B.** Be up to 100%. No project will go down in score based on land use, but projects have the potential to double their benefit score.

Additionally, the reassigned Modified Factor Weightings for each typology from the redistribution of Land Use Factor as noted above from the December 4, 2023, CTB meeting remain.

The official resolution of this change can be found [here](#).

At the January 25, 2024, RJACC meeting, members received the update on the January 16th CTB action from Meagan Landis, Policy & Programming Manager, Prince William County. Her concise update from the RJACC meeting informed this staff memo.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Tracy Baynard, Sr. Vice President, McGuire Woods Consulting, LLC

DATE: February 1, 2024

SUBJECT: Governance and Personnel Committee Report- 2024 General Assembly Session Update

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the 2024 General Assembly Session.
2. **Discussion:** January 31st will conclude the 22nd day of the sixty-day session. Each body must finish work on its bills by the end of February 13th, meaning next week will see long meetings to ensure bills make it through committees and to the floor for votes. This summary focuses on a few key initiatives that are dominating the General Assembly discussion around transportation.
 - A. **Protect Dedicated Revenue and Powers of the Northern Virginia Transportation Authority:** The Authority did not face much adverse legislation that would impact its funding or operations. Authority member, Senator Jennifer Boysko, quickly secured Senate passage of the technical bill to clarify how members are appointed to the Technical Advisory Committee. [SB 158](#) passed the Senate on January 24th and will be heard in the House after crossover.
 The previously discussed [HB 557](#), which would have complicated and limited the Authority's ability to fund projects that may involve public park land, was defeated in House Transportation Committee. In addition to the Authority and localities, other stakeholders speaking in opposition included the Heavy Construction Contractors Association.
 - B. **Secure Short and Long Term Financial and Operational Stability for Washington Metropolitan Area Transit Authority (WMATA):** The short- and long-term fiscal challenges at WMATA are one of the two dominant transportation discussions during the 2024 General Assembly session. The other topic under discussion is the need to identify additional funding to complete all projects within the I-81 Corridor Improvement Program.
 While final resolution on WMATA for the 2024 session is unlikely before sine die, there is a pathway and framework to achieve the Authority's (and the region's) key goals of:
 - I. Temporary relief from the 3% cap;

- II. State funds to match local funds to provide additional subsidy funding for FY2025 and FY2026 and;
- III. Commitment to continued operational efficiencies and other measures at WMATA as we collectively work towards long-term solutions.

The Governor's introduced budget provides language that provides a path to temporarily remove the 3% cap and requests for a "corrective action plan" on how to implement specific operational efficiencies. No additional funding is included in the introduced budget.

Senator Marsden, Delegate Sickles and Delegate Krizek all submitted budget amendments that temporarily remove the 3% cap for FY2025 and FY2026 and provide for \$65 million of General Funds for each fiscal year to be matched by local funds to provide additional subsidy funding.

Looking to the need to finalize long term solutions, Senator Ebbin and Delegate Watts have submitted proposals to create a joint legislative subcommittee to examine the long-term financial needs of not just WMATA but also the Virginia Railway Express and local transit systems in Northern Virginia. Senator Ebbin is moving [SJ 28](#) through the process. Senator Watts submitted language and funding as a budget [amendment](#).

Conversations continue on both measures to make sure all key stakeholders are involved, including NVT, in this important work which will feed into the National Capital Region deliberations on creating a sustainable WMATA.

- C. Other Matters:** As in previous years, there are a variety of bills looking to create access to additional tools to make our communities safer for pedestrians and cyclists. As in the past the bills fall generally into two categories:

- I. Expand locality authority to establish photo enforcement for speeding beyond school zones or work zones; and
- II. Getting authority back to lower the speed limit on local roads to below 25 mph. Later this week there will be a House subcommittee meeting to take up many of the photo enforcement bills. However, a House Transportation subcommittee reported out [HB 1071](#) (Carr and Henson) that would permit a locality to lower speeds on certain roads below 25 mph. For the first time, The Virginia Department of Transportation (VDOT) did not stand up to oppose the bill. It was reported out of subcommittee on a 6-2 vote.

Out of the Transit Modernization and Equity Study comes a recommendation to streamline and hopefully shorten the process to construct safe and accessible bus shelters within state public right of way. [HB 285](#) patroned by Delegate McQuinn permits localities who receive funding from the state Mass Transit Fund to use their building code staff to review and sign off on the final package of information, design and permits. The Virginia Transit Association is the lead on this matter. It is expected if

the bill passes, the Department of Rail and Public Transportation will hold webinars to introduce localities to the new available process.

Attachment: 2024 General Assembly Calendar and Special Dates

Updated 1-31-24

2024 General Assembly Calendar and Special Dates

November 20, 2023	Bill prefiling period starts
November 30, 2023 5:00 pm	Deadline to request drafting of prefile legislation
December 20, 2023	Governor Youngkin presents budget
December 30, 2023 Midnight	All drafts of prefile legislation available for review
January 5, 2024 5:00 pm	Deadline to submit further redraft requests for prefile bills and request any study resolutions
January 9, 2024 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 10, 2024 10:00 am	Deadline to prefile legislation
January 10, 2024 12:00 pm	Virginia General Assembly convenes
January 12, 2024 By 5:00 pm	Member budget amendments due
January 19, 2024	Last day to file bills (projected)
February 13, 2024	Crossover (House and Senate complete work on their bills)
February 18, 2024	Money Committees finish work their budgets
February 20, 2024	Amendments to budget available by noon
March 9, 2024	Virginia General Assembly Sine Die
April 17, 2024	Reconvened (Veto) Session

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: February 1, 2024

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Finance Committee (Committee).
2. **Background:** The last Committee meeting was held on January 11, 2024. The next Committee meeting is scheduled for February 8, 2024.
3. **Action Items:** The following items were considered and acted on at the Committee's January 2024 meeting.
 - A. **2024 Finance Committee Meeting Schedule:**
 - I. The Committee adopted a March 2024 through February 2025 meeting schedule. The meeting schedule continues the practice of the Committee meeting at 6:00pm on the same evenings as monthly Authority meetings.
4. **Discussion/Information Items:**
 - A. **FY2025 Budget Guidance:** The Committee discussed proposals for the FY2025 budgets. Guidance was focused on the development of NVTa's Operating Budget for FY2025.
 - I. **Local Distribution Fund Budget:** There are no proposed changes to this budget. Budget numbers will be presented based on current revenue estimates, pending updates from VDOT on the Interstate Operations and Enhancement Program fund balance levels.
 - II. **Regional Revenue Fund Budget:** There are no proposed changes to this budget. Budget numbers will be presented based on current revenue estimates and appropriations requested from jurisdictions and agencies, as well as pending updates from VDOT on the Interstate Operations and Enhancement Program fund balance levels.
 - III. **Operating Fund Budget:** The Committee provided Operating Fund Budget guidance, categorized into two segments – Base Budget Escalations and New Initiatives.
 - a. Base Budget Escalations – The proposal encompasses a 7% increase in salary compensation to align with prior member jurisdiction actions (catch up). Additionally, the based budget includes categories such as Benefits, Professional Outreach, Office Lease, and Professional Development/Training.
 - b. New initiatives are proposed to include:

- Establishing an NVTA federal/state grant recipient program for revenue diversification.
- Establishing a transportation technology pilot deployment plan.
- Enhanced analysis, tracking and reporting of NVTA-funded projects and their transportation system impacts.
- Establishing a list of pre-qualified on-call consultants and academic institutions through a formal procurement process.
- Establish independent/objective research programs, supporting the development of regional transportation policies and prioritization of future Authority investments in transportation.
- New initiative requests include three new positions: two in the planning function (Grant/Programmatic Monitoring Manager and a Regional Transportation Planner) and one position in the finance function (Business and Fiscal Analyst) to support the new planning initiatives as well as the increased number of Authority adopted projects and related transactions.

B. Monthly Investment Portfolio Report: The Committee received and reviewed the Monthly Investment Report as provided in the packet.

C. Monthly Revenue Report: The Committee received and reviewed the Monthly Revenue Report as provided in the packet.

D. Monthly Operating Budget Report: The Committee received and reviewed the Monthly Operating Budget Report as provided in the packet.

Attachments:

- A. Investment Portfolio Report
- B. Monthly Revenue Report
- C. Monthly Operating Budget Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Dev Priya Sen, Investment & Debt Manager

DATE: February 1, 2024

SUBJECT: Investment Portfolio Report

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through November 30, 2023. These reports were presented at the January 2024 Finance Committee meeting.
2. **Background:** This report is on investment activity through November 2023 and affirms the portfolio's investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.
3. **Current Period Reports:**
 - A. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below.

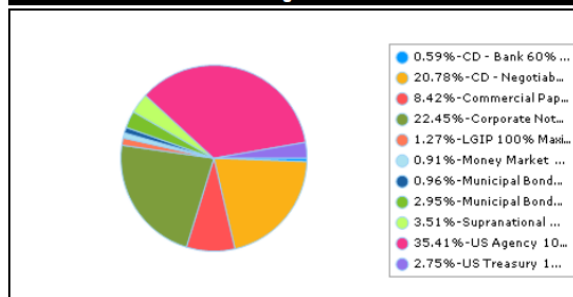


Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

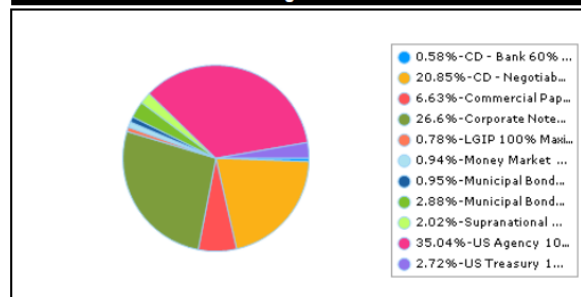
Begin Date: 10/31/2023, End Date: 11/30/2023

Asset Category Allocation				
Asset Category	Book Value 10/31/2023	% of Portfolio 10/31/2023	Book Value 11/30/2023	% of Portfolio 11/30/2023
CD - Bank 60% Maximum	10,107,629.95	0.59	10,107,629.95	0.58
CD - Negotiable 25% Maximum	355,541,330.97	20.78	360,559,045.06	20.85
Commercial Paper 35% / 5% Maximum	143,994,609.69	8.42	114,612,418.03	6.63
Corporate Notes 50% Maximum	384,128,232.29	22.45	459,819,030.72	26.60
LGIP 100% Maximum	21,710,763.38	1.27	13,495,477.83	0.78
Money Market 60% Maximum	15,524,944.39	0.91	16,309,889.62	0.94
Municipal Bonds - US 30% Maximum	16,410,305.14	0.96	16,398,123.59	0.95
Municipal Bonds - Virginia 30% Maximum	50,460,268.96	2.95	49,736,427.53	2.88
Supranational 50% Maximum	60,000,686.22	3.51	35,000,000.00	2.02
US Agency 100% Maximum	605,767,651.47	35.41	605,776,456.88	35.04
US Treasury 100% Maximum	47,052,969.44	2.75	47,089,533.63	2.72
Total / Average	1,710,699,391.90	100.00	1,728,904,032.84	100.00

Portfolio Holdings as of 10/31/2023



Portfolio Holdings as of 11/30/2023



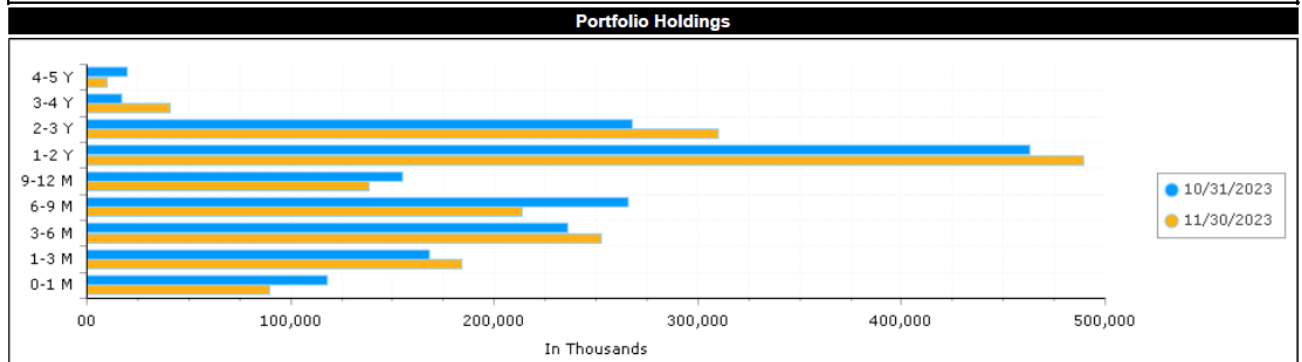
- B. The liquidity of the portfolio is reflected in the portfolio's duration as 1.15(1.0 = 1 year) and the maturity schedule is shown below.



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

Begin Date: 10/31/2023, End Date: 11/30/2023

Maturity Range Allocation				
Maturity Range	Book Value 10/31/2023	% of Portfolio 10/31/2023	Book Value 11/30/2023	% of Portfolio 11/30/2023
0-1 Month	117,859,793.99	6.89	89,712,487.97	5.19
1-3 Months	168,195,696.30	9.83	184,149,826.63	10.65
3-6 Months	236,308,496.05	13.81	252,371,697.88	14.60
6-9 Months	266,109,306.57	15.56	213,582,591.69	12.35
9-12 Months	154,874,881.15	9.05	138,439,291.01	8.01
1-2 Years	462,909,297.43	27.06	489,632,204.56	28.32
2-3 Years	267,805,469.24	15.65	310,353,784.70	17.95
3-4 Years	16,830,071.70	0.98	40,852,520.27	2.36
4-5 Years	19,806,379.47	1.16	9,809,628.13	0.57
Total / Average	1,710,699,391.90	100.00	1,728,904,032.84	100.00



- C. The yield on the portfolio at the end of November 2023 was 3.85%. The policy required benchmarks are shown below for yield performance comparison.

NVTA Investment Benchmarks	Nov-23 Month End
LGIP Extended Maturity Pool	4.33%
ICE BofA 1-3 Year (18-Month Avg)	4.40%
NVTA Performance	3.85%

Source: Bloomberg/NVTA Statements

4. Portfolio Analysis & Statistics Overview:

A. Safety: The portfolio is invested primarily in:

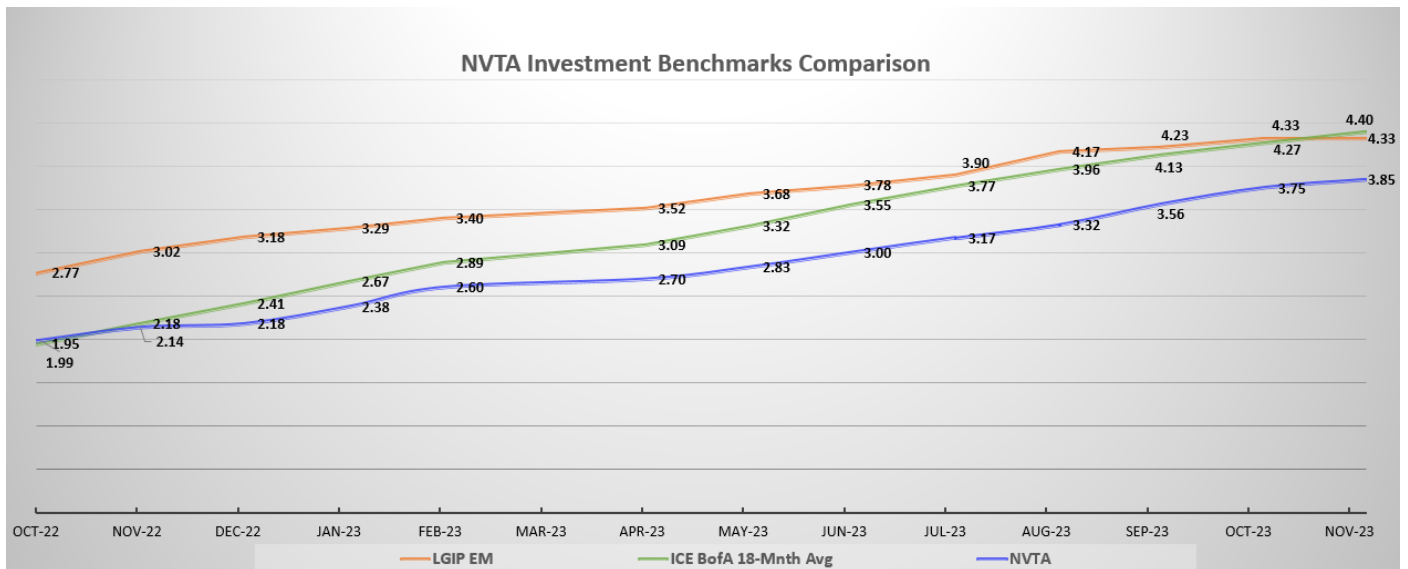
- Local Government Investment Pools (1.27% to 0.78%)
- Collateralized bank money market accounts (1.50% to 1.52%)
- Commercial Paper (8.42% to 6.63%)

- Negotiable CD's (20.78% to 20.85%)
- AAA/AA rated investment grade corporate bonds (22.45% to 26.60%)
- Supranational Securities (3.51% to 2.02%)
- Treasuries and Agencies (38.16% to 37.76%)
- VA & US Municipals (3.91% to 3.83%)

B. Liquidity: The NVTA Portfolio duration is 1.15 in November 2023 (1.0 = 1 year). The Fed left interest rates unchanged at the conclusion of its policy meeting in December 2023. It is likely that the Fed has probably finished raising interest rates for the foreseeable future. Additionally, the Fed hinted at the prospect of rate cuts in 2024. The post-FOMC period witnessed increased market volatility, culminating in a 30-basis points reduction in the 2-year Treasury yield.

C. Yield: Staff are laddering the monthly maturities in an upper range of \$80-\$100 million in securities, plus the typically \$20 million per month in positive cash flow under the following strategies:

- Reinvesting maturities and monthly revenue into a two-, three- or greater-year maturity profile, aiming to secure a longer duration at higher rates before the Fed initiates interest rate reductions.
- Achieving portfolio diversification through instrument purchases, and prudence in assessing callable options. This enables us to anticipate potential calls on securities and evaluate the circumstances without compromising safety.
- Diligently monitoring market trends, economic indicators, and central bank policies, adopting a proactive approach for well-informed decision-making. This strategic foresight enables us to position the portfolio strategically, ready to capitalize on potential market fluctuations and emerging opportunities.
- Monitoring Fed actions related to persistent above-trend GDP growth, prompting ongoing scrutiny for potential future inflationary pressures, necessitating further interest rate adjustments (reductions).



5. Custodian Certification: Truist Bank is the custodian of all NVTA's investment purchases and is where all NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.

6. Policy Required Reports: The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority's Annual Financial Statements and annual audit. The attached report documents:

- **Compliance – Investment Policy, Summary:** The report shows the percentage of the portfolio by each type of investment.
- **Investment Portfolio – By Maturity Range:** The report shows the yield to maturity and percentage of the portfolio which each type of investment represents.
- **Portfolio Holdings by Custodian:** This report shows each depository, investment firm, or custodian holding NVTA securities or cash.

Attachment: Compliance - GASB 40 Report



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 11/30/2023

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
CD - Bank 60% Maximum													
John Marshall Bank 5.01 1/15/2024	JMBCD01152024	10,107,629.95	10,107,629.95	10,107,629.95	None	None	0.58	46	46	1/15/2024		5.010	0.13
Sub Total / Average CD - Bank 60% Maximum		10,107,629.95	10,107,629.95	10,107,629.95			0.58	46	46			5.010	0.13
CD - Negotiable 25% Maximum													
Bayerische Landesbank 3.88 6/27/2024	0727MCXE2	20,000,000.00	20,008,931.03	19,819,600.00	Fitch-F1	Moody's-P1	1.15	210	210	6/27/2024		3.816	0.57
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	30,000,000.00	30,015,193.63	29,682,000.00	Fitch-F1	Moody's-P1	1.72	239	239	7/26/2024		3.799	0.65
Bayerische Landesbank 5.7 4/23/2025	0727MCY27	30,000,000.00	30,023,582.64	30,052,800.00	Fitch-F1	Moody's-P1	1.72	510	510	4/23/2025		5.639	1.42
Canadian Imperial Bank NY 5.91 5/23/2024	13606KYM2	25,000,000.00	25,000,000.00	25,022,250.00	S&P-A1	Moody's-P1	1.44	175	175	5/23/2024		5.910	0.49
Credit Agricole 5.62 8/22/2025	22536C3A6	25,000,000.00	25,000,000.00	24,930,250.00	S&P-A1	Moody's-P1	1.44	631	631	8/22/2025		5.620	1.75
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,000,833.77	14,922,750.00	S&P-A1	Moody's-P1	0.86	41	41	1/10/2024		0.700	0.11
HSBC Bank 5.58 4/19/2024	40435RQV6	25,000,000.00	25,000,000.00	24,983,250.00	S&P-A1	Moody's-P1	1.44	141	141	4/19/2024		5.580	0.39
Natixis 5.83 9/8/2025	63873QN83	20,000,000.00	20,000,000.00	20,034,200.00	S&P-A1	Moody's-P1	1.15	648	648	9/8/2025		5.830	1.80
Nordea Bank 2.6 12/20/2023	65558USB9	25,000,000.00	25,000,789.47	24,961,250.00	S&P-A1+	Moody's-P1	1.44	20	20	12/20/2023		2.540	0.06
Rabobank 3.57 8/2/2024	21684XYT7	18,500,000.00	18,500,000.00	18,232,675.00	S&P-A1	Moody's-P1	1.06	246	246	8/2/2024		3.570	0.67
Standard Chartered Bank 5.8 1/16/2024	85325VGH7	30,000,000.00	30,000,000.00	30,012,900.00	S&P-A1	Moody's-P1	1.72	47	47	1/16/2024		5.800	0.13
Standard Chartered Bank 5.82 2/24/2025	85325VHE3	25,000,000.00	25,000,000.00	24,922,750.00	S&P-A1	Moody's-P1	1.44	452	452	2/24/2025		5.820	1.26
Standard Chartered Bank 6.01 7/22/2024	85325VGM6	20,000,000.00	20,000,000.00	20,032,600.00	S&P-A1	Moody's-P1	1.15	235	235	7/22/2024		6.010	0.65
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,009,714.52	21,053,120.00	S&P-A1	Moody's-P1	1.26	327	327	10/22/2024		0.899	0.91
Swedbank 5.88 7/19/2024	87019WNP6	30,000,000.00	30,000,000.00	30,037,500.00	S&P-A1	Moody's-P1	1.72	232	232	7/19/2024		5.880	0.64
Sub Total / Average CD - Negotiable 25% Maximum		360,500,000.00	360,559,045.06	358,699,895.00			20.70	279	279			4.659	0.77
Commercial Paper 35% / 5% Maximum													
Barclays Capital 0 1/12/2024	06744G4W9	25,000,000.00	24,841,736.12	24,837,250.00	S&P-A1	Moody's-P1	1.44	43	43	1/12/2024		5.517	0.12
Barclays Capital 0 12/14/2023	06744G5M0	20,000,000.00	19,959,944.44	19,960,000.00	S&P-A1	Moody's-P1	1.15	14	14	12/14/2023		5.326	0.04
Lloyds Bank 0 2/16/2024	53948ABG5	26,000,000.00	25,701,433.33	25,687,480.00	S&P-A1	Moody's-P1	1.49	78	78	2/16/2024		5.519	0.21
Lloyds Bank 0 5/3/2024	53948AE31	15,000,000.00	14,633,812.50	14,634,300.00	S&P-A1	Moody's-P1	0.86	155	155	5/3/2024		5.918	0.42
MUFG Bank 0 3/22/2024	62479LCN3	30,000,000.00	29,475,491.64	29,473,500.00	S&P-A1	Moody's-P1	1.72	113	113	3/22/2024		5.812	0.31
Sub Total / Average Commercial Paper 35% / 5% Maximum		116,000,000.00	114,612,418.03	114,592,530.00			6.66	78	78			5.613	0.21
Corporate Notes 50% Maximum													
Apple 2.85 5/11/2024-24	037833CU2	2,135,000.00	2,157,367.98	2,112,988.15	S&P-AA+	Moody's-Aaa	0.12	163	102	5/11/2024	3/11/2024	0.484	0.45
Apple 2.85 5/11/2024-24	037833CU2	10,000,000.00	10,106,740.93	9,896,900.00	S&P-AA+	Moody's-Aaa	0.57	163	102	5/11/2024	3/11/2024	0.442	0.45
Apple 3.45 5/6/2024	037833AS9	10,000,000.00	10,135,255.54	9,913,300.00	S&P-AA+	Moody's-Aaa	0.57	158	158	5/6/2024		0.310	0.43
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,092,602.74	9,769,100.00	S&P-AA-	Moody's-Aa1	0.57	260	229	8/16/2024	7/16/2024	0.699	0.71
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,396,438.37	9,222,410.00	S&P-AA-	Moody's-Aa2	0.55	462	372	3/6/2025	12/6/2024	3.619	1.25
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,970,568.63	19,461,000.00	S&P-AA-	Moody's-Aa2	1.15	475	475	3/19/2025		3.110	1.28
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,574,648.22	12,139,790.00	S&P-AA+	Moody's-Aa2	0.75	571	571	6/23/2025		3.320	1.55
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	9,078,241.64	8,830,296.48	S&P-AA+	Moody's-Aa2	0.54	571	571	6/23/2025		3.829	1.55
JP Morgan Chase Bank 5.1 5/30/2025-24	46632FSW6	21,000,000.00	21,000,000.00	20,833,680.00	Fitch-AA	Moody's-Aa2	1.21	547	182	5/30/2025	5/30/2024	5.100	1.46
Mass Mutual Global 3.4 3/8/2026	57629WCH1	25,000,000.00	24,030,939.51	24,073,500.00	S&P-AA+	Moody's-Aa3	1.44	829	829	3/8/2026		5.230	2.19
Mass Mutual Global 3.4 3/8/2026	57629WCH1	10,000,000.00	9,628,600.00	9,629,400.00	S&P-AA+	Moody's-Aa3	0.57	829	829	3/8/2026		5.150	2.19
Mass Mutual Global 4.5 4/10/2026	57629W6F2	9,000,000.00	8,869,498.39	8,860,590.00	S&P-AA+	Moody's-Aa3	0.52	862	862	4/10/2026		5.157	2.25
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,056,875.00	4,917,700.00	S&P-AA+	Moody's-Aa3	0.29	205	205	6/22/2024		0.701	0.55
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,292,247.30	7,153,545.70	S&P-AA+	Moody's-Aa3	0.41	131	131	4/9/2024		0.400	0.36
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,365,755.78	16,914,450.00	S&P-AA-	Moody's-Aa3	1.00	477	477	3/21/2025		3.420	1.29
MetLife 3.45 12/18/2026	59217GBY4	14,899,000.00	14,004,473.56	14,112,779.77	S&P-AA-	Moody's-Aa3	0.86	1,114	1,114	12/18/2026		5.620	2.87
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,016,384.52	12,992,850.00	S&P-Aaa	Moody's-Aaa	0.75	15	15	12/15/2023		0.530	0.04
Morgan Stanley 4.754 4/21/2026	61690U4T4	10,000,000.00	9,774,483.02	9,875,900.00	Fitch-AA-	Moody's-Aa3	0.57	873	873	4/21/2026		5.780	2.28

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
New York Life4.7 4/2/2026	64952WFB4	10,000,000.00	9,838,036.08	9,901,000.00	S&P-AA+	Moody's-Aaa	0.57	854	854	4/2/2026		5.450	2.23
New York Life4.7 4/2/2026	64952WFB4	11,890,000.00	11,684,239.57	11,772,289.00	S&P-AA+	Moody's-Aaa	0.68	854	854	4/2/2026		5.501	2.23
New York Life5.45 9/18/2026	64953BBF4	11,009,000.00	11,009,480.55	11,082,610.00	S&P-AA+	Moody's-Aaa	0.63	1,023	1,023	9/18/2026		5.416	2.61
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,495,871.78	7,191,675.00	S&P-AA+	Moody's-Aaa	0.43	334	334	10/29/2024		0.961	0.91
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,565,607.14	4,481,469.50	S&P-AA+	Moody's-Aaa	0.26	132	132	4/10/2024		0.378	0.36
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,791,605.62	4,684,700.00	S&P-AA-	Moody's-Aa3	0.29	572	572	6/24/2025		4.050	1.55
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,091,935.61	18,243,000.00	S&P-AA-	Moody's-Aa3	1.15	866	866	4/14/2026		5.750	2.34
Pacific Life 1.375 4/14/2026	6944PL2E8	20,000,000.00	18,071,138.27	18,243,000.00	S&P-AA-	Moody's-Aa3	1.15	866	866	4/14/2026		5.800	2.34
Pacific Life 5.5 8/28/2026	6944PL2W8	17,000,000.00	16,982,317.09	17,139,230.00	S&P-AA-	Moody's-Aa3	0.98	1,002	1,002	8/28/2026		5.539	2.55
PEFCO 0.55 7/30/2024	74274TAG5	10,000,000.00	9,721,399.51	9,692,800.00	Moody's-Aaa	Fitch-AA+	0.57	243	243	7/30/2024		4.960	0.67
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,123,269.61	8,769,150.00	S&P-AA-	Moody's-Aa3	0.52	298	298	9/23/2024		0.700	0.81
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	10,000,000.00	9,761,960.55	9,743,500.00	S&P-AA-	Moody's-Aa3	0.57	298	298	9/23/2024		5.510	0.81
Pricoa Global Funding 4.2 8/28/2025	74153WCR8	15,000,000.00	14,632,188.05	14,713,950.00	S&P-AA-	Moody's-Aa3	0.86	637	637	8/28/2025		5.696	1.69
Protective Global Life 1.303 9/20/2026	74368CBH6	10,000,000.00	8,851,654.38	8,894,000.00	S&P-AA-	Fitch-AA-	0.57	1,025	1,025	9/20/2026		5.800	2.75
Protective Global Life 4.714 7/6/2027	74368CBP8	6,000,000.00	5,750,191.83	5,851,680.00	S&P-AA-	Fitch-AA-	0.34	1,314	1,314	7/6/2027		6.019	3.29
Protective Global Life 4.714 7/6/2027	74368CBP8	7,655,000.00	7,336,286.41	7,465,768.40	S&P-AA-	Fitch-AA-	0.44	1,314	1,314	7/6/2027		6.019	3.29
Protective Global Life 5.366 1/6/2026	74368CBQ6	10,000,000.00	9,912,800.99	9,987,100.00	S&P-AA-	Fitch-AA-	0.57	768	768	1/6/2026		5.810	1.97
Protective Global Life 5.366 1/6/2026	74368CBQ6	17,295,000.00	17,104,094.14	17,272,689.45	S&P-AA-	Fitch-AA-	0.99	768	768	1/6/2026		5.930	1.97
Protective Global Life 5.366 1/6/2026	74368CBQ6	15,016,000.00	14,902,402.65	14,996,629.36	S&P-AA-	Fitch-AA-	0.86	768	768	1/6/2026		5.750	1.97
Roche Holdings 5.265 11/13/2026-26	771196CE0	10,000,000.00	10,094,712.22	10,102,500.00	S&P-AA	Moody's-Aa2	0.57	1,079	1,048	11/13/2026	10/13/2026	4.916	2.77
Southern California Gas Co. 3.2 6/15/2025-25	842434CP5	17,000,000.00	16,576,887.88	16,464,330.00	Fitch-AA	Moody's-Aa3	0.98	563	471	6/15/2025	3/15/2025	4.919	1.49
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,969,829.66	9,697,300.00	S&P-AA	Moody's-Aa1	0.57	518	518	5/1/2025		3.600	1.39
Sub Total / Average Corporate Notes 50% Maximum		470,581,000.00	459,819,030.72	457,100,550.81			27.02	655	631			4.310	1.72
LGIP 100% Maximum													
Commonweath of VirginiaLGIP	LGIP0825	12,807.18	12,807.18	12,807.18	S&P-AAA	NR	0.00	1	1	N/A	N/A	5.600	0.00
Commonwealth of Virginia LGIP	LGIP0549	13,482,670.65	13,482,670.65	13,482,670.65	S&P-AAA	NR	0.77	1	1	N/A	N/A	5.600	0.00
Sub Total / Average LGIP 100% Maximum		13,495,477.83	13,495,477.83	13,495,477.83			0.77	1	1			5.600	0.00
Money Market60% Maximum													
Freedom Bank ICS MM	MM2554	5,196,834.25	5,196,834.25	5,196,834.25	NR	NR	0.30	1	1	N/A	N/A	5.500	0.00
John Marshall Bank ICS MM	MM60000	6,326,290.13	6,326,290.13	6,326,290.13	NR	NR	0.36	1	1	N/A	N/A	5.640	0.00
Truist MM	MM1006	1,268,384.36	1,268,384.36	1,268,384.36	NR	NR	0.07	1	1	N/A	N/A	5.214	0.00
United Bank Ck MM	MM0667	9,111.00	9,111.00	9,111.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	3,509,269.88	3,509,269.88	3,509,269.88	NR	NR	0.20	1	1	N/A	N/A	5.550	0.00
Sub Total / Average Money Market60% Maximum		16,309,889.62	16,309,889.62	16,309,889.62			0.94	1	1			5.540	0.00
Municipal Bonds - US 30% Maximum													
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,344,508.83	2,299,756.60	S&P-AAA	Fitch-AAA	0.13	153	153	5/1/2024		0.500	0.42
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,669,397.97	2,510,981.80	S&P-AAA	Fitch-AAA	0.15	518	518	5/1/2025		0.650	1.40
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,419,433.36	2,317,099.05	S&P-AAA	Moody's-Aaa	0.14	337	337	11/1/2024		0.420	0.91
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,941,140.93	1,789,924.50	S&P-AAA	Moody's-Aaa	0.11	702	702	11/1/2025		0.570	1.89
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,023,642.50	6,577,410.00	S&P-AA	Fitch-AA	0.40	579	579	7/1/2025		1.039	1.57
Sub Total / Average Municipal Bonds - US 30% Maximum		16,225,000.00	16,398,123.59	15,495,171.95			0.93	487	487			0.753	1.32
Municipal Bonds - Virginia 30% Maximum													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,021,859.22	6,532,820.00	S&P-AAA	Moody's-Aaa	0.40	610	610	8/1/2025		0.600	1.66
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,027,818.43	2,940,330.00	S&P-AA+	Moody's-Aa1	0.17	228	228	7/15/2024		0.500	0.62
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	419,183.30	390,221.60	S&P-AA+	Moody's-Aa1	0.02	593	593	7/15/2025		0.600	1.59
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,015,854.70	4,624,750.00	S&P-AAA	Moody's-Aaa	0.29	671	671	10/1/2025		0.470	1.83
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,930,002.09	1,930,000.00	S&P-AA+	Moody's-Aa1	0.11	1	1	12/1/2023		0.310	0.00
Loudoun County Economic Development 3.75 6/1/2026	545895DQ4	1,500,000.00	1,597,498.70	1,450,050.00	Fitch-AA+	Moody's-Aa1	0.09	914	914	6/1/2026		1.080	2.36
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	957,820.00	S&P-AAA	Moody's-Aaa	0.06	337	337	11/1/2024		0.636	0.92
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,085,847.80	S&P-AAA	Moody's-Aaa	0.07	702	702	11/1/2025		0.736	1.91
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,351.94	1,244,984.00	S&P-AA	Moody's-Aa1	0.07	337	337	11/1/2024		0.720	0.92
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	659,771.35	651,354.20	S&P-AA+	Moody's-Aa1	0.04	245	245	8/1/2024		3.375	0.66
VA St Resources Authority 2.45 11/1/2027	92818NHN1	4,000,000.00	3,761,568.47	3,651,480.00	S&P-AAA	Moody's-Aaa	0.23	1,432	1,432	11/1/2027		4.131	3.74
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,822,519.33	21,983,647.00	S&P-AA+	Moody's-Aa1	1.31	276	276	9/1/2024		0.465	0.75
Sub Total / Average Municipal Bonds - Virginia 30% Maximum		49,805,000.00	49,736,427.53	47,443,304.60			2.86	476	476			0.850	1.28

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Supranational 50% Maximum													
IBRD 5.75 6/15/2026-23	45906M4C2	25,000,000.00	25,000,000.00	25,000,500.00	S&P-AAA	Moody's-Aaa	1.44	928	15	6/15/2026	12/15/2023	5.750	2.34
International Finance Corp 5 11/15/2027-24	45950VRK4	10,000,000.00	10,000,000.00	9,972,700.00	S&P-AAA	Moody's-Aaa	0.57	1,446	351	11/15/2027	11/15/2024	5.000	3.63
Sub Total / Average Supranational 50% Maximum		35,000,000.00	35,000,000.00	34,973,200.00			2.01	1,076	111			5.536	2.71
US Agency100% Maximum													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,096,206.17	17,610,200.00	S&P-AA+	Moody's-Aaa	1.10	725	725	11/24/2025		0.610	1.97
FFCB 4.5 3/28/2025	3133EPLF0	25,000,000.00	25,000,000.00	24,796,000.00	S&P-AA+	Moody's-Aaa	1.44	484	484	3/28/2025		4.500	1.29
FFCB 4.5 9/22/2028	3133EPWK7	10,000,000.00	9,809,628.13	10,055,300.00	S&P-AA+	Moody's-Aaa	0.57	1,758	1,758	9/22/2028		4.950	4.35
FFCB 4.75 5/28/2026	3133EPUD5	20,000,000.00	19,962,336.62	20,053,000.00	S&P-AA+	Moody's-Aaa	1.15	910	910	5/28/2026		4.834	2.38
FFCB 4.75 7/8/2026	3133EPVP7	20,000,000.00	19,985,762.59	20,082,000.00	S&P-AA+	None	1.15	951	951	7/8/2026		4.782	2.46
FFCB 4.875 4/20/2026	3133EPWD3	20,000,000.00	19,965,045.63	20,111,200.00	S&P-AA+	Moody's-Aaa	1.15	872	872	4/20/2026		4.955	2.27
FFCB 5.37 8/14/2025-24	3133EPTD7	25,000,000.00	24,973,220.43	24,909,500.00	S&P-AA+	Moody's-Aaa	1.44	623	258	8/14/2025	8/14/2024	5.437	1.63
FFCB 5.54 8/28/2025-24	3133EPUK9	30,000,000.00	30,000,000.00	30,038,400.00	S&P-AA+	Moody's-Aaa	1.72	637	272	8/28/2025	8/28/2024	5.540	1.67
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,999,846.38	14,754,600.00	S&P-AA+	Moody's-Aaa	0.86	119	119	3/28/2024		0.273	0.33
FHLB 1 11/15/2024-22	3130APRF4	22,500,000.00	22,506,169.92	21,575,475.00	Moody's-Aaa	S&P-AA+	1.29	351	351	11/15/2024		0.971	0.96
FHLB 1 2/7/2024-22	3130AQLR2	5,000,000.00	4,999,763.05	4,959,300.00	S&P-AA+	Moody's-Aaa	0.29	69	69	2/7/2024		1.025	0.19
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	24,357,750.00	S&P-AA+	Moody's-Aaa	1.44	224	42	7/11/2024	1/11/2024	1.040	0.61
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,981,295.62	19,092,200.00	S&P-AA+	Moody's-Aaa	1.15	410	44	1/13/2025	1/13/2024	1.185	1.11
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	19,155,400.00	S&P-AA+	Moody's-Aaa	1.15	383	383	12/17/2024		1.125	1.04
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	25,901,365.00	S&P-AAA	Moody's-Aaa	1.52	204	52	6/21/2024	1/21/2024	1.200	0.56
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	18,904,400.00	S&P-AA+	Moody's-Aaa	1.15	559	42	6/11/2025	1/11/2024	1.280	1.51
FHLB 1.3 12/15/2025-22	3130AQU53	25,000,000.00	24,996,808.69	23,317,000.00	S&P-AA+	Moody's-Aaa	1.44	746	746	12/15/2025		1.306	2.01
FHLB 1.4 2/18/2025-22	3130AQX4	25,000,000.00	25,000,000.00	23,877,250.00	S&P-AA+	Moody's-Aaa	1.44	446	80	2/18/2025	2/18/2024	1.400	1.21
FHLB 1.67 3/1/2024-22	3130AR6G1	26,000,000.00	26,000,000.00	25,763,660.00	S&P-AA+	Moody's-Aaa	1.49	92	1	3/1/2024	12/1/2023	1.670	0.25
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	18,266,715.00	S&P-AA+	Moody's-Aaa	1.06	130	8	4/8/2024	12/8/2023	1.780	0.35
FHLB 2.5 2/28/2024-22	3130ARQX2	25,000,000.00	25,000,000.00	24,823,750.00	S&P-AA+	Moody's-Aaa	1.44	90	90	2/28/2024		2.500	0.38
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,411,700.00	S&P-AA+	Moody's-Aaa	1.72	272	28	8/28/2024	12/28/2023	2.640	0.73
FHLB 5.125 2/23/2024	3130AV3G5	20,000,000.00	19,998,430.41	19,981,200.00	Moody's-Aaa	None	1.15	85	85	2/23/2024		5.160	0.23
FHLB 5.25 3/1/2024-23	3130AV3S9	20,000,000.00	20,000,000.00	19,985,400.00	S&P-AA+	Moody's-Aaa	1.15	92	1	3/1/2024	12/1/2023	5.250	0.25
FHLB 5.45 6/7/2024-23	3130AV5F5	15,000,000.00	15,000,000.00	14,992,950.00	S&P-AA+	Moody's-Aaa	0.86	190	7	6/7/2024	12/7/2023	5.450	0.51
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,001,943.24	14,736,000.00	Fitch-AAA	Moody's-Aaa	0.86	130	130	4/8/2024		0.338	0.36
FHLMC 2.57 1/22/2024-22	3134GXRZ9	28,500,000.00	28,500,000.00	28,383,150.00	S&P-AA+	Moody's-Aaa	1.64	53	53	1/22/2024		2.570	0.14
FHLMC 3.75 8/28/2024-22	3134GXP40	10,000,000.00	10,000,000.00	9,859,100.00	S&P-AA+	Moody's-Aaa	0.57	272	90	8/28/2024	2/28/2024	3.750	0.74
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,584,250.00	S&P-AA+	Moody's-Aaa	1.44	545	90	5/28/2025	2/28/2024	4.030	1.46
Sub Total / Average US Agency100% Maximum		606,100,000.00	605,776,456.88	594,338,215.00			34.80	416	276			2.838	1.11
US Treasury100% Maximum													
T-Bill 0 5/16/2024	912797FH5	6,500,000.00	6,354,400.00	6,344,325.00	S&P-AAA	Moody's-Aaa	0.37	168	168	5/16/2024		5.110	0.46
T-Bill 0 5/16/2024	912797FH5	840,000.00	820,988.00	819,882.00	S&P-AAA	Moody's-Aaa	0.05	168	168	5/16/2024		5.166	0.46
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,983,488.40	19,763,200.00	Moody's-Aaa	None	1.15	152	152	4/30/2024		2.705	0.42
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,930,657.23	19,384,400.00	Moody's-Aaa	None	1.15	532	532	5/15/2025		3.000	1.44
Sub Total / Average US Treasury100% Maximum		47,340,000.00	47,089,533.63	46,311,807.00			2.72	315	315			3.203	0.86
Total / Average		1,741,463,997.40	1,728,904,032.84	1,708,867,671.76			100	433	359			3.845	1.15

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 1, 2024

SUBJECT: Monthly Revenue Report

-
1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
 2. **Background:** The attached reports reflect funding received and distributed through December 2023 for FY2024.
 3. **Comments:**
 - A. **FY2024 Revenues (Attachment A):**
 - I. The Authority has received approximately \$160 million through December 31, 2023, transfers from the Commonwealth.
 1. \$10.0 million of the annual Northern Virginia District Transfer.
 2. \$13.1 million in Regional Congestion Relief Fees (Grantor's Tax).
 3. \$119.3 million in Regional Sales Tax.
 - II. December 2023 represents the fourth month of sales tax receipts for FY2024. Attachment A shows a 10.3% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - III. As of the end of December 31st, 2023, the FY2024 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 33.6% when compared to the FY2024 budget projections. The Northern Virginia housing market exhibited signs of moderation in October 2023, according to the latest report from the Northern Virginia Association of Realtors (NVAR). Despite a 5.6% decline in home sales, there was a 3.1% increase in prices compared to the previous October, indicating a more balanced market. While mortgage rates have eased from recent highs, they remain significantly higher than pre-pandemic levels, influencing both buyers and sellers. At the same time, there are positive signs, such as a slightly higher inventory and the potential impact of lower mortgage rates which will increase market activity.
 - B. **FY2024 Distribution to localities (Attachment B)**
 - I. At the end of November, seven member jurisdictions had completed the required *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2024 Local Distribution Funds (30%).
 - II. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received, in acceptable form, by March 1st of the current fiscal year, the jurisdiction's share of

the Local Distribution Fund will be irrevocably transferred to the Regional Revenue Fund.

- III. Suspension of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.
- IV. As of December 2023, \$43.7 million has been distributed in FY2024 Local Distribution funds to member jurisdictions.

C. FY2020 to FY2024 Year over Year Revenue Comparison (Attachment C).

- I. This chart reflects a month-to-month comparison of sales tax and grantors tax revenue and a year-to-year comparison of fiscal year to date sales tax revenues received as of December 2023 for FY2024.

Attachments:

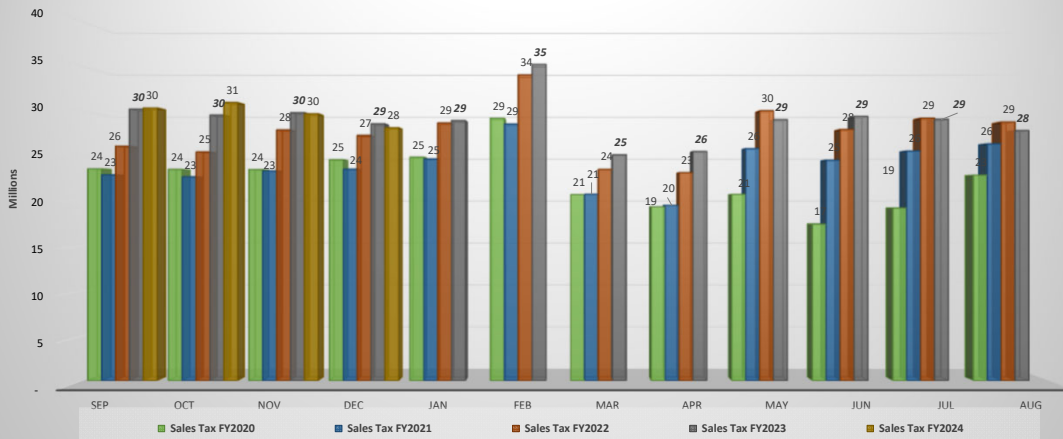
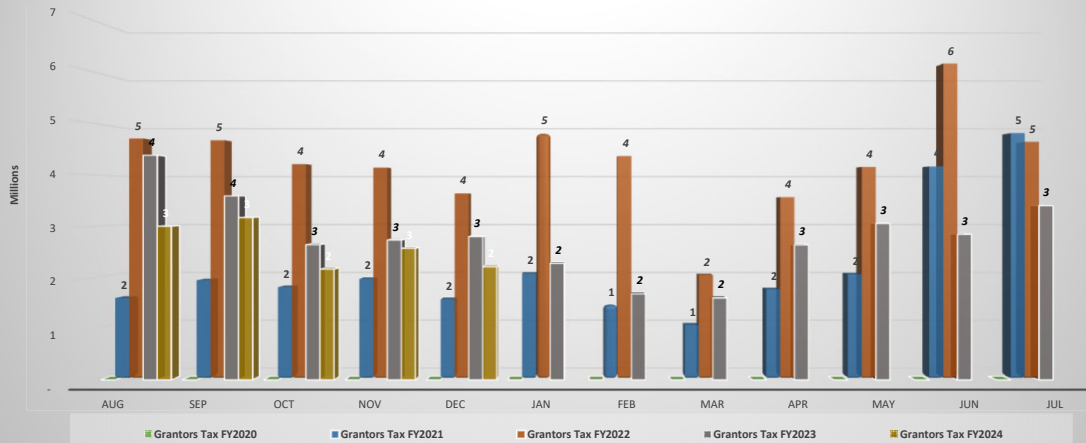
- A. FY2024 Revenues Received by Tax Type Compared to NVTA Estimates, through December 2023
- B. FY2024 30% Distribution by Jurisdiction, as of December 2023
- C. Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for December FY2020 to FY2024

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVT A ESTIMATES
Based on: Revenue Data Through December 2023
FYE June 30, 2024

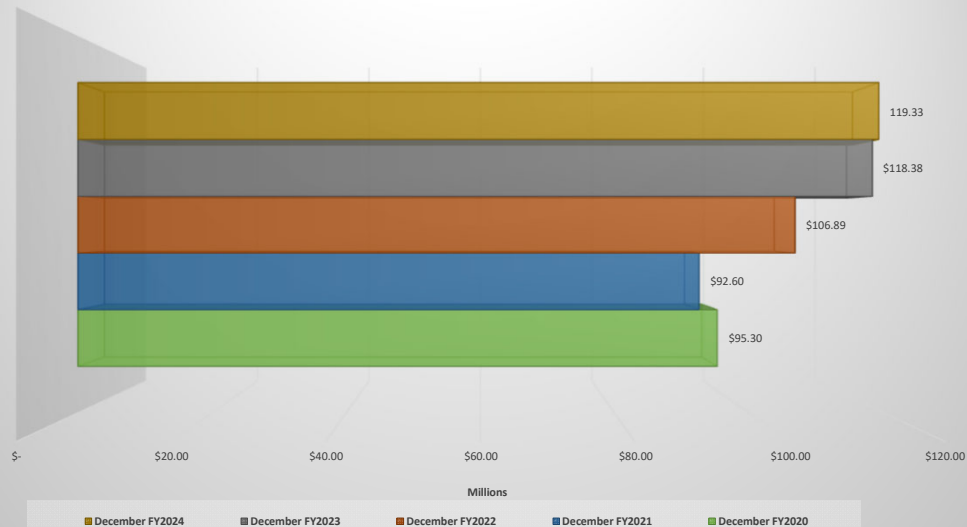
Regional Sales Tax Transaction Months	4	Received To Date	Annualized Revenue based on YTD Receipts	FY2024 Budget	Annualized Actual To Budget	
Total Sales Tax Revenue		\$ 119,334,677	358,004,031	\$ 324,471,940	\$ 33,532,091	10.3%
Interstate Operation Enhance Program Transaction Months	1	Received To Date	Annualized Revenue based on YTD Receipts	FY2024 Budget	Annualized Actual To Budget	
Interstate Operation Enhance Program		\$ 17,274,354	17,274,354	\$ 19,653,162	\$ (2,378,808)	-12.1%
Regional Congestion Relief Fee Transaction Months	5	Received To Date	Revenue based on YTD Receipts	FY2024 Budget	Annualized Actual To Budget	
Total Regional Congestion Relief Fee		\$ 13,105,601	\$ 31,453,443	\$ 47,391,543	(15,938,100)	-33.6%
NVT D Transfer from COVA Transaction Months	2	Received To Date	Revenue based on YTD Receipts	FY2024 Budget	Annualized Actual To Budget	
Total NVT D Transfer from COVA		\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 159,714,632	426,731,828	\$ 411,516,645	\$ 15,215,183	3.70%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2024 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through December 2023											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 11/30/2023 Accrued Interest (1)	Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,165,759.80	\$ 8,179,431.89	\$ 856,551.50	\$ 672,439	\$ 22,294.85	\$ 10,896,477.21	\$ 3,268,943.16	\$ 6,845.06		\$ 3,275,788.22	
Arlington County	\$ 1,645,319.87	\$ 11,342,817.57	\$ 1,293,005.90	\$ 943,043	\$ 32,028.31	\$ 15,256,214.86	\$ 4,576,864.46	\$ 9,583.80	\$ 3,665,074.94	\$ 921,373.32	\$ 4,586,448.26
City of Fairfax	\$ 399,151.75	\$ 2,883,907.79	\$ 186,055.40	\$ 232,602	\$ 8,479.19	\$ 3,710,195.82	\$ 1,113,058.75	\$ 2,330.71		\$ 1,115,389.46	
Fairfax County	\$ 7,174,737.79	\$ 49,324,389.80	\$ 5,691,506.90	\$ 4,146,355	\$ 136,684.55	\$ 66,473,674.24	\$ 19,942,102.27	\$ 41,758.11	\$ 16,197,599.33	\$ 3,786,261.05	\$ 19,983,860.38
City of Falls Church	\$ 174,346.39	\$ 1,265,925.17	\$ 68,888.30	\$ 99,573	\$ 3,410.79	\$ 1,612,143.80	\$ 483,643.14	\$ 1,012.73	\$ 389,126.15	\$ 95,529.72	\$ 484,655.87
Loudoun County	\$ 3,526,730.86	\$ 23,882,095.46	\$ 2,557,374.30	\$ 2,060,638	\$ 63,363.27	\$ 32,090,201.77	\$ 9,627,060.53	\$ 20,158.74	\$ 7,835,897.27	\$ 1,811,322.00	\$ 9,647,219.27
City of Manassas	\$ 388,559.82	\$ 2,795,775.88	\$ 230,004.90	\$ 226,812	\$ 7,394.08	\$ 3,648,546.46	\$ 1,094,563.94	\$ 2,291.98	\$ 859,566.65	\$ 237,289.27	\$ 1,096,855.92
City of Manassas Park	\$ 96,991.71	\$ 631,893.51	\$ 74,279.10	\$ 57,304	\$ 1,505.80	\$ 861,973.63	\$ 258,592.09	\$ 541.48	\$ 202,094.89	\$ 57,038.68	\$ 259,133.57
Prince William County	\$ 2,702,756.01	\$ 19,028,439.97	\$ 2,147,935.00	\$ 1,561,234	\$ 53,263.25	\$ 25,493,628.64	\$ 7,648,088.59	\$ 16,014.84	\$ 6,285,520.92	\$ 1,378,582.51	\$ 7,664,103.43
Total Revenue	\$ 17,274,354.00	\$ 119,334,677.04	\$ 13,105,601.30	\$ 10,000,000.00	\$ 328,424.09	\$ 160,043,056.43	\$ 48,012,916.93	\$ 100,537.45	\$ 35,434,880.15	\$ 12,678,574.23	\$ 43,722,276.70
Interest 11/30/2023						\$ 160,043,056.43	\$ 48,012,916.93				\$ 48,113,454.38

FY2024 December 2023

Sales Tax
(month received)Regional Congestion Relief Fee
(month received)

YTD Sales Tax Receipt Comparison December FY2020 to FY2024



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 1, 2024

SUBJECT: Monthly Operating Budget Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2024.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2024 through transfers from the Regional Revenue Fund.
- 3. Monthly Operating Budget Report:** Through November 30, 2023, the FY2024 Operating Budget has produced the following:
 - A.** The Operating Budget will be fully funded through quarterly transfers of \$1,070,836 from the Regional Revenue Fund.
 - B.** As of November 30, 2023, the attached Income Statement reflects the Authority utilized 32% of its FY2024 expenditure budget through 41% of the fiscal year.
 - C.** As of November 30, 2023, all expense categories remained within budget.
 - D.** The attached statement shows the total Operating Budget income and expenditure activity for November 30, 2023.

Attachment: FY2024 Monthly Operating Budget through November 30, 2023

12/18/23
16:24:51

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 11 / 23

Page: 1 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current	Current YTD	Budget	Variance	%
		Month				
<hr/>						
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	153,364.81	805,793.05	2,220,795.00	1,415,001.95	36
130	Health & Dental Benefits	17,410.04	112,044.78	383,809.00	271,764.22	29
131	Payroll Taxes	9,098.43	52,385.19	171,171.00	118,785.81	31
132	Retirement VRS	13,139.79	59,816.28	193,402.00	133,585.72	31
133	Life Insurance	2,250.92	9,253.11	30,656.00	21,402.89	30
134	Flex Spending/Dependent Care	46.58	186.32	1,165.00	978.68	16
135	Workers Comp		1,525.00	2,397.00	872.00	64
137	Disability Insurance	387.96	9,872.17	22,388.00	12,515.83	44
	Total Account	195,698.53	1,050,875.90	3,025,783.00	1,974,907.10	35
420000	Professional Services					
210	Audit & Accounting Services	13,000.00	29,000.00	58,750.00	29,750.00	49
220	Bank Service			750.00	750.00	
230	Insurance		12,621.00	12,375.00	-246.00	102
240	Payroll Services	355.59	2,171.35	5,920.00	3,748.65	37
260	Public Outreach & Regional Event Support		10,080.09	49,640.00	39,559.91	20
261	Legal/Bond Counsel Services			75,000.00	75,000.00	
262	Financial Advisory Services		8,750.00	36,955.00	28,205.00	24
263	Bond Trustee Fees	2,687.50	2,687.50	2,700.00	12.50	100
264	Legislative Services	10,768.91	29,476.42	85,000.00	55,523.58	35
265	Investment Custody Svc		5,020.00	25,000.00	19,980.00	20
	Total Account	26,812.00	99,806.36	352,090.00	252,283.64	28
430000	Technology/Communication					
310	Acctg & Financial Report Systems	20,761.80	52,018.10	113,035.00	61,016.90	46
330	IT Support Svc Incl Hosting	2,578.45	15,506.98	46,220.00	30,713.02	34
335	GIS/Project Mgt/Modeling	8,409.00	8,409.00	238,294.00	229,885.00	4
340	Phone Service & Web Ex Chgs	2,458.04	6,628.32	18,035.00	11,406.68	37
350	Web Develop & Hosting	191.25	1,303.05	263,090.00	261,786.95	
940	Computer HW SW & Peripheral		418.00	1,000.00	582.00	42
	Total Account	34,398.54	84,283.45	679,674.00	595,390.55	12
440000	Administrative Expenses					
405	Building/Office Related Expenses			3,000.00	3,000.00	
410	Advertisement		805.57	3,000.00	2,194.43	27
411	Dues & Subscriptions	1,072.65	9,234.49	20,725.00	11,490.51	45
412	Duplication & Printing	1,066.49	2,633.35	13,500.00	10,866.65	20
414	Hosted Meeting Expenses	272.86	1,381.46	5,500.00	4,118.54	25
415	Mileage/Transportation	188.67	2,973.23	11,000.00	8,026.77	27
417	Office Lease	20,159.86	124,361.90	244,375.00	120,013.10	51
418	Office Supplies	426.42	2,130.78	7,600.00	5,469.22	28
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	1,477.76	14,137.13	23,000.00	8,862.87	61
	Total Account	24,664.71	157,657.91	332,400.00	174,742.09	47

1000 General Fund

Account Object	Description	----- Current Year -----				
		Current Month	Current YTD	Budget	Variance	%
	Total Expenses	281,573.78	1,392,623.62	4,389,947.00	2,997,323.38	32
	Net Income from Operations	-281,573.78	-1,392,623.62			
	Other Revenue					
383000	Transfer Operating Budget from Regional Revenue	1,070,546.00	1,070,546.00	4,283,343.00	-3,212,797.00	25 25
	Total Other Revenue	1,070,546.00	1,070,546.00	4,283,343.00	-3,212,797.00	25
	Other Expenses					
521000	Transfers					
820	Transfer to Operating Reserve			841,990.00	841,990.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			891,990.00	891,990.00	
	Total Other Expenses	0.00	0.00	891,990.00	891,990.00	
	Net Income	788,972.22	-322,077.62			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 1, 2024

SUBJECT: Chief Executive Officer's Report

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

2. Discussion Items:

A. Lane Mile Analysis Update: At the May 2023 Authority meeting, NVTa staff presented the [results of a comprehensive and consistent analysis](#) of all NVTa-funded projects (using 70% Regional Revenues and 30% Local Distribution Funds) to gain insights into how NVTa's revenues are used for multimodal infrastructure enhancements through added linear infrastructure (lane miles). This analysis included projects funded in all 9 member jurisdictions and 5 towns. The analysis included 122 projects funded through 70% Regional Revenues (including FY2022-2027 Six Year Program) and 257 projects funded through 30% Local Distribution Revenues through FY2022. NVTa staff updated the 30% Local Distribution Fund project list to include projects funded through FY2023 as part of the FY2023 update to the Joint Commission on Transportation Accountability (JCTA). Subsequently, the lane mile analysis was updated to include any roadway, transit, and bike-pedestrian facilities added as a result of these projects.

Of the 22 new reported projects funded through 30% Local Distribution Funds (\$56 million), only four (4) projects (\$3.1 million) resulted in the addition of lane miles. The analysis shows that 2.38 miles of active transportation (bike-pedestrian) and 1.1 miles of road lane miles were added to the system. This brings the total lane miles added to the multimodal system, resulting from an investment of nearly \$3.8 billion, to 183.71 miles of active transportation, 213.34 miles of roadway, and 18.27 miles of dedicated transit right of way in the region. The added active transportation/dedicated transit infrastructure lane miles being approximately equal to the number of added roadway lane miles remains a key takeaway.

Additionally with this update, NVTa staff analyzed all the standalone active transportation (bike-pedestrian) projects. This resulted in a total of 58 projects, 12 projects funded through 70% Regional Revenues and 46 projects funded through 30% Local Distribution Funds (as reported by jurisdictions), that are standalone active transportation (bike-pedestrian) projects. They cover all six funding programs using 70% Regional Revenues, and allocation of 30% Local Distribution Funds from FY2014 through FY2023. These projects together add about 27 miles of active transportation

infrastructure. This includes 6.6 miles of combined bike and pedestrian facilities, 8.8 miles of pedestrian only facilities, and 11.7 miles of bike only facilities.

- B. FY2024-2029 Six Year Program (SYP):** The Authority issued a Call for Regional Transportation Projects in May 2023, with an application deadline of 5pm, July 28, 2023, and a deadline of 5 pm, October 27, 2023, for governing body resolutions. This SYP cycle will use 70% Regional Revenues from FY2028 and FY2029. The NVTa Finance Committee will make a recommendation to the Authority on expected available funds in Spring 2024. The last SYP cycle (FY2022-2027) approved \$625 million for 20 regional transportation projects.

NVTa staff and consultant team are currently carrying out quantitative and qualitative evaluations of the 24 eligible applications from 10 applicants for a total request of \$947.2 million. The draft results are being shared with applicants currently and will be shared with NVTa's Statutory and Standing committees during the February and March meeting cycles. Public engagement, including a formal public hearing, will occur in Spring 2024. Adoption of the FY2024-2029 SYP is anticipated in July 2024.

In keeping with our established norms regarding transparency and accountability, we will post updated information to our Six Year Program [webpage](#) whenever it becomes available.

- C. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT):** The PDP-BRT will refine and evaluate the BRT system identified in the current version of TransAction adopted in December 2022. The PDP-BRT will serve to protect the nearly \$500 million investments that NVTa has already made in all five BRT lines in Northern Virginia, as well as ensure that future BRT investments will be complementary and synergistic. The PDP-BRT kicked off on October 31, 2023, and various activities are underway. The results of a Perception Survey, which is conducted every two years, was carried out in December and is presented to the Authority today. The team is developing other public engagement activities including focus groups and online surveys to be deployed in Spring 2024 to educate, identify needs and collaborate on BRT. The team is also reviewing BRT studies and projects across the country to develop lessons learned and best practices related to maximizing ridership, cost-effective operations, funding (revenues and costs) and governance options that could be transferable to the regional BRT system.

NVTa will launch a PDP-BRT webpage on February 9th. The link to the webpage will be <https://thenovaauthority.org/brt>.

- D. FY2030 Congestion Mitigation and Air Quality Improvement Program/Regional Surface Transportation Program (CMAQ/RSTP):** The Authority issued a call for projects in October 2023 for FY2030 CMAQ/RSTP funds. The deadline for submitting applications was on January 12, 2024, and a total of 41 applications from 14 eligible applicants were received for a total request of more than \$150 million. The available funding is approximately \$90 million. The deadline for supporting resolutions from governing bodies was on January 26, 2024, and all candidates submitted satisfactory resolutions. NVTa staff is compiling and evaluating the applications for completeness and other

aspects. A draft strawman will be presented to the Regional Jurisdiction and Agency Coordination Committee (RJACC) at their February 22nd meeting.

- E. InNoVAtion Lunch and Learns:** The third session of the Winter season of InNoVAtion Lunch and Learns was held virtually on February 1st at 11am. Mellissa McMahon, Arlington County's Parking and Curbspace Manager, discussed updates and shared insights on the Arlington's Performance Parking Pilot Project. The recording from February, as well as the previous Winter sessions, are available on NVTa's YouTube page. The last session for the Winter season is scheduled for March 7th and will highlight "Insights on How to Prepare Projects to Adapt to Innovation" presented by Paul Szatkowski of the Traffic Operations Division for the Virginia Department of Transportation (VDOT).
- F. MWCog EV/Auto Show:** Griffin Frank, Regional Transportation Planner, attended the Regional Electric Vehicle Deployment (REVD) Working Group meeting held at the Washington DC Auto Show on January 18th. Metropolitan Washington Council of Governments (MWCog) staff announced the recently publicized Electric Vehicle Ready Checklist, which offers a high-level summary of the actions that local jurisdictions can take to ready their community and transit/government fleet for the electrification of transportation. MWCog staff also briefed the group on the preliminary projections for Electric Vehicles (EVs) and the initial mapping outcomes for the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy project. This strategy is designed to support state and local governments as they prioritize locations for publicly accessible EV infrastructure deployment and will inform jurisdictions as they apply for funding from federal programs such as future funding opportunities from the Bipartisan Infrastructure Law's Charging and Fueling Infrastructure (CFI) grant program. Recent efforts from MWCog ultimately produced 3 EV charger priority maps based on separate scenarios:
- Prioritizing Direct Current Fast Charging (DCFC) with High Utilization,
 - Prioritizing Level 2 Chargers with Equity Focus, and
 - Prioritizing DCFC with Multifamily Housing Focus
- These scenarios aim to pinpoint key locations for a regional charging network, facilitating the transition of the private light-duty vehicle fleet to EVs. NVTa staff will continue to be part of this region-wide conversation, as one of TransAction's objectives is to improve resiliency through "reducing transportation related emissions". The electrification of passenger vehicles while providing optimal charging infrastructure is an important and innovative step in the process.
- G. FHWA/ITS America Connected and Automated Vehicle (CAV) Training Event:** Keith Jasper, Principal, Transportation Planning and Programming, was invited to participate in a training event on the topic of educating practitioners in the future deployment of Connected and Automated Vehicles (CAV). The event was held on January 25, 2024, and was jointly organized by the USDOT Joint Program Office for Intelligent Transportation Systems (ITS JPO) and the Intelligent Transportation Society of America (ITS America), and hosted by the Federal Highway Administration at its Turner-Fairbanks Highway Research Center in McLean, VA. The event was attended by approximately 25 state,

regional and local government staff from across the DC metro area and featured live demonstrations and hands-on exercises pertaining to various safety-related CAV features. This training, and the tools available, are consistent with NVTA's work in [transportation technology](#), including NVTA's [Transportation Technology Strategic Plan](#).

3. NVTA Outreach Events: See attached report for the NVTA outreach recap (Attachment A).

4. Upcoming Events & Report Updates:

A. NVTA Standing Committee Meetings

I. Governance and Personnel Committee (GPC): The NVTA GPC is scheduled to meet Thursday, March 14th, 2024, at 5:30 pm.

II. Finance Committee: The NVTA Finance Committee is scheduled to meet Thursday, March 14th, 2024, at 6:00 pm.

B. NVTA Statutory Committee Meeting

I. Technical Advisory Committee: The NVTA Technical Advisory Committee is scheduled to meet Wednesday, February 21, 2024, at 7:00 pm.

II. Planning Coordination Advisory Committee: The NVTA Planning Coordination Advisory Committee is scheduled for Wednesday, February 28th, 2024, at 6:30 pm.

5. Regional Projects Status Report: The updated Regional Projects Status Report (Attachment B) 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:

A. NVTA Outreach Recap

B. Regional Funding Program Project Status Report



CEO Report Outreach Recap

2023 Eno Leadership Awards

January 10, 2024



Eno celebrated the accomplishments of transportation officials across the country at the 2023 annual awards reception. The ceremony was attended by over 200 transportation leaders and executives across all modes of transportation.

Awardees include:

- **Nadine Lee**, President & Chief Executive Officer for Dallas Area Rapid Transit (DART)
- **Byron Dorgan**, Former United States Senator
- **Jerry Premo**, Vice Chair and also Legislative Committee Chair at the American Public Transportation Association
- **Mary Peters**, Former U.S. Transportation Secretary



2024 ACEC VA/MW Transportation Reception

January 11, 2024



The American Council of Engineering Companies (ACEC) joint chapters of Virginia and Washington hosted a Transportation Reception honoring transportation with the following keynote speakers:

- **Keith Jasper**, Principal, Transportation Planning and Programming, Northern Virginia Transportation Authority
- **Kevin Page**, Executive Director, Hampton Roads Transportation Accountability Commission
- **Chet Parsons**, AICP CTP, Executive Director, Central Virginia Transportation Authority

Presentation to the NoVA Caucus

January 22, 2024



The Northern Virginia Caucus heard from the following speakers and their impact to the region

- **Randy Clarke**, General Manager, Metro
- **Kate Mattice**, Executive Director, Northern Virginia Transit Commission
- **Monica Backman**, CEO, Northern Virginia Transportation Authority
- **Jason Stanford**, President, Northern Virginia Transportation Alliance
- **Stewart Schartz**, Executive Director, Coalition for Smarter Growth



VTA's Transit Advocacy Day BBQ Bash

January 22, 2024



The Virginia Transit Association (VTA) hosted a Big BBQ Bash reception at Main Street Station with over 300 legislators, transit industry professionals and decision-makers from across the Commonwealth. Keynote speakers included:

- **Deanna Reed**, Mayor, City of Harrisonburg; President, Virginia Transit Association
- **Scott Surovell**, Majority Leader and Senator – District 34, Virginia State Senate
- **Jennifer DeBruhl**, Director, VA Dept. of Rail and Public Transportation



ART's 25th Anniversary

January 24, 2024

The Northern Virginia
Transportation Authority
is investing in **TRANSIT**

More than
\$200 Million

Invested in
Arlington Transit
Buses/Service
& additional projects
that support ART



ART
arlington transit

ARLINGTON
VIRGINIA



A celebration of 25 years of transit service to
Arlington County. Speakers included:

- **Lynn Rivers**, Bureau Chief, Arlington County Transit
- **Libby Garvey**, Chair, Arlington County Board
- **Chris Zimmerman**, Former member, Arlington County Board
- **Matt Welbes**, Executive Director, Federal Transit Administration
- **Todd Horsley**, Director of Northern Virginia Transit Programs, Virginia Department of Rail and Public Transportation
- **Kate Mattice**, Executive Director, Northern Virginia Transportation Commission
- **Monica Backmon**, Chief Executive Officer, Northern Virginia Transportation Authority
- **John Carten**, Chair, Arlington County Transit Advisory Committee



Committee for Dulles Luncheon

January 25, 2024



- A discussion with the Board of Supervisor's Chairs from Fairfax and Loudoun Counties:
- **Phyllis Randall**, Chair, NVTAA and Loudoun County Government Board of Supervisors
 - **Jeff McKay**, Chair, Fairfax County Government Board of Supervisors



COMTO's Women Who Move the Nation Announcement



COMTO
Conference of Minority
Transportation Officials

2024 Honoree
**Women Who
Move the Nation**

Monica Backmon



Monica Backmon has been recognized as a **2024 Women Who Move the Nation honoree** by the Conference of Minority Transportation Officials (COMTO). Ms. Backmon's outstanding leadership and dedication to the transportation sector have earned her a well-deserved place among the 10 women honored this year.

More on this year's event on April 10th:
<https://comto.org/programs-events/2024-celebrating-women-who-move-nation>

NVTA Funding Program Project Status
Summary Report

As of February 1, 2024.			
NVTA's Regional Fund Program FY2014 - FY2027			Upcoming Public Information Meeting(s): 1. Prince William County: Van Buren Road North Extension: Route 234 to Cardinal Drive - a public hearing meeting is tentatively scheduled for February, 2024 but will most likely be pushed back to March, 2024. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaaauthority.org/funded-projects/
Total Revenue Allocated		\$3,121,078,666	
Total Amount Appropriated		\$2,019,009,169	
Total Amount Reimbursed		\$841,675,372	
Total Number of Individual Projects		122	
Number of Standard Project Agreements (SPAs)	162	Revenue Allocated	
Closed out, project completed	45	\$365,457,635	
Closed out, project ongoing	20	\$116,912,752	
Executed, funded phase underway	49	\$1,256,810,112	
Executed, funded phase not started	9	\$239,274,000	
Appropriated, no SPA yet	5	\$40,554,670	
Approved, no appropriation yet	34	\$1,102,069,497	
Substantive Status Updates (during December 2023 - January 2024)**			
Project Title (program year)	Updated Status		% Reimbursed
Arlington County			
CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (FY2018-23)	County Board approved project Mitigation Agreement with NPS and the multi-party Programmatic Agreement (County, VDOT, NPS, FHWA, Virginia SHPO) on December 16, 2023. NEPA is expected to conclude in February.		NVTA SPA not Executed
Prince William County			
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23; FY2020-25)	Board of County Supervisors approved additional \$3 million in local funds for project on January 16, 2024.		FY2018-23: 59.6% FY2020-25: 0.3%
North Woodbridge Mobility Improvements (FY2020-25)	Construction activities are ongoing.		15.1%
City of Alexandria			
DASH Transit Service Enhancements and Expansion (FY2018-23)	Solicitation is still under way for design build contractor, and Alexandria anticipates the firm to be under contract by Summer 2024. Project Completion date is anticipated to be extended until end of 2026.		78.5%
Town of Leesburg			
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	Draft IAR will be presented to Town Council in January for endorsement, then forwarded to VDOT for approval. Preliminary design has begun. NVTA SPA has been revised to reflect updated schedule.		60.6%
Ongoing Projects Only - No Updates for This Current Cycle			
Project Title (program year)	Last Update Received		% Reimbursed
Arlington County			
Boundary Channel Drive Interchange (FY2014)	Dec-23		100.0%
Crystal City Streets (FY2017)	Oct-23		56.1%
Rosslyn Multimodal Network Improvements (FY2020-25)	Oct-23		0.0%

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

NVTA Funding Program Project Status
Summary Report

Ongoing Projects Only - No Updates for This Current Cycle (Continued - Page 2)		
Project Title (program year)	Last Update Received	% Reimbursed
Fairfax County		
Rolling Road Widening - Old Keene Mill Road to Franconia Springfield Parkway (FY2015-16; 2018-23; 2020-25)	Aug-23	FY2015-16: 75.0% FY2018-23: 0.0% FY2020-25: 0.0%
Rock Hill Road Bridge (FY2018-23)	Jul-23	No SPA Executed
Richmond Highway (Route 1)/CSX Underpass Widening (FY2018-23)	Jul-23	No SPA Executed
Fairfax County Parkway Widening: Nomes Court to Route 123 (FY2022-27)	Sep-23	No SPA Executed
Loudoun County		
Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) (FY2018-23)	Oct-23	57.0%
Route 7 Improvements: Route 9 to Dulles Greenway (FY2022-27)	Sep-23	No SPA Executed
City of Alexandria		
West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (FY2022-27)	Sep-23	No SPA Executed
City of Fairfax		
Old Lee Highway Multimodal Improvements Phase 1 (FY2018-23)	Oct-23	No SPA Executed
Government Center Parkway Extension (FY2020-25)	Oct-23	No SPA Executed
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	Oct-23	75.2%
Downtown Falls Church Multimodal Improvements (FY2020-25)	Dec-23	0.0%
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	Aug-23	0.0%
Town of Herndon		
East Elden Street Improvements & Widening (FY2015-16)	Oct-23	24.7%
Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27)	Nov-22	No SPA Executed
Town of Leesburg		
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (FY2014; FY2015-16; FY 2018-23)	Oct-23	FY2014: 100.0% FY2015-16: 100.0% FY2018-23: 49.6%
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	Sep-23	11.1%
VRE Crystal City Station Improvements (FY2015-16; 2018-23; 2020-25)	Nov-23	FY2015-16: 98.6% FY2017: 35.6% FY2018-23: 0.0%

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

NVTA Funding Program Project Status
Summary Report

Ongoing Projects Only - No Updates for This Current Cycle (Continued - Page 3)		
Project Title (program year)	Last Update Received	% Reimbursed
VRE (Continued)		
Manassas Park Station Parking Expansion (FY 2015-16; 2017)	Nov-23	FY2015-16: 100.0% FY2017: 89.9%
WMATA		
Blue Line Traction Power Upgrades (FY2017)	Jul-23	87.8%

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