

2018

ANNUAL REPORT



MOVING
NORTHERN VIRGINIA

Forward

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

Northern Virginia Region:

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

Commonwealth of Virginia:

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

JOBS

26,000

Employment generated,
90% in Northern Virginia

LABOR INCOME

\$1.5 BILLION

Salaries, wages
and benefits paid

ECONOMIC ACTIVITY

\$4.4 BILLION

Value of business
transactions generated

VALUE ADDED

\$2.2 BILLION

Gross Regional Product

STATE AND LOCAL TAXES

\$60.7 MILLION

Taxes and fees received by
state and local jurisdictions



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



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

Chmura used IMPLAN Pro for the study. IMPLAN Pro is one of the most widely used economic impact assessment modeling systems.

¹ NVTa FY2014-FY2024 Actual and Estimated Revenues





Northern Virginia Transportation Authority

VOTING MEMBERS

Chairman

Martin E. Nohe, *Prince William County*

Vice Chairman

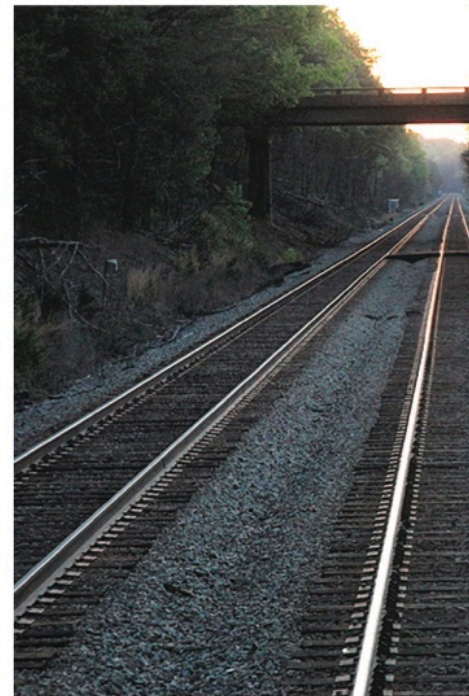
Phyllis J. Randall, *Loudoun County*

Sharon Bulova, *Fairfax County*
 Richard H. Black, *Virginia Senate*
 Katie Cristol, *Arlington County*
 Mary Hynes, *Governor's Appointee, Commonwealth Transportation Board Member*
 Tim Hugo, *House of Delegates Appointee*
 Jim Kolb, *Governor's Appointee*

David L. Meyer, *City of Fairfax*
 J. Randall Minchew, *House of Delegates Appointee*
 Harry J. "Hal" Parrish, II, *City of Manassas*
 Jeanette Rishell, *City of Manassas Park*
 David Snyder, *City of Falls Church*
 Allison Silberberg, *City of Alexandria*

NON-VOTING MEMBERS

Kelly Burk, *Town of Leesburg*
 Helen Cuervo, *NOVA District Engineer, VDOT*
 Jennifer Mitchell, *Director, DRPT*



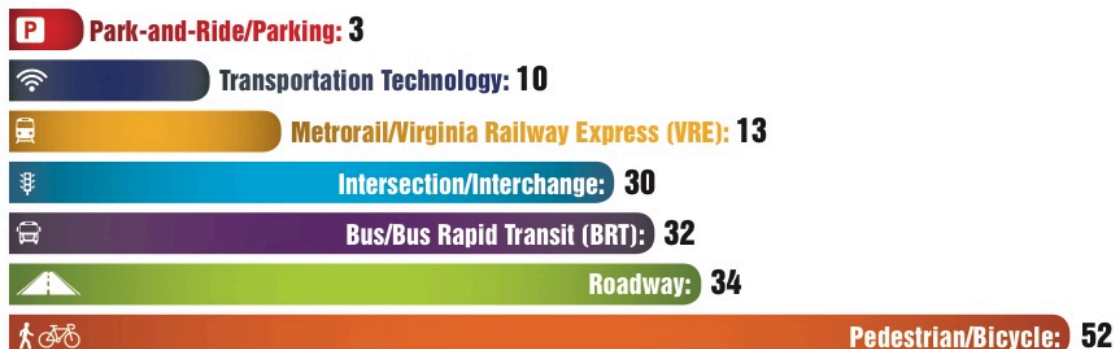
The Northern Virginia Transportation Authority continues to work on a consensus basis when setting regional transportation policies and priorities focused on relieving congestion in the most cost-effective manner. The Authority is advancing 122 regional multimodal projects across seven modes in Northern Virginia, totaling more than \$1.975 billion in transportation investments.

Table of Contents

Letter from the Chairman.....	4
Letter from the Executive Director	5
About the Authority.....	6
Pathway to the Inaugural Six Year Program Adoption.....	8
FY2018-FY2023 Six Year Program Map	10
Six Year Program Project and Funding Chart	11
Projects Funded Through the Six Year Program.....	12
Fiscal Year 2019-2023 Revenue Estimates	16
Regional and Local Revenue Distribution FY2018	18
FY2014-FY2017 Regional Transportation Projects...	20
FY2014-FY2017 Local Distribution Fund Projects....	22
Additional Funding Responsibilities	23
NVTA Events and Celebrations.....	24
Strategies for the Future	26
Working Across the Region	28
Special Acknowledgements.....	28



MODAL BREAKOUT OF NVTA FUNDED PROJECTS





Letter from the Chairman

It is hard to imagine that I have been the Chairman of the Northern Virginia Transportation Authority for nearly 10 years, and I have been lucky enough to witness the Authority's transformation firsthand. I am extremely proud of what the Authority has accomplished over the years, and 2018 was no exception! Our hard work has an enormous impact on the region and the Commonwealth at large. I'm passionate about the Authority's goal to relieve congestion to allow Northern Virginians more time with their families resulting in the ability to live better lifestyles. The transportation needs in our region are diverse and that's why the Authority continues to fund multimodal projects that impact modal choice for drivers, passengers, cyclists and pedestrians.

There have been many accomplishments at NVTA leading up to 2018, but the adoption of our inaugural Six Year Program with 44 regionally significant projects totaling \$1.3 billion, is an unparalleled achievement to be very proud of. Our first Six Year Program adoption signifies the culmination of many years of hard work and dedication to solving the region's transportation problems. I am excited to see what we will deliver in the future from this strong foundation. The pathway to the Six Year Program adoption was truly a collaborative effort. I would like to thank NVTA Executive Director, Monica Backmon, for her leadership, as well as NVTA staff, Authority members and their staff, local jurisdictions, agency partners and the more than 1,000 Northern Virginians who submitted public comments, spoke with us at events in their communities, and attended our open houses and public hearing. We could not have achieved this milestone without all of you.

It is important for NVTA to continue to be the leading voice in multimodal transportation in the region. Looking beyond individual locality needs has allowed the Authority to be holistic in its approach to address the region's traffic woes. That's what makes us unique. The Authority's regional success is a result of direct collaboration with the counties and cities that make up the region, transportation and transit agencies, advocacy groups, the business community and the citizens we serve.

As the Authority looks ahead, we're actively implementing the five-year strategic plan that serves as a guide for the Authority to expand upon accomplishments and strategic goals of regional prosperity, mobility, innovation and funding. We'll continue to stay focused on reaching our goals and provide updates each year.

In 2018, with steadfast dedication, we celebrated four major project milestones with ribbon cuttings, which included several multimodal improvements at Route 7 and the Dulles Toll Road in Fairfax County, Route 606 improvements along five miles of Old Ox Road in Loudoun County, the reopening of the Van Buren Bridge in the City of Falls Church, and the widening of Belmont Ridge Road from Gloucester Parkway to Hay Road in Loudoun County. We also participated in a groundbreaking ceremony in the Town of Hillsboro to kick off the Route 9 Traffic Calming Project, with the celebration concluding with fireworks. These exciting project milestones showcase how our work expands across the region.

As 2018 comes to an end, we say goodbye to two members of the Authority; Alexandria Mayor, Allison Silberberg, and Town of Leesburg Mayor, Kelly Burk. We thank them for their dedication and service to the region. I look forward to our continued work to tackle congestion throughout the region and moving people towards better lifestyles.

Martin E. Nohe
Chairman

Our first Six Year Program adoption signifies the culmination of many years of hard work and dedication to solving the region's transportation problems.

TOP: Martin E. Nohe, Northern Virginia Transportation Authority Chairman

BOTTOM: Chairman Nohe participates on a panel of regional transportation leaders at NVTAlliance's annual What You Need to Know About Transportation event.

Letter from the Executive Director

What a year it has been! This year we hit a key milestone at the Northern Virginia Transportation Authority and accomplished one of my personal goals as Executive Director. For the first time, the Authority adopted a Six Year Program, which covers years FY2018-2023 and funds 44 regional transportation projects across Northern Virginia totaling almost 1.3 billion dollars. Since I first came on board at NVTa, I knew multi-year planning and funding were important milestones that needed to be established in order to continue to advance regionally significant transportation solutions that reduce congestion. The adoption of the Six Year Program was the result of regional collaboration by elected officials and staff from every jurisdiction and agency. I could not be prouder of everyone's hard work and achievement.

To date, NVTa is funding 122 multimodal projects totaling nearly two billion dollars. Whether advancing transit, roadway, bike/pedestrian or technology solution projects, the Authority continues to stay focused on alleviating congestion and improving the quality of life for Northern Virginians. We're also keeping on task with our Five-Year Strategic Plan, a guide for the Authority to expand upon accomplishments and progress made as the regional leader for multimodal transportation planning.

It truly takes a collaborative effort for an entity such as the Authority to be successful. I would personally like to thank the Authority members, member localities and agencies, stakeholders, as well as all the citizens who take time out of their day to provide feedback and attend our meetings and events.

Last but not least, I would like to thank my staff for their hard work and dedication to the Authority and for their belief and support as we successfully execute NVTa's goals.

I am extremely proud of what was accomplished in 2018 and I look forward to keeping Northern Virginians moving in the coming year.



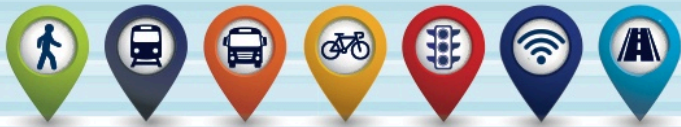
Monica N. Backmon
Executive Director



Monica Backmon, Northern Virginia Transportation Authority Executive Director



After Monica Backmon was honored during this fall's inaugural Northern Virginia Transportation Leaders Forum held at the Arlington County Economic Development Office, she mingled with a full room of attendees and supporters. Here she poses with Renee Hamilton, Deputy District Administrator, VDOT Northern Virginia District, and Amanda Baxter, Practice Builder with Kimley-Horn.



About the Authority

For more than 15 years, the Northern Virginia Transportation Authority has been dedicated to improving Northern Virginia's transportation network. Since the passage of HB2313 (2013), **more than \$1.975 billion has been invested in regional transportation projects.** Ranging from new transit projects, expanded roadway capacity, and additional bike and pedestrian trails, the Authority is committed to moving Northern Virginia forward through the advancement of regional multimodal projects.

MEMBER JURISDICTIONS

- Arlington County
- Fairfax County
- Loudoun County
- Prince William County
- Alexandria
- Fairfax
- Falls Church
- Manassas
- Manassas Park

It is the Authority's directive to fund projects that improve travel times, reduce delays, connect regional activity centers and improve safety and air quality for Northern Virginians.

The Authority is responsible for developing and updating the long-range transportation plan for Northern Virginia. In the fall of 2017, the Authority adopted TransAction, Northern

Virginia's multimodal transportation plan addressing regional transportation needs through the year 2040. Using the updated TransAction Plan as the guide, the Authority adopted the inaugural Six Year Program (SYP) on June 14, 2018. Adoption of this SYP marked a significant milestone for the Authority, as it is the first time the Authority has funded a six-year transportation program.



It is with focus and dedication that the Authority continues to deliver results that improve the region's transportation network and help reduce congestion to provide Northern Virginians better quality of life.





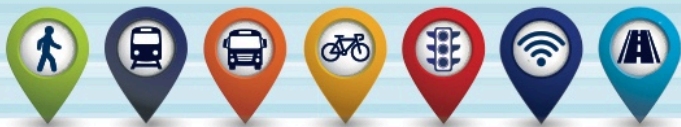
Route 7 improvements in Tysons Corner were completed in May 2018, offering Northern Virginians wider bridges and a new bicycle and pedestrian link across the Dulles Toll Road and into Tysons Corner. NVTA funded \$13.9M on the project.

NVTA funded \$39M towards a new ART Operations and Maintenance Facility in Arlington through the SYP.

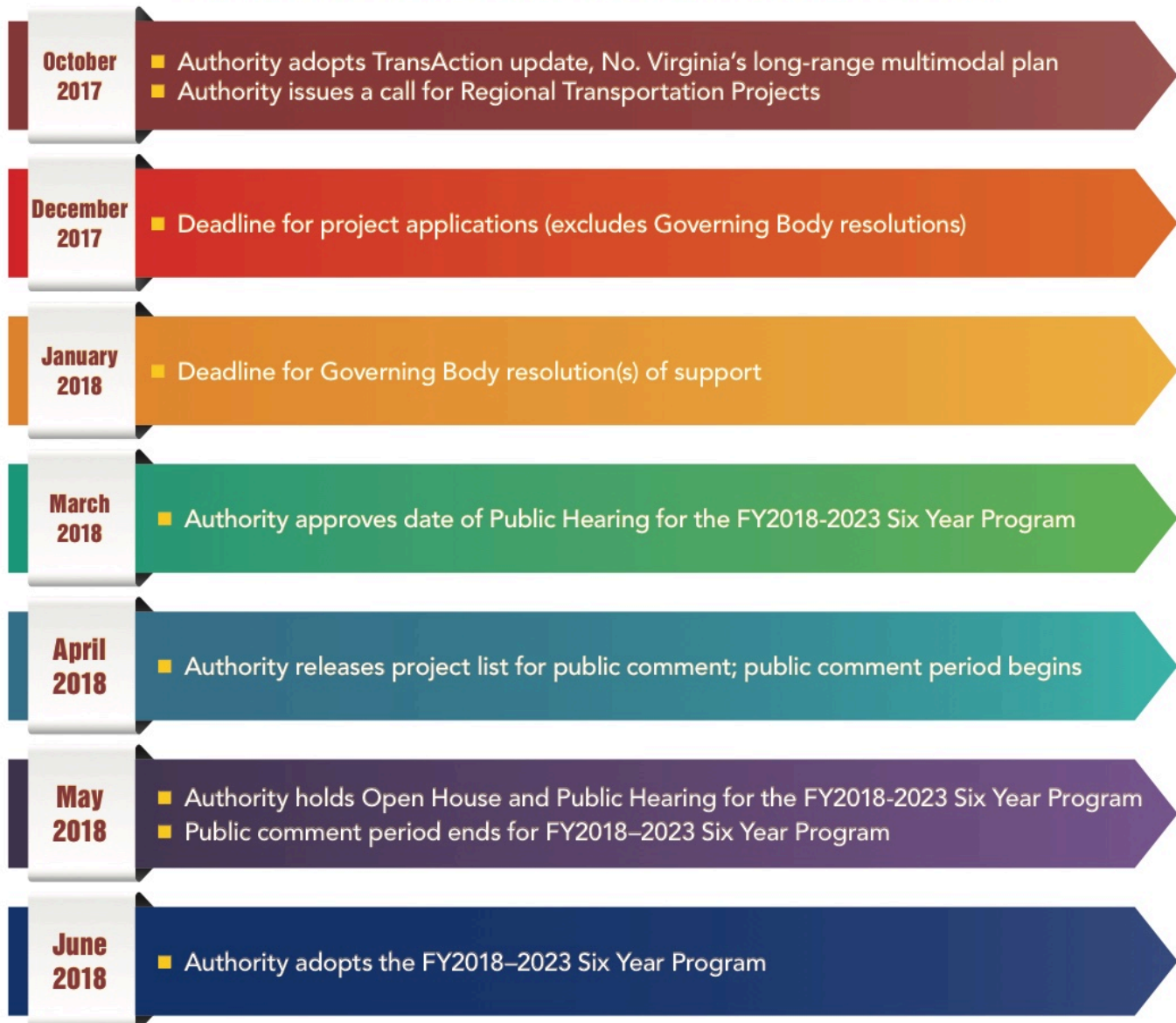


The Authority supports multimodal transportation initiatives, such as Capital Bikeshare, through its 30% Local Distribution Funds.





PATHWAY TO THE INAUGURAL SIX YEAR PROGRAM ADOPTION



INAUGURAL FY2018-2023 SIX YEAR PROGRAM BY THE NUMBERS



FY 2018-23 Six Year Program Candidate Projects

The **Six Year Program** comprises a regionally coherent group of **44 projects** that involve a broad range of modal components, such as pedestrian, bicycle, transit, rail, intersection improvements, highway improvements, park and ride, and transportation technologies.

The Authority received more than **1,200 comments** during the public comment period. Input was received on the various aspects of the projects, including congestion reduction benefits, safety and overall enhancements to the quality of life and business environments that the projects will provide.

Leading up to the adoption of the Six Year Program, the Authority held a **public comment period** and outreach events on 60 candidate projects.



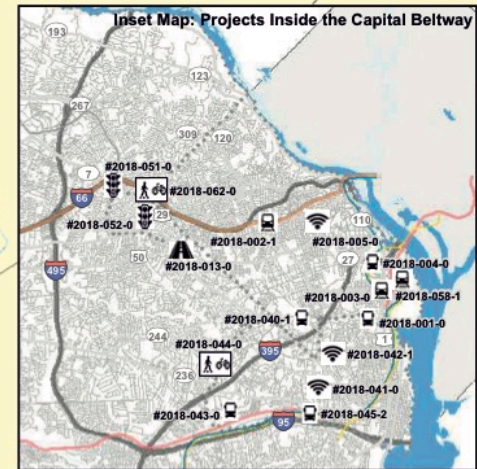
The comment period and outreach efforts included an Open House and Public Hearing, which attracted 115 attendees and 60 registered speakers.

The Authority vetted 60 candidate regional projects for its inaugural FY2018-2023 Six Year Program. The average funding request associated with each candidate project was more than \$41 million.

Primary Modal Component*

- New or Improved Pedestrian/Bicycle Path/Trail
- New Bicycle Facility
- New or Improved Bus/BRT Facility
- Improvement/Access to Metrorail/VRE Commuter Rail
- New Park-and-Ride Facility
- Transportation Technology
- New or Improved Intersection/Interchange
- New Roadway Capacity and/or Alignment

*Most projects feature at least one supporting modal component.



0 1.5 3 6 9 Miles



The FY2018-2023 Six Year Program includes 44 regionally significant, multimodal transportation projects totaling \$1.285 billion. To the right, see the SYP Adopted Program Map. See Table 1 for a list of approved projects.

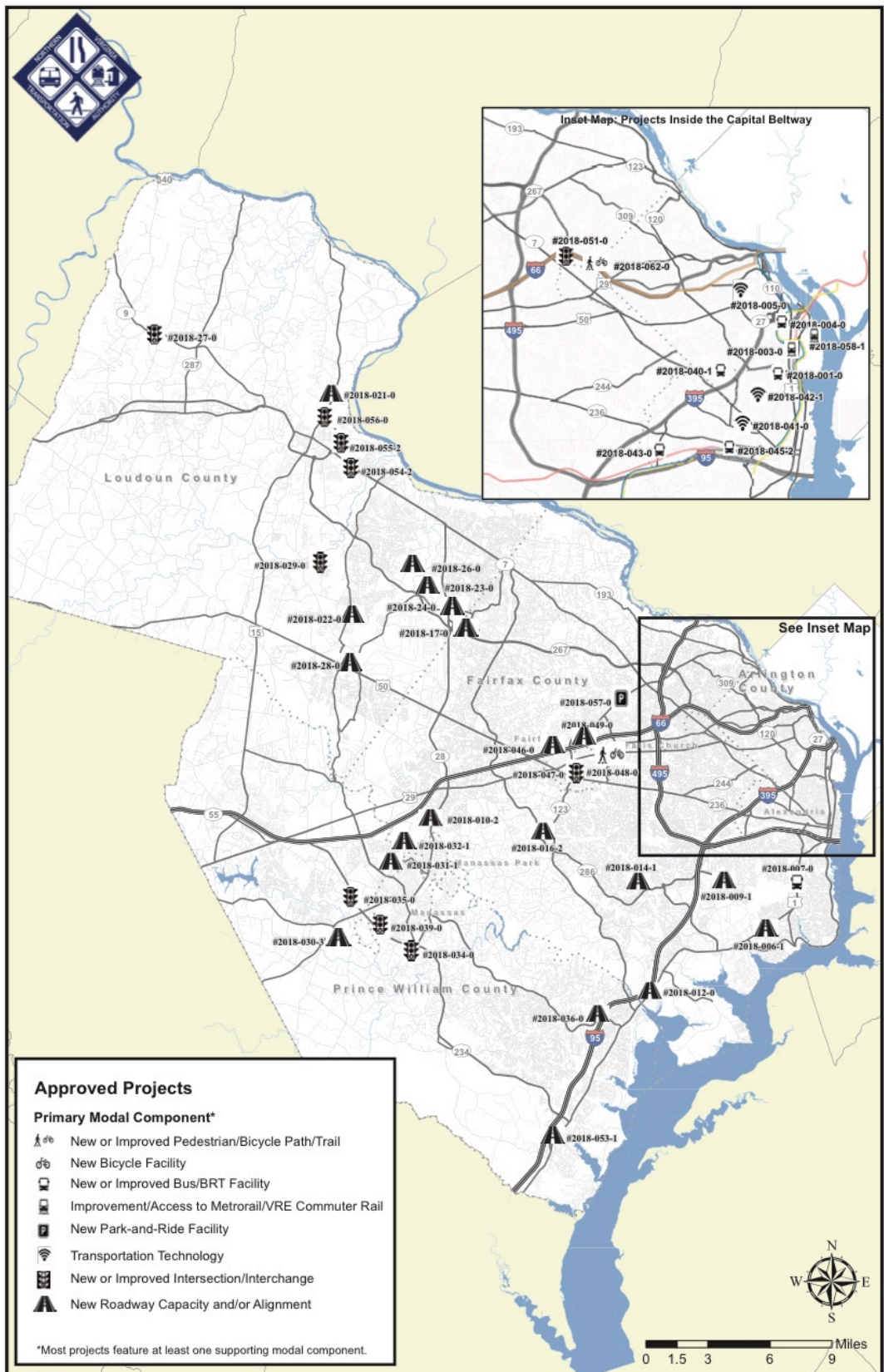












































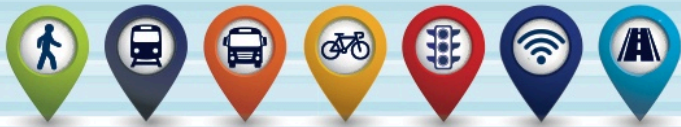


TABLE 1. SIX YEAR PROGRAM PROJECTS

SPA Number	Jurisdiction/ Agency	Primary Mode	Project Title	NVTA Funding
2018-001-1	Arlington		ART Operations and Maintenance Facilities	\$39,027,000
2018-003-1	Arlington		Crystal City Metrorail Station East Entrance and Intermodal Connections	\$5,000,000
2018-004-1	Arlington		Pentagon City Multimodal Connections and Transitway Extension	\$28,850,000
2018-005-1	Arlington		Intelligent Transportation System Improvements	\$10,000,000
2018-006-2	Fairfax		Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)	\$127,000,000
2018-007-1	Fairfax		Richmond Highway Bus Rapid Transit - Phases I & II	\$250,000,000
2018-009-2	Fairfax		Frontier Drive Extension and Intersection Improvements	\$25,000,000
2018-010-3	Fairfax		Route 28 Widening: Route 29 to Prince William County Line	\$16,000,000
2018-012-1	Fairfax		Richmond Highway (Route 1)/CSX Underpass Widening	\$12,000,000
2018-014-2	Fairfax		Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	\$11,111,000
2018-016-3	Fairfax		Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road	\$67,000,000
2018-017-1	Fairfax		Rock Hill Road Bridge	\$20,604,670
2018-021-1	Loudoun		Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	\$54,000,000
2018-022-1	Loudoun		Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	\$64,805,000
2018-023-1	Loudoun		Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	\$16,000,000
2018-024-1	Loudoun		Route 28 Northbound Widening: between the Dulles Toll Road and Sterling Boulevard	\$20,000,000
2018-026-1	Loudoun		Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	\$76,230,000
2018-027-1	Loudoun		Route 9 Traffic Calming	\$12,112,000
2018-028-1	Loudoun		Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	\$47,800,000
2018-029-1	Loudoun		Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$14,000,000
2018-030-4	Prince William		Route 28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)	\$15,000,000
2018-032-2	Prince William		Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)	\$3,500,000
2018-032-3	Prince William		Construct Route 28 Corridor Roadway Improvements	\$89,000,000
2018-034-1	Prince William		Construct Interchange at Route 234 and Brentsville Road	\$54,900,000
2018-035-1	Prince William		Construct Interchange at Prince William Parkway and University Blvd	\$24,200,000
2018-036-1	Prince William		Summit School Rd Extension and Telegraph Rd Widening	\$11,000,000
2018-039-1	Prince William		Construct Interchange at Prince William Parkway and Clover Hill Road	\$1,900,000
2018-040-2	Alexandria		West End Transitway: Northern Segment - Phase 1	\$2,200,000
2018-041-1	Alexandria		Alexandria Intelligent Transportation System (ITS) Projects	\$1,195,491
2018-042-1	Alexandria		Alexandria Bus Network Intelligent Transportation System (ITS)	\$150,000
2018-043-1	Alexandria		DASH Transit Service Enhancements and Expansion	\$11,933,161
2018-045-1	Alexandria		Alexandria Duke St Transitway	\$12,000,000
2018-046-1	City of Fairfax		Jermantown Road Corridor Improvements Project	\$21,000,000
2018-047-1	City of Fairfax		Intersection Improvements at Eaton Place/Chain Bridge Road	\$10,750,000
2018-048-1	City of Fairfax		Old Lee Highway Multimodal Improvements - Phase 1	\$5,000,000
2018-049-1	City of Fairfax		Roadway Network Northfax West	\$2,500,000
2018-051-1	City of Falls Church		West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	\$15,700,000
2018-053-2	Town of Dumfries		Widen Route 1 (Fraleigh Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (Route 234)	\$44,860,000
2018-054-3	Leesburg		Construct Interchange at Route 7 and Battlefield Parkway	\$25,000,000
2018-055-3	Leesburg		Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$5,400,000
2018-056-1	Leesburg		Construct Interchange at Route 15 Bypass and Battlefield Parkway	\$2,000,000
2018-057-1	Vienna		Mill St NE Parking Garage	\$2,300,000
2018-058-2	VRE		VRE Crystal City Station Improvements	\$4,000,000
2018-062-1	NOVA Parks		Falls Church Enhanced Regional Bike Routes (W&OD)	\$3,244,959
NVTA Funding Total				\$1,285,273,281



2 of the **44** SYP projects were awarded to applicants receiving regional funds for the first time.








TOP: NVTA funded \$2.3M towards the Mill Street NE Parking Garage project in the Town of Vienna. This project will provide approximately 120 public parking spaces of which 60 spaces can be made available to Metro commuters, car-poolers and/or cyclists. The rendering is subject to change.




BOTTOM: Rendering of the NOVA Parks/Falls Church W&OD Trail Enhancements Project which is a significant non-motorized commuter route. NVTA funded more than \$3.2M towards the bicycle and pedestrian project spanning more than one mile.

Projects in SYP Previously Funded


FAIRFAX COUNTY:

-  Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)
-  Frontier Drive Extension and Intersection Improvements
-  Route 28 Widening: Route 29 to Prince William County Line
-  Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road
-  Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road


PRINCE WILLIAM COUNTY:

-  Route 28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)
-  Route 28 Corridor Feasibility Study – Environmental Impact Statement (City of Manassas to Fairfax County)
-  Construct Route 28 Corridor Roadway Improvements



CITY OF ALEXANDRIA:

-  West End Transitway: Northern Segment – Phase 1

TOWN OF DUMFRIES:

-  Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Road and Dumfries Road (Route 234)

TOWN OF LEESBURG:

-  Construct Interchange at Route 7 and Battlefield Parkway
-  Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road

VRE:

-  VRE Crystal City Station Improvements

13 of the **44** projects in the SYP have previously received regional funds (\$435M) from the Authority.

Projects Funded Through the Six Year Program

The Authority must complete **three critical steps to develop a Six Year Program**. 1) TransAction must be approved and updated. 2) Projects must be evaluated and selected. 3) Funding availability and budget appropriation action must be completed. The chart (right) shows the many interrelated sub-processes that go into completing these phases.

FISCAL PLANNING

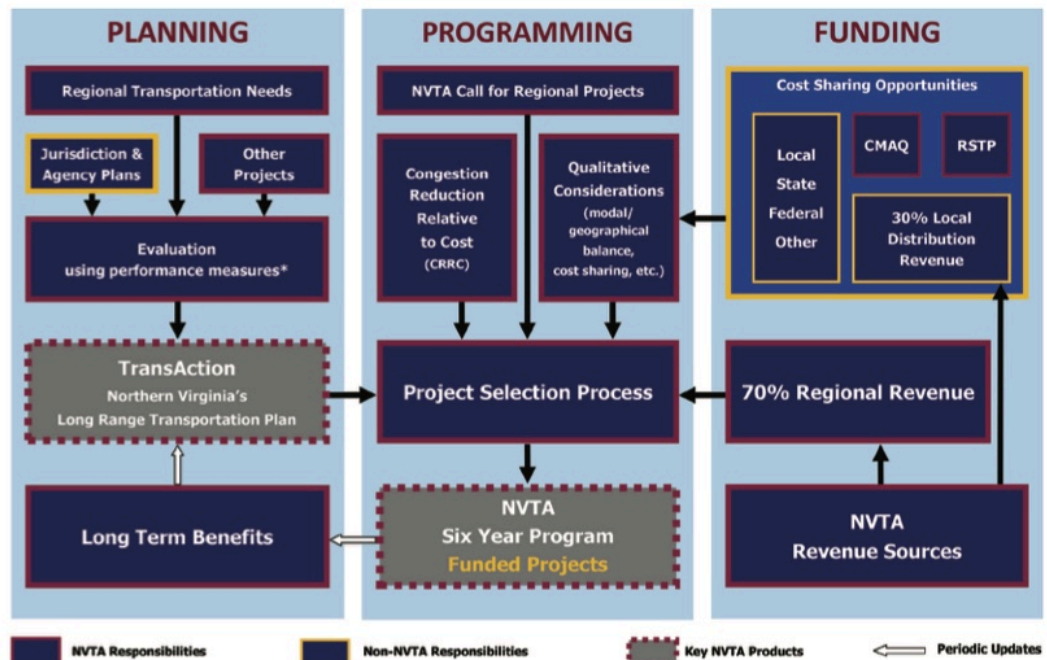
The Authority's Finance Committee initiated development of a funding

strategy for the FY2018–2023 Six Year Program in May of 2017. Over the course of 13 months, the Finance Committee received reports and analyses and provided feedback on numerous matters critical to determining the level of PayGo funding available for the SYP.

The Finance Committee made a **\$1.285 billion PayGo funding recommendation** to the Authority's Planning and Programming Committee for the SYP. **On June 14, 2018 the NVTa adopted the SYP of 44 projects totaling \$1.285 billion.** Over the summer of 2018, NVTa staff worked with individual jurisdictions and agencies in the development of the schedule of appropriations presented in Table 1.

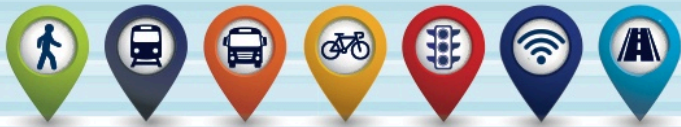
A significant feature of the SYP funding strategy developed by the Finance Committee is to appropriate the approved funding amount in the first fiscal year the project is projected to expend NVTa funds. This funding strategy for appropriations was put in place even though most projects will require more than one year to complete. The full appropriation in the first fiscal year strategy is consistent with NVTa **Strategic Plan Goal IV; 'Cementing NVTa's reputation as a predictable long-term funding partner.'**

Additionally, this funding strategy avoids the use of outside financing, and instead, relies on the Authority's strong balance sheet to advance projects. Outside financing would have entailed interest costs of approximately \$194 million. **The funding strategy permits this \$194 million to be saved and programmed into future regional transportation projects instead of interest payments to bondholders.**



PROJECTS FUNDED THROUGH THE SIX YEAR PROGRAM:

- Enhance quality of life and support economic growth
- Reduce congestion and increase capacity
- Improve travel time reliability and safety



SIX YEAR PROGRAM MULTIMODAL PROJECT SPOTLIGHT BY JURISDICTION

- **City of Alexandria: DASH Transit Service Enhancements and Expansion – \$11,933,161:** This project will install infrastructure for electric buses in its planned facility expansion in an effort to accelerate the planned transition of the DASH fleet from hybrid and clean diesel buses to fully-electric vehicles and purchase eight fully electric buses.



- **Arlington County: Pentagon City Multimodal Connections and Transitway Extension - \$28,850,000:** In an area where there is high demand for transit, pedestrian and bicycle trips, the existing layout of streets makes those trips slow, difficult and dangerous. This project provides dedicated bus lanes for the Metroway bus service, expands safe travel options for cyclists and pedestrians, and adds turn lanes for vehicles.
- **City of Fairfax: Jermantown Road Corridor Improvements Project – \$21,000,000:** This project proposes to modify existing Jermantown Road (Rte 655) between I-66 to the north and Route 50 (Fairfax Boulevard) to the south to reduce congestion and bottlenecks and improve pedestrian mobility.
- **NOVA Parks/City of Falls Church: Falls Church Enhanced Regional Bike Routes (W&OD) – \$3,244,959:** This project is to replace the existing 10-foot wide shared-use trail with an 11-foot wide bicycle trail and an 8-foot wide pedestrian trail separated by a 2-foot wide median. Six substandard curb ramps and a narrow trail bridge over Four Mile Run will also be replaced. In a significant step to encourage non-motorized transportation, NOVA Parks extended hours of use to include commuting hours.
- **Prince William County: Widen Route 1 (Fraleigh Blvd) to Six Lanes Between Brady's Hill Rd and Dumfries Road (Town of Dumfries) – \$44,860,000:** This project will widen about two miles of Fraleigh Boulevard (Route 1) to three lanes in each direction between Brady's Hill Road and

Route 234 (Dumfries Road) in order to increase capacity, reduce congestion and improve safety and accessibility. NVTa previously awarded \$6,900,000 towards the project design.

- **Fairfax County: Richmond Highway Bus Rapid Transit – Phases I & II – \$250,000,000:** The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes a median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations and facilities for bicycle, pedestrian and vehicle travel modes.
- **Loudoun County: Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) - \$76,230,000:** This project will provide an additional East-West connection across Broad Run. This major connector adds approximately 3.2 miles of four

SIX YEAR PROGRAM UPDATE KEY DATES

July 2019: Call for Regional Transportation Projects

September 2019: Project application deadline

November 2019: Resolution deadline

February 2020: Commence PCAC/TAC/PPC reviews

March 2020: Release draft FY2020-2025 Six Year Program

April 2020: Open House/Public Hearing

June 2020: Adoption

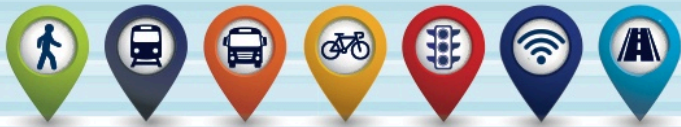


new through lanes of Prentice Drive from Shellhorn Road at Metro Center Drive to Lockridge Road and includes an additional connection of Lockridge Road West between Waxpool Road and Prentice Drive. The connection will provide multimodal access between the future Loudoun Gateway and Ashburn Metrorail stations. This link will address a critical need for an additional east-west route across Broad Run to relieve congestion on Waxpool Road. Prentice Drive will also provide an alternative option to using the Dulles Greenway Toll Road.

- City of Manassas, Prince William County and Fairfax County: Route 28 Corridor Feasibility Study – Environmental Impact Statement (City of Manassas to Fairfax County) - \$3,500,000:** The project, consists of completing the National Environmental Policy Act (NEPA) process to select a preferred alternative and complete a Record of Decision for the Route 28 Corridor Improvement Project, from the City of Manassas to Fairfax County. This project involves preparation of an Environmental Impact Statement (EIS) following the NEPA process. The EIS will be administered by the Prince William County Department of Transportation in partnership with the Virginia Department of Transportation (VDOT). The project will identify a build alternative, which will ultimately lead to the design and construction of improvements along the Route 28 corridor, between the City of Manassas Line and Fairfax County Line.



NVTA funded more than \$44M towards the widening of Fraley Boulevard (Route 1) two-mile project in the Town of Dumfries that will convert northbound Rt. 1 from a two-lane undivided roadway to a divided six-lane, while adding a shared-use path for bicyclists and pedestrians.



FISCAL YEAR 2019–2023 REVENUE ESTIMATES

The Authority's revenue estimates are made using a multijurisdictional approach. While the HB2313 revenues are relatively new to the Authority, member jurisdictions have decades of experience with the same taxes, albeit with minor differences in application. Jurisdictional input is heavily relied upon in making revenue estimates.

Pursuant to Virginia House Bill 1539 adopted in 2018 by the General Assembly, the Grantor's and Transient Occupancy Taxes provided previously through HB2313 (2013) are no longer available to the Authority. Effective FY2019 (start date July 1, 2018), those taxes are re-imposed within the Member Localities, but directed to fund the capital needs of WMATA and other transportation purposes in the case of Member Localities who are not members of WMATA.

The adopted estimates for the Six Year Program were revised by the Authority in May 2018 to reflect the loss of Grantor's and Transient Occupancy Taxes starting in FY2019. The original and revised NVTA revenue and distribution estimates for FY2019—2023 are provided below in Table 2 and Table 3, and the original and revised revenue estimates broken down by tax type are illustrated in Figure 1 and Figure 2. FY2019-2023 estimated revenue allocation, both original and revised, are illustrated in Figure 3 and Figure 4.

TABLE 2. NVTA REVENUE AND DISTRIBUTION ESTIMATES FOR FY2019 –2023: ORIGINAL

NVTA Revenue	FY2019 Projection	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection	Five Year Total
Sales Tax	\$258,926,224	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662	\$1,366,352,101
Transient Occ. Tax	\$31,034,154	\$31,748,477	\$32,570,413	\$33,330,749	\$34,159,837	\$162,843,631
Grantors Tax	\$45,167,888	\$45,819,213	\$46,377,477	\$47,043,160	\$47,614,206	\$232,021,944
Total Revenue	\$335,128,266	\$343,414,083	\$351,930,721	\$360,827,901	\$369,916,705	\$1,761,217,676
70% Regional Revenue	\$234,589,786	\$240,389,858	\$246,351,504	\$252,579,531	\$258,941,694	\$1,232,852,373
30% Local Distribution Revenue	\$100,538,480	\$103,024,225	\$105,579,216	\$108,248,370	\$110,975,012	\$528,365,303

TABLE 3. NVTA REVENUE AND DISTRIBUTION ESTIMATES FOR FY2019 –2023: REVISED

NVTA Revenue	FY2019 Projection	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection	Five Year Total
Sales Tax	\$258,926,224	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662	\$1,366,352,101
Transient Occ. Tax						
Grantors Tax						
Total Revenue	\$258,926,224	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662	\$1,366,352,101
70% Regional Revenue	\$181,248,258	\$186,092,475	\$191,087,981	\$196,317,794	\$201,699,864	\$956,446,471
30% Local Distribution Revenue	\$77,677,868	\$79,753,918	\$81,894,849	\$84,136,198	\$86,442,799	\$409,905,631
Year to Year % Change	-21.12%	2.67%	2.68%	2.74%	2.74%	

Source: Audited NVTA FY2018 Financial Reports

FIGURE 1: NVTA FY2019 ESTIMATED REVENUE BREAKDOWN BY TAX TYPE: ORIGINAL

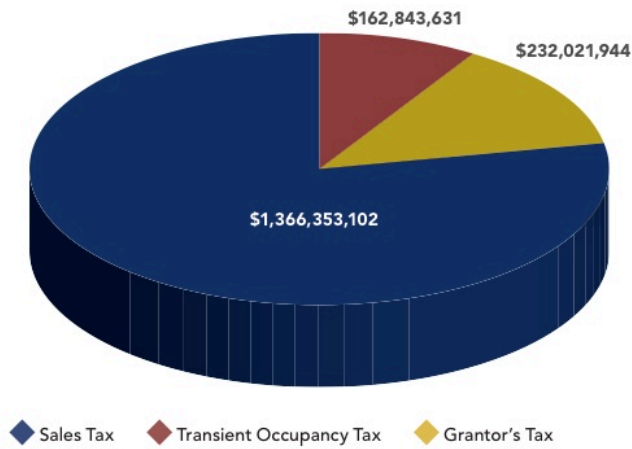


FIGURE 2: NVTA FY2019-2023 ESTIMATED REVENUE BREAKDOWN BY TAX TYPE: REVISED

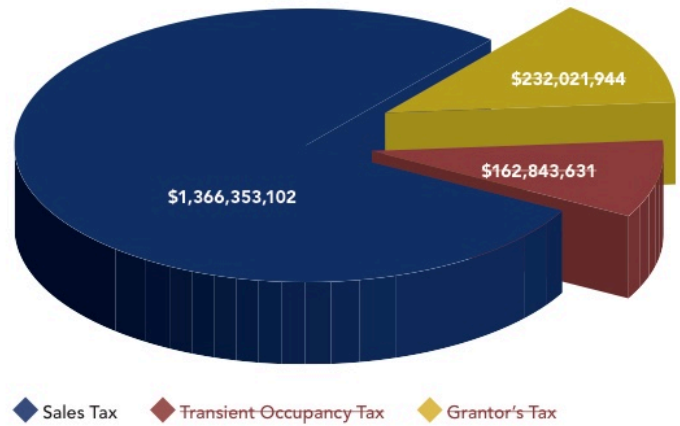


FIGURE 3: NVTA FY2019-2023 ESTIMATED REVENUE ALLOCATION: ORIGINAL

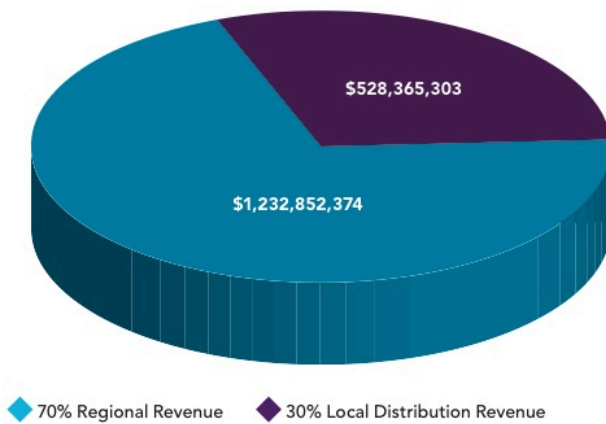
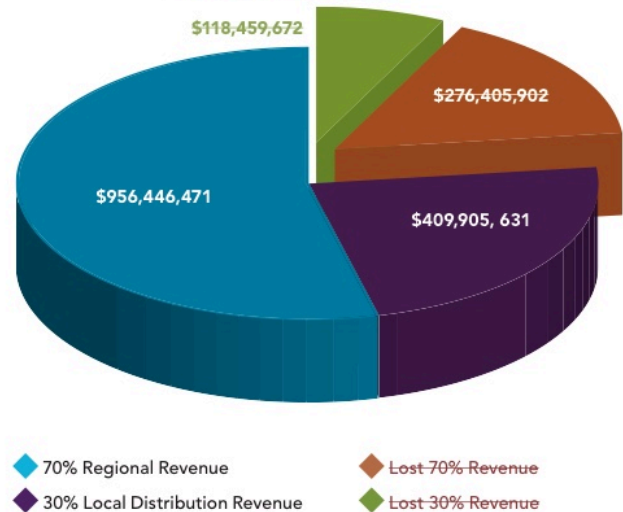
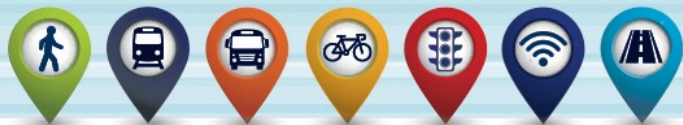


FIGURE 4: NVTA FY2019-2023 ESTIMATED REVENUE ALLOCATION: REVISED





Regional and Local Revenue Distribution FY 2018

HB2313 revenues generated approximately \$341 million in FY2018. Figure 5 shows a breakdown of the NVTa's FY2018 revenue by tax type. NVTa's funds were distributed with 30% to member jurisdictions and 70% to the selected regional transportation projects. Figure 6 shows the distribution of regional and local revenues for FY2018.

FIGURE 5: NVTa FY2018 REVENUE BREAKDOWN BY TAX TYPE

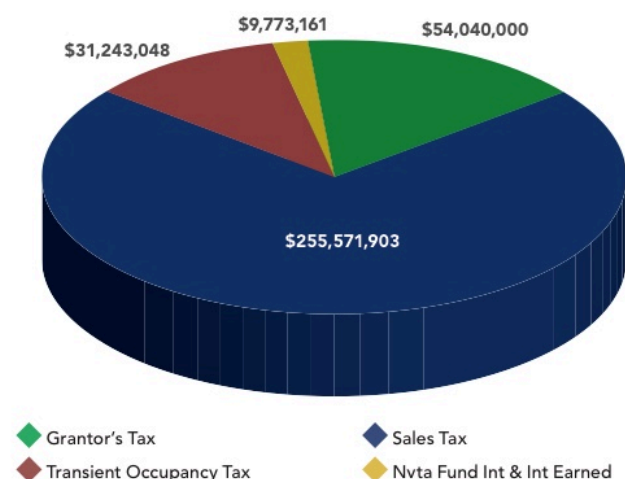
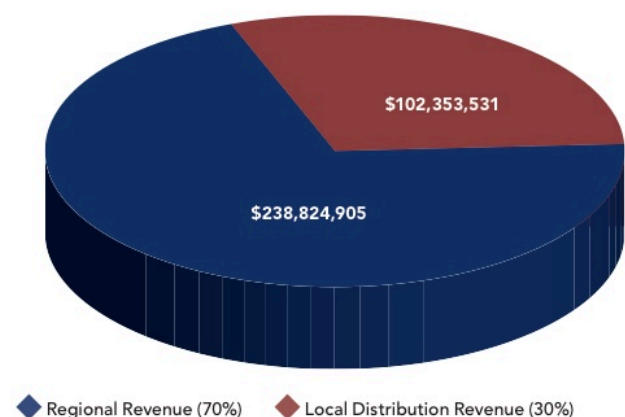


FIGURE 6: NVTa FY2018 HB2313 REVENUE ALLOCATION



Overview of Fiscal Year 2018 Regional Revenue Distribution

On July 1, 2018, two of the Authority's three revenue streams were repealed as a result of the implementation of WMATA Funding Bill (HB1539). While the Authority continues to receive Sales Tax revenues as previously established, the Authority no longer receives revenues associated with Transient Occupancy Tax and Grantor's Tax. This change in revenue structure reduces the regional (70%) revenues that the Authority allocates directly to regional multimodal projects through its established planning/programming process.

The map on page 20 shows all projects funded with regional revenues from the FY2014, FY2015-16 and FY2017 Programs.

30% LOCAL DISTRIBUTION REVENUES & PROJECTS

HB2313 requires that 30% of the revenues received by the Authority be distributed to the member localities in which the taxes and fees are raised. Each year, the Authority must undertake an annual certification for each locality to ensure the funds distributed in prior years were expended appropriately under the requirements of HB2313. Member localities have the option to save multiple years of this revenue to undertake larger projects. Additionally, counties are required to work cooperatively with towns (having a population greater than 3,500) to ensure the towns receive their respective share of the 30% local revenues.

The Authority's member localities can use the 30% revenues for:

- Urban or secondary road construction;
- Capital improvements that reduce congestion;
- Other transportation capital improvements which have been approved by the most recent long-range transportation plan adopted by the Authority; or,
- Public transportation purposes.

In FY2018, all member localities met the certification requirements to receive 30% Local Distribution Revenues. The amount each locality received is noted in Table 4. See the map on page 22 that shows all projects NVTa has funded through its Local Distribution Revenues, since FY2014.

TABLE 4. 30% LOCAL FUNDS DISTRIBUTION FOR FY2018 (AS OF JUNE 30, 2018)	
Jurisdiction	30% Local Funds
Arlington County	\$ 12,414,514
Fairfax County	\$ 43,890,465
Loudoun County	\$ 19,085,853
Prince William County	\$ 14,038,711
City of Alexandria	\$ 7,447,582
City of Fairfax	\$ 2,394,766
City of Falls Church	\$ 914,824
City of Manassas	\$ 1,695,488
City of Manassas Park	\$ 507,986
Total Revenue	\$ 102,390,189

Source: Audited NVTa FY2018 Financial Reports

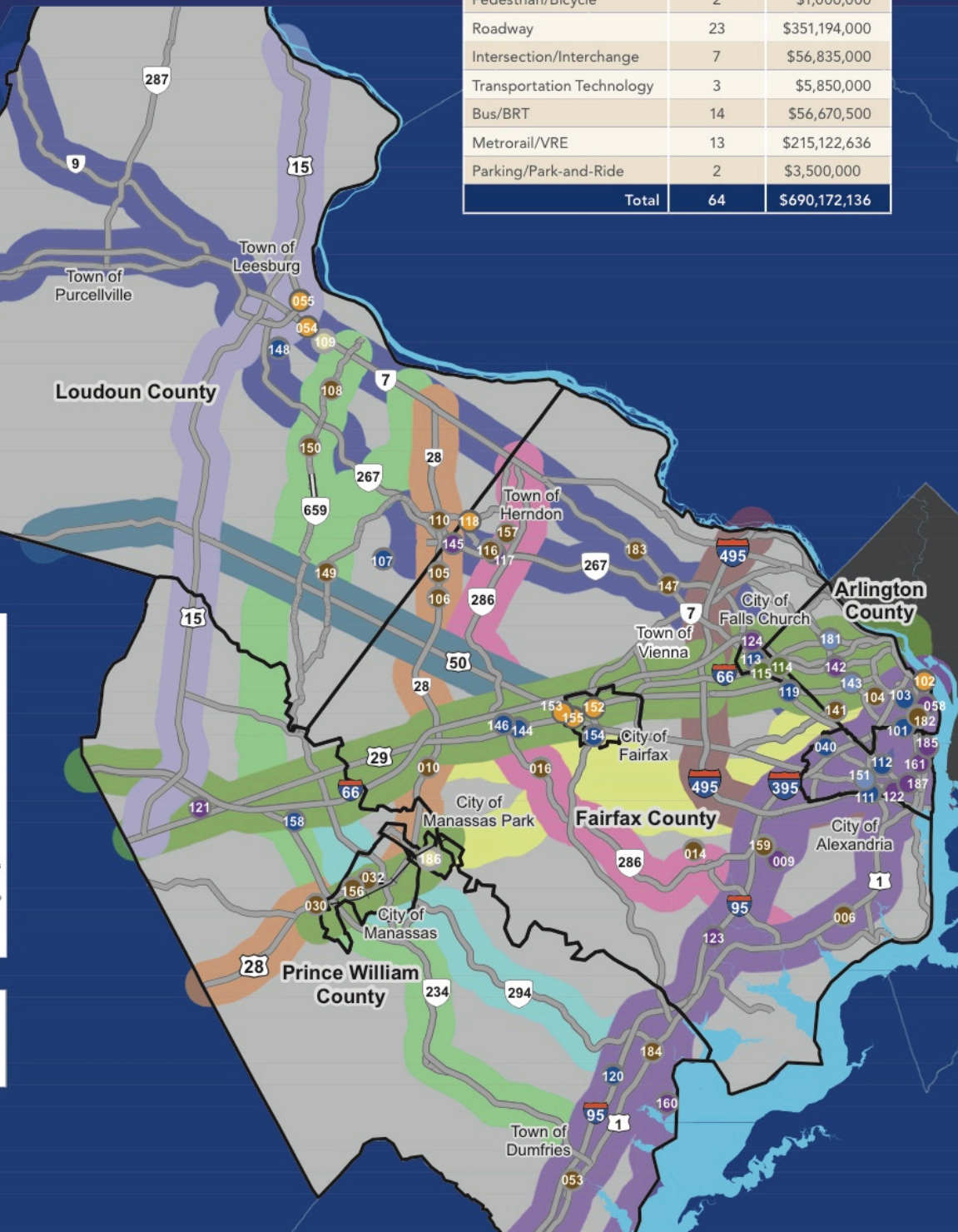
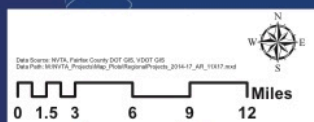
Note: Distribution includes interest accrued on the Local Distribution bank account

The Town of Leesburg combined \$1.1M of 30% local distribution funds with \$58M of 70% regional revenue funds going towards Battlefield Parkway improvements allowing Route 7 to become a limited-access freeway through Leesburg.




























































FY2014-FY2017 Regional Transportation Projects

Primary Mode	Number of Projects	Total Regional Funds
Pedestrian/Bicycle	2	\$1,000,000
Roadway	23	\$351,194,000
Intersection/Interchange	7	\$56,835,000
Transportation Technology	3	\$5,850,000
Bus/BRT	14	\$56,670,500
Metrorail/VRE	13	\$215,122,636
Parking/Park-and-Ride	2	\$3,500,000
Total	64	\$690,172,136



FY2014-FY2017 REGIONAL PROJECT LIST

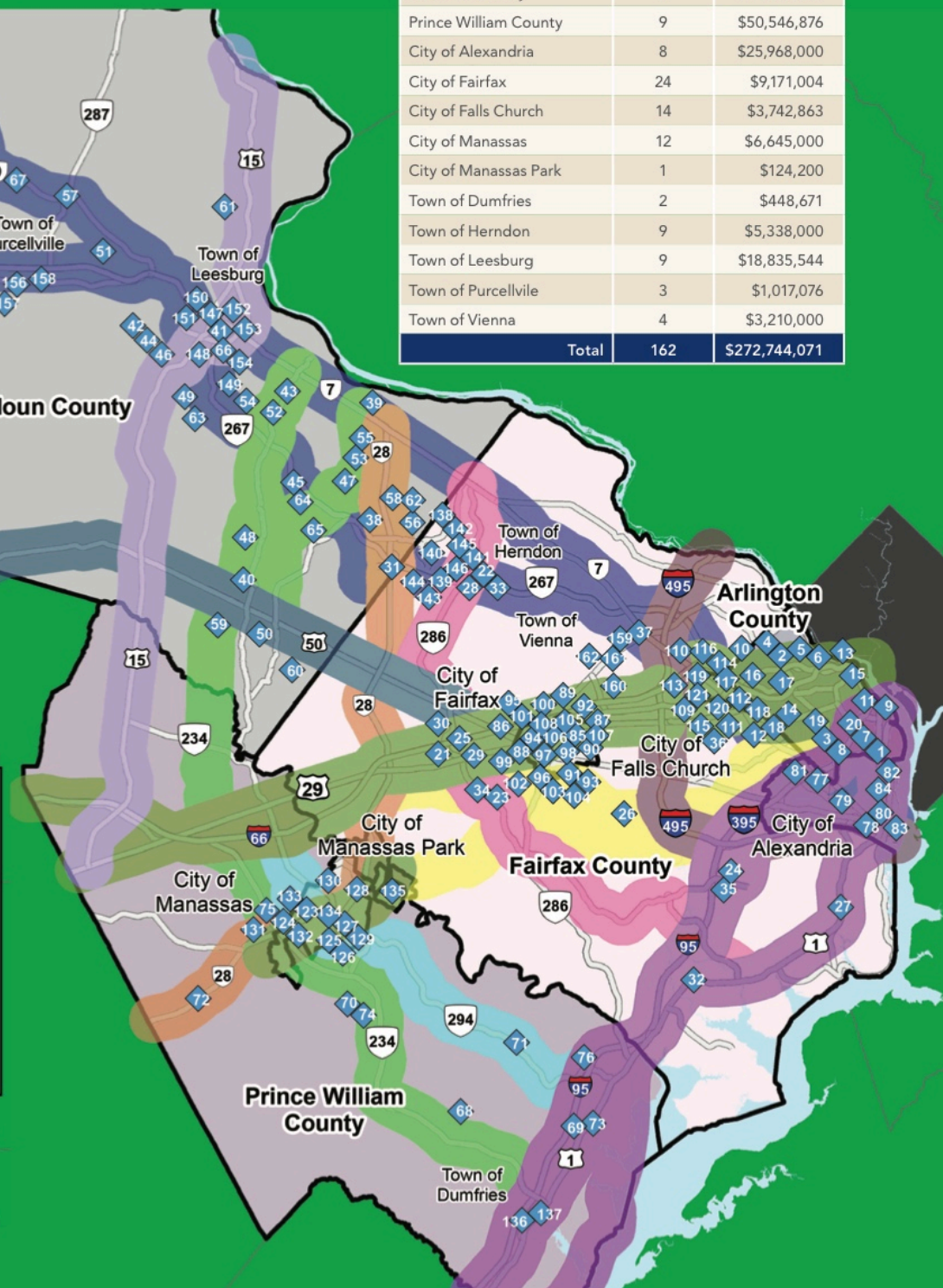
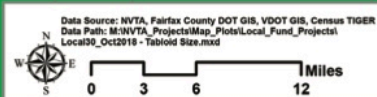
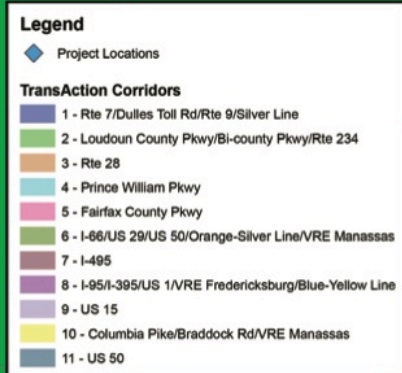
PROJECT ID	PROJECT TITLE	PRIMARY MODE	JURISDICTION/AGENCY
101	Silver/Blue Line Mitigation (4 New Buses)		Arlington County
102	Boundary Channel Drive Interchange		Arlington County
103	Crystal City Multimodal Center		Arlington County
104	Columbia Pike Multimodal Street Improvements - East		Arlington County
141	Columbia Pike Multimodal Street Improvements - West		Arlington County
142	Ballston Metrorail Station West Entrance		Arlington County
143	Glebe Road Corridor ITS Improvements		Arlington County
181	Lee Highway Corridor ITS		Arlington County
182	Crystal City Streets: 12th Street Transitway		Arlington County
105	Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)		Fairfax County
106	Route 28 Widening 6 to 8 lanes (SB from Dulles Toll Road to Route 50)		Fairfax County
145	Innovation Center Metrorail Station		Fairfax County
006	Route 1 Widening: Mount Vernon Memorial Highway to Napper Road		Fairfax County
009	Frontier Drive Extension & Interchange Improvements		Fairfax County
010	Route 28 Widening: Prince William County Line to Route 29		Fairfax County
014	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road		Fairfax County
016	Fairfax County Parkway Widening from Ox Road to Lee Hwy incl. Popes Head Interchange		Fairfax County
144	Connector Buses (12 New)		Fairfax County
146	West Ox Bus Garage Expansion		Fairfax County
147	Route 7 Bridge Widening: Over Dulles Toll Road		Fairfax County
183	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive		Fairfax County
107	Two New Transit Buses		Loudoun County
108	Belmont Ridge Road, North of the Dulles Greenway		Loudoun County
109	Leesburg Park and Ride		Loudoun County
110	Route 28 Hot Spot Improvements (Sterling Boulevard to the Dulles Toll Road)		Loudoun County
148	Transit Buses (4 New)		Loudoun County
149	Loudoun County Parkway Development		Loudoun County
150	Belmont Ridge Road Widening (Truro Parish Dr to Croson Ln)		Loudoun County
030	Route 28 Corridor Widening (Fitzwater Dr to Pennsylvania Ave)		Prince William County
184	Route 1 Widening: Featherstone Road to Marys Way		Prince William County
032	Route 28 Corridor Roadway Improvements - East of Route 234		Prince William County
111	DASH Bus Expansion (Five New Buses)		City of Alexandria
112	Shelters and RTI for DASH/WMATA		City of Alexandria
151	Duke Street Transit Signal Priority Installation		City of Alexandria
185	Potomac Yard Metrorail Station Development		City of Alexandria
040	West End Transitway: Northern Segment (Phase 1)		City of Alexandria
152	Northfax - Intersection Improvements at Route 29/50 and Route 123		City of Fairfax
153	Jermantown Road Intersection Improvements		City of Fairfax
154	Cue 35-Foot Buses (6 New)		City of Fairfax
155	Kamp Washington Intersection Improvements		City of Fairfax
113	Funding for Bus Shelters		City of Falls Church
114	Pedestrian Bridge at Van Buren Street		City of Falls Church
115	Pedestrian Access to Transit		City of Falls Church
156	Route 28 Widening: Godwin Drive to the Southern City Limits		City of Manassas
053	Widen Route 1 (Fraleigh Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)		Town of Dumfries
117	Herndon Metrorail Intermodal Access improvements		Town of Herndon
116	Herndon Parkway Intersection Improvements at Van Buren St		Town of Herndon
118	Herndon Parkway Intersection Improvements at Sterling Rd		Town of Herndon
157	East Elden Street Improvements & Widening		Town of Herndon
055	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road		Town of Leesburg
054	Construct Interchange at Route 7 and Battlefield Parkway		Town of Leesburg
123	VRE Lorton Station Second Platform		VRE
122	VRE Alexandria Station Tunnel and Platform Improvements		VRE
159	VRE Franconia-Springfield Platform Improvements		VRE
160	VRE Rippon Station Expansion and Second Platform		VRE
161	VRE Slaters Lane Rail Crossover		VRE
058	VRE Crystal City Station Improvements		VRE
186	VRE Manassas Park Station Parking Expansion		VRE
121	VRE Gainesville-Haymarket Extension Project Development		VRE
187	WMATA Blue Line Traction Power Upgrades		WMATA
124	WMATA Traction Power Upgrades on the Orange Line in Virginia		WMATA
120	PRTC New Gainesville Service (1 Bus)		PRTC
158	Western Bus Maintenance & Storage Facility		PRTC
119	Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II)		NVTC



FY2014-FY2017 Local Distribution Fund Projects

Jurisdiction	Total Projects	30% Local Fund Amount
Arlington County	20	\$17,071,493
Fairfax County	17	\$64,756,475
Loudoun County	30	\$65,868,869
Prince William County	9	\$50,546,876
City of Alexandria	8	\$25,968,000
City of Fairfax	24	\$9,171,004
City of Falls Church	14	\$3,742,863
City of Manassas	12	\$6,645,000
City of Manassas Park	1	\$124,200
Town of Dumfries	2	\$448,671
Town of Herndon	9	\$5,338,000
Town of Leesburg	9	\$18,835,544
Town of Purcellville	3	\$1,017,076
Town of Vienna	4	\$3,210,000
Total	162	\$272,744,071

Many projects funded by the Authority are not constrained to a single locality. In fact, Authority-funded projects often encompass multiple localities and/or transit agencies, which ultimately deliver congestion relief to Northern Virginians throughout the region.



Additional Funding Responsibilities

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) AND REGIONAL SURFACE TRANSPORTATION (RSTP) PROGRAM FUNDING

In addition to managing and programming HB2313 revenues, the Authority handles Northern Virginia's annual programming of CMAQ and RSTP funds, which are part of the overall mix of transportation funding available to Northern Virginia. With regional collaboration in mind, the Authority's executive director works with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to recommend the programming of more than \$83 million annually for CMAQ and RSTP funded projects. NVTA's projects recommended for CMAQ and RSTP funding are subject to approval by the Commonwealth Transportation Board.

CMAQ ALLOCATION

In the United States, regions found to be in non-attainment for air quality standards (air pollution), like Northern Virginia, are eligible for federal CMAQ funds. The most recent federal surface transportation legislation, Fixing America's Surface Transportation (FAST) Act, along with its predecessor Moving Ahead for Progress in the 21st Century (MAP 21), requires non-attainment areas for fine particulate matter (PM 2.5) – an air pollutant impacting public health – to allocate a portion of

CMAQ funds to projects that will reduce fine particulate matter. In February 2018, the NVTA recommended \$22.8 million in FY2024 funding for projects for CTB approval. The allocation for FY2019-FY2024 is shown in Table 5.

RSTP ALLOCATION

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia, these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. While the NVTA is not a federally designated MPO, it fulfills this function for Northern Virginia. In February 2018, the NVTA recommended the programming of \$54.7 million in RSTP FY2024 funding for CTB approval. The allocation for FY2019 – FY2024 is found in Table 6.

In 2018, CMAQ and RSTP funding availability was revised for FY2019-FY2024, totaling a reduction of \$6.7 million in CMAQ funds and addition of \$7.2 million in RSTP funds over the six-year period, due to revised allocations under the FAST Act. NVTA staff and the RJACC worked to ensure timely programming of these funds.

TABLE 5. ALLOCATION OF CMAQ FUNDS

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CMAQ	\$21,506,170	\$21,512,010	\$21,512,010	\$21,584,051	\$21,584,051	\$15,998,216
CMAQ 2.5	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165	\$6,857,064
Total	\$29,520,335	\$29,526,175	\$29,526,175	\$29,598,216	\$29,598,216	\$22,855,280

Source: Regional Jurisdiction and Agency Coordinating Committee

TABLE 6. NVTA ALLOCATION OF RSTP FUNDS

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
RSTP	\$ 43,736,261	\$ 42,756,167	\$ 40,538,934	\$ 52,747,911	\$ 53,753,344	\$ 54,775,868

Source: Regional Jurisdiction and Agency Coordinating Committee



NVTA Events and Celebrations

TOP: Amazon HQ2 Live Announcement

On November 13, 2018, NVTA Authority members, Katie Cristol, Chair, Arlington County, and Allison Silberberg, Mayor, City of Alexandria, spoke at the highly anticipated press conference and live announcement revealing that Crystal City was chosen as one of two cities to be home to Amazon's second headquarters. NVTA's Executive Director Monica Backmon celebrates the good news with Chair Cristol and Mayor Silberberg post-event.

CENTER: Van Buren Bridge Ribbon Cutting

On August 15, 2018, NVTA joined the City of Falls Church for a ribbon cutting to celebrate the opening of the expanded Van Buren Bridge, increasing bicycle and pedestrian capacity access to Metro.

BOTTOM RIGHT: Regional Chambers Northern Virginia Elected Leaders Summit

On August 29, 2018, four Members of the Authority were honored at an event hosted by the Alexandria Chamber of Commerce, Arlington Chamber of Commerce, Loudoun County Chamber of Commerce, Northern Virginia Chamber of Commerce, Prince William Chamber of Commerce and the Northern Virginia Regional Commission. The four Authority Members honored – Alexandria Mayor Allison Silberberg, Chairman Fairfax County Sharon Bulova, NVTA Vice Chair and Loudoun County Chair Phyllis Randall and Arlington County Chair Katie Cristol – take a moment to pose.

BELOW: Multimodal Improvements at Route 7 and Dulles Toll Road Ribbon Cutting

On May 22, 2018, NVTA joined Fairfax County, VDOT and Fairfax Alliance for Better Bicycling to celebrate several multimodal improvements at Route 7 and the Dulles Toll Road in Tysons Corner, including new bridges over the Dulles Toll Road and more than a mile of shared-use path through and around the interchange.





LEFT: Route 606 Ribbon Cutting Ceremony

On August 6, 2018, the NVTA joined Loudoun County, VDOT, Metropolitan Washington Airports Authority and members of the General Assembly to celebrate the reconstruction and widening of Route 606 and the Loudoun County Parkway.



LEFT: Town of Hillsboro Groundbreaking

This summer, the Authority's Chairman and several Authority members joined the Town of Hillsboro for the groundbreaking of the Route 9 Traffic Calming Project. The NVTA is funding more than \$12M of the \$22M project, which will bring congestion relief and much needed safety improvements for the Route 9 corridor.



LEFT: NVTA hosted its 3rd Annual Northern Virginia Transportation Roundtable

The March 14, 2018 event, hosted by NVTA and moderated by Max Smith of WTOP, featured industry thought-leaders. Discussions focused on self-driving vehicles and new technologies in transportation.



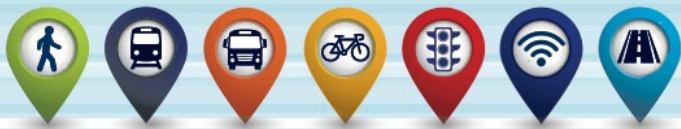
ABOVE: Kicking Off a Major Milestone

During the June 14, 2018 Authority meeting, the NVTA adopted its inaugural Six Year Program totaling more than \$1.285 billion. Members celebrate the major milestone.



LEFT: Belmont Ridge Ribbon Cutting

On December 5, 2018, NVTA joined Loudoun County, VDOT, NOVA Parks and others at a ribbon cutting to celebrate the completion of the widening of Belmont Ridge Road (Route 659) from Gloucester Parkway to Hay Road.



Strategies for the Future

The Authority continues to stay focused on achieving targets identified in its Five-Year Strategic Plan. The Authority will expand upon accomplishments and achieve four strategic goals:

- I. **Regional Prosperity:** Investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

- a. **Year One Update:** Congestion mitigation through multimodal transportation solutions is a primary objective of the Authority. Concretely, this has taken the form of the Authority's inaugural Six Year Program with 44 projects receiving \$1.3 billion in funding. As recognized when the Authority adopted its Strategic Plan in November of 2017, regional prosperity and transportation are profoundly linked. During 2018, many ground level actions were taken to foster regional prosperity, including meeting with Northern Virginia, Commonwealth and Washington Metropolitan regional leaders, starting a baseline economic impact assessment and capturing baseline multimodal congestion information. Rather than just making a one time, point in time assessment – these actions will enable ongoing measurement of the impact of the Authority's funded projects.

- II. **Mobility:** Through planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

- a. **Year One Update:** A key responsibility for the Authority is developing and updating TransAction, the region's long-range 25-year, multimodal transportation plan for Northern Virginia which was adopted Fall 2017. NVTA's inaugural FY2018–2023 Six Year Program was adopted in June 2018.

- III. **Innovation:** Lead region in planning and advocating for emerging transportation technologies which address future transportation, work place and development trends.

- a. **Year One Update:**

- i. As part of the Authority's regional coordination efforts, NVTA collaborated with VDOT and DRPT in 2017 to submit a bid for federal funds to commence implementation of the East-West Integrated Corridor Management (ICM) Corridor. The bid was unsuccessful. Additionally, in 2018, NVTA submitted a request for Commonwealth Smart Scale revenues to implement a Regional Multimodal Mobility Program for the entire Northern Virginia region based on the previously developed ICM principles. NVTA Executive

Director, Monica Backmon, is vice-chair of the region's ICM Program Advisory Group. These funding applications also support Goal IV.

- ii. As part of NVTA's multimodal regional transportation planning, the Authority launched a bi-monthly newsletter, "Driven by InNoVation," which takes a look at transportation technology news and emerging trends in innovation.
 - iii. Earlier this year, NVTA hosted the third annual Northern Virginia Transportation Roundtable, attended by nearly 100 people, with featured experts from organizations such as Uber, Morgan Stanley and Virginia Tech, to name a few. **NVTA will host its next Roundtable on March 13, 2019 and is expected to sellout again.**
 - iv. During the October 2018 Authority Meeting, NVTA announced that Monica Backmon will be forming an executive director's Transportation Technology Committee (TTC) that will advise on the multimodal transportation technologies and related transportation trends that support (or endanger) the vision of the Authority as stated in the Five-Year Strategic Plan. The TTC will be chaired by Authority member, David Snyder, and include industry leaders.

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

- a. **Year One Update:** NVTA continues transparency, stewardship and accountability:

- i. The Authority is in the midst of implementing a Program Monitoring and Management System (PMMS). The first phase will focus on the development of an online project application system that will be available for the Authority's next Call for Regional Transportation Projects, expected in July 2019. Subject to future Authority approval, the second phase of the PMMS will include a project portfolio monitoring system and public-facing dashboard with real-time updates.
 - ii. Recognizing the responsibility which comes with managing a \$1 billion portfolio, the Authority is investing in analytical services which will ensure real-time rating information and security pricing data. In addition to improving the safety of the investment portfolio, these services are expected to increase yield on the portfolio by as much as \$220,000 per year.

iii. The Authority's Finance Committee has invested significant time in the development of a funding strategy for the Six Year Program. The strategy development was enhanced by the Authority's exceptionally strong balance sheet. The Finance Committee funding strategy permitted the commitment of \$1.285 billion mostly appropriated in the early years (FY2019 and FY2020) of the SYP to get projects moving quickly, while also saving \$194 million compared to traditional funding approaches.

WORKING TOGETHER

NVTA would like to thank each member locality and dedicated staff, the two statutory committees – the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC) – and the three standing committees; Finance, Planning and Programming, and Governance and Personnel. The work and success of the Authority speaks to the collaborative efforts of the Authority, its committees, regional partners and stakeholders alike.

Planning Coordination Advisory Committee (PCAC)

The PCAC provides recommendations to the NVTA on broad policy issues related to the periodic update of TransAction and the development of the Six Year Program. Occasionally, the PCAC offers the NVTA advice on regional transportation issues and advice on the NVTA's legislative program. The Committee consists of 14 members comprised of one elected official appointed annually by the NVTA's counties, cities and qualified towns.

Hon. Ralph Buona, Loudoun County, *Chairman*
 Hon. Linda J. Colbert, Town of Vienna, *Vice Chairman*
 Hon. Ruth Anderson, Prince William County
 Hon. Preston Banks, City of Manassas Park
 Hon. Jeff Davidson, Town of Herndon
 Hon. Phil Duncan, City of Falls Church
 Hon. Brian K. Fields, Town of Dumfries
 Hon. John Foust, Fairfax County
 Hon. Susan Fox, Town of Leesburg
 Hon. Libby Garvey, Arlington County
 Hon. Jeff Greenfield, City of Fairfax
 Hon. Ted Greenly, Town of Purcellville
 Hon. Pamela Sebesky, City of Manassas
 Hon. Paul Smedberg, City of Alexandria

Technical Advisory Committee (TAC)

The TAC consists of individuals appointed for their multimodal expertise and regional focus. The Committee is responsible for reviewing the development of major projects and providing

recommendations to the Authority. The Committee consists of nine members who reside or are and who have experience in transportation planning, finance, engineering, construction or management. Six members are appointed by the NVTA and three members are appointed by the Chairman of the Commonwealth Transportation Board.

Randy Boice, *Chairman*
 Armand Ciccarelli
 Meredith Judy
 Pat Turner
 Shanjia Zhu

* Quorum five (5) members. Four positions vacant as of Annual Report publication date.

Finance Committee

The Finance Committee is responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the Authority's professional staff. The Finance Committee also serves as the Authority's Audit Committee. The Committee consists of five Authority members who are appointed by the NVTA Chairman for staggered two year terms.

Hon. Hal Parrish, City of Manassas, *Chairman*
 Hon. Jeanette Rishell, City of Manassas Park, *Vice Chairman*
 Hon. Sharon Bulova, Fairfax County
 Hon. Martin E. Nohe, Prince William County
 Hon. Allison Silberberg, City of Alexandria

Planning and Programming Committee (PPC)

The PPC is responsible for advising the Authority on planning and programming recommendations including TransAction, the Six Year Program and the Project Selection Process. The Committee consists of five NVTA members who are appointed by the NVTA Chairman for staggered two year terms.

Hon. Martin E. Nohe, Prince William County, *Chairman*
 Hon. Sharon Bulova, Fairfax County, *Vice Chairman*
 Hon. Katie Cristol, Arlington County
 Hon. Phyllis Randall, Loudoun County
 Hon. Jeanette Rishell, City of Manassas Park

Governance and Personnel Committee (GPC)

The GPC is responsible for advising the Authority on procedural amendments to the Bylaws, the Legislative Program, the development of policies and procedures related to governance and personnel of the Authority, and other special assignments as directed by the Chairman of the Authority.

Hon. Phyllis Randall, Loudoun County, *Chairman*
 Hon. David Snyder, City of Falls Church, *Vice Chairman*
 Hon. Katie Cristol, Arlington County
 Hon. David L. Meyer, City of Fairfax
 Hon. Randall Minchew, House of Delegates Appointee



Working Across the Region



SPECIAL ACKNOWLEDGEMENTS

Thank you to all of our member jurisdictions, staff and agencies for contributing to this report.

IN MEMORIAM

Jeff L. Davidson was a dedicated Councilmember proudly representing the Town of Herndon and an essential member of the Authority's Planning Coordination and Advisory Committee. Jeff's consensus building approach to decision-making was instrumental to the PCAC's recommendations to the Authority.

Doug R. Fahl will be remembered as a dedicated member of the Authority's Technical Advisory Committee. Doug's expertise and commitment to think across jurisdictional boundaries was integral to the work of the TAC.

Doug and Jeff will both be remembered as good friends to the Authority and are dearly missed.





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@NVTATransAction



@The-Northern-Virginia-
Transportation-Authority



Northern Virginia
Transportation Authority

