Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

AGENDA

Thursday, December 17, 2020
6:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Meeting to be conducted on WebEx and Live Streamed via YouTube

1. **Call to Order** Chair Randall

2. **Roll Call** Margaret Duker, Clerk

3. **Adoption of Resolution 20-07 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** Chair Randall
   Recommended action: Adoption of Resolution 20-07 for Electronic Meetings During COVID-19 Pandemic

4. **Minutes of the November 12, 2020 Meeting**
   Recommended action: Approval [with abstentions from those who were not present]

Presentation

5. **Transform 66 Outside the Beltway Concession Fee Projects Update** Ms. Shaw, Mega-Projects Manager, VDOT

Action Items

6. **Adoption of 2021 Legislative Program** Ms. Backmon, Executive Director
   Ms. Baynard, McGuire Woods Consulting, LLC
   Recommended action: Adoption of the Legislative Program

7. **Approval of Revisions to Policy 19 –Local Distribution (30% Funds)** Mr. Longhi, CFO
   Recommended action: Approval of Revisions

8. **Approval of Revisions to Policy 20-Regional Revenue (70% Funds)** Mr. Longhi, CFO
   Recommended action: Approval of Revisions

9. **Approval of Economic Impact Analysis Contract** Ms. Dev Sen, Financial Analyst
   Recommended action: Approval of Contract

10. Approval of Vision Statement for TransAction Update Mr. Jasper, Principal, Planning and Programming

Recommended action: Approval of Vision Statement

Discussion/Information Items

11. Nominating Committee Report Chair Wheeler and Mayor Wood

12. Calendar Year 2021 Meeting Schedule Ms. Backmon, Executive Director

13. Finance Committee Report Mayor Rishell, Vice-Chair

i. **Investment Portfolio Report** Mr. Longhi, CFO

ii. **Monthly Revenue Report** Mr. Longhi, CFO

iii. **Operating Budget Report** Mr. Longhi, CFO

14. Planning Coordination Advisory Committee Report Council-Member Miles, Vice-Chair

15. Technical Advisory Committee Report Mr. Boice, Chair

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

17. Chair's Comments

Closed Session

18. Adjournment

Correspondence

Next Meeting: January 14, 2021 at 7:00pm

NVTA Offices

3.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 20-07 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF EMERGENCY DURING COVID – 19 PANDEMIC

DECEMBER 17, 2020 MEETING ELECTRONICALLY

December 17, 2020

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 ("COVID-19"); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority finds that it has a responsibility to demonstrate to the public, through the Authority's conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize "any public body, including any state, local, [or] regional body" to "meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . ., provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities" among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Authority to assemble in a single location on December 17, 2020, to discuss and transact the business of the Authority listed on the December 17, 2020 Authority Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Authority hereby finds that meeting by electronic means is authorized because the items on the December 17, 2020, Authority Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the December 17, 2020, Authority Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 17th day of December, 2020.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, November 12, 2020
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Meeting conducted on WebEx and Live Streamed via YouTube

Call to Order Chair Randall

- ✓ Chair Randall called the meeting to order at 7:02pm.

2. Roll Call Ms. Sen, Interim Clerk

- ✓ Voting Members: Chair Randall; Mayor Parrish; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Meyer; Mayor Wilson; Mayor Rishell; Council Member Snyder; Senator Boysko; Delegate Roem; Delegate Watts; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mayor Wood (joined 7:05pm); Ms. Mitchell; Ms. Cuervo.
- ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication and Public Affairs Manager); Dev Sen (Financial Analyst); Margaret Duker (Board Clerk) and various jurisdictional and agency staff.
- ✓ Other Attendees: Rob Dickerson (Council of Counsels); Steven MacIsaac (Council of Counsels); Joanna Anderson (Council of Counsels); Daniel Robinson (Council of Counsels); Tracy Baynard (McGuire Woods Consulting LLC); Michael Garber (PB Mares LLP); Tyler Farnsworth (PM Mares LLP); Rob Cary (VDOT); Susan Shaw (VDOT); Abraham Lerner (VDOT); Ciara Williams (DRPT); Jennifer Debruhl (DRPT); Mr. Jitender Ramchandani (OIPI).

3. Adoption of Resolution 20-06 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic NVTA Council of Counsels

Recommended action: Adoption of Resolution 20-06 for Electronic Meetings During COVID-19 Pandemic

- ✓ Senator Boysko made the motion to adopt Resolution 20-06 to Find the Need to Conduct Meeting by Electronic Communication Means during the Governor's declared State of Emergency during COVID-19 Pandemic; seconded by Delegate Roem. Motion passed unanimously (14-0) vote.

4. Minutes of the October 8, 2020 Meeting

Recommended action: Approval [with abstentions from those not present]

- ✓ Mayor Parrish moved for acceptance of the October 8, 2020 Meeting Minutes; seconded by Chairman McKay. Motion passed unanimously (14-0).

Presentations

5. FY2020 Audit Presentation Mr. Michael Garber, PBMares, LLP
Mayor Parrish, Chair – Finance Committee

- ✓ Mr. Michael Garber of PB Mares, presented the results of the financial audit to the Authority, noting this was an unmodified or clean opinion.
- ✓ He added that the audit went very smoothly with no audit adjustments nor internal control issues.
- ✓ Also mentioned that no accounting (GASB) standards required adoption this year.
- ✓ Mayor Parrish noted how hard Staff worked to make this possible and commended their efforts.

6. I-495 NEXT Project Briefing Ms. Susan Shaw, Mega-Projects Manager, VDOT

- ✓ Rob Cary, Deputy Commissioner of Highways, and Ms. Susan Shaw, presented an overview of the Project's plan and benefits.
- ✓ The Project extends existing express lanes by three miles from I-495 and Dulles Toll Road Interchange to the George Washington Memorial Parkway close to the American Legion Bridge.
- ✓ It will replace existing bridges, add bike and pedestrian trails, provide storm water management as well as replace existing noise walls where needed.
- ✓ Some of Ms. Shaw's highlights of the benefits included:
    - Reducing congestion, improving reliability and safety as well as decreasing travel time.
    - Currently conducting public outreach (through virtual meetings) to address neighborhood concerns.
    - Some benefits include adding new capacity, new travel choices, reducing travel time during peak hours and cut-through traffic on local roads.
- ✓ Ms. Shaw noted that they have partnered with Transurban to provide engineering design support, procure a design-builder, construct, operate and maintain the project and are coordinating with Maryland to conduct an environmental impact study.
- ✓ Currently finalizing the NEPA documents and noted potential for the project to be completed in 2024 if all goes according to schedule.
- ✓ Ms. Shaw pointed out that the impact to trees (with 35 acres to be affected), noise walls, impact of COVID-19 and privacy and security arising from the bicycle trail, are some of the major concerns expressed during their meetings with the public.
- ✓ Chairman McKay reiterated that the storm water management remains an outstanding concern, adding that he would like to see an improvement in travel time for all lanes including the general-purpose lanes.
- ✓ He further noted that he hopes the data from the transit study will not preclude any future transit enhancements planned for the area.

- ✓ Board Member Cristol also inquired why there is no transit component for this project as it was for the I-95 and 395 Express Lanes.
- ✓ Mr. Cary responded stated that Secretary Valentine is committed to ensuring that this study does not preclude any future transit enhancements for the region as transit is a key component in the long-term solution for the region.
- ✓ Additionally, he explained that the project team is constantly exploring other innovative and technology-based solutions to see how it can improve travel time for the general-purpose lanes.
- ✓ Board Member Cristol further commented that there have been similar widenings in the area like I-66 and I-95, and these projects all had a transit component as a commitment to the revenues. She noted that it will be quite disappointing if years down the road, congestion still remains an issue in the area despite all the measures being put in place. As a result, she would like to see a stronger commitment to transit alternatives as that is key to getting more cars off the road.
- ✓ Delegate Roem shared similar views, adding that she is in support of multimodal transportation solutions, but there needs to be a commitment to having transit as an integral part of the design phase.
- ✓ Delegate Watts noted that transit systems have enabled people to ride freely on highways like HOVs, express lanes etc.
- ✓ Mr. Cary responded that he shares these concerns and will be providing feedback to Secretary Valentine.

7. I-495 American Legion Bridge Transit/TDM Study Update Ms. Ciara Williams DRPT

- ✓ Ms. Williams informed the Authority that this project was as a result of a joint agreement between Governors Northam and Hogan, to rebuild the American Legion Bridge and to connect the Interstate Highway System.
- ✓ The Project complements the I-495 NEXT Project and Maryland's Managed Lanes Study to enable a seamless network of travel options within the region.
- ✓ The Project is funded and jointly managed by DRPT and MDOT-MTA.
- ✓ She noted that the goal of the Transportation Demand Management (TDM) Study is to identify potential current and future multimodal travel solutions which could be implemented to reduce congestion, improve travel reliability and regional connections and enhance existing and planned multimodal connections.
- ✓ Council Member Snyder asked how these two projects could achieve a reduction in greenhouse gases and what level of collaboration has transpired with Maryland with regards to the Study.
- ✓ Ms. Williams answered that they have been coordinating closely with MTA but are yet to secure providers since they are currently working on the modeling aspect to come up with the final recommendations.
- ✓ She also noted that the issue of greenhouse gases has come up before and they are seeking to address it.
- ✓ Delegate Watts inquired why Dulles Airport was not considered as a destination in the TDM Study.

- ✓ Ms. Williams responded that the initial modeling showed that there was not enough demand for that route at the time, nonetheless, they could go back and have that discussion with their consultants.
- ✓ Chairman McKay commented that there is a lack of public engagement in this study as most people, including elected officials, were not engaged in the conversation early on in the Study.
- ✓ Ms. Mitchell replied explaining that more efforts will be made to involve the greater public and create more awareness throughout the TDM Study.

8. VTrans Update Mr. Jitender Ramchandani
Office of Intermodal Planning and Investment

- ✓ To kick off his presentation, Mr. Ramchandani explained that VTRANs stands for Virginia's Multimodal Transportation Plan, which seeks to identify critical transportation needs within the State, prioritizes those needs (either as Mid-Term or Long-Term Needs) and make recommendations to the CTB regarding those needs through policy or capital investment.
- ✓ He noted that based on the CTB's guidance, the policy for this prioritization will form the basis for screening funding requests received via Smart Scale and VDOT's Revenue-Sharing funding programs, allocating limited State resources and planning and programming.
- ✓ Ms. Hynes informed Authority Members that whenever there are policy changes regarding the allocation of funding, it has been her practice to collaborate with VDOT to educate staff and jurisdictions of these changes. In this vein, she noted that CTB is planning a series of meetings with VDOT and jurisdictional Staff to update them on the draft policy for the prioritization of Mid-Term Needs as well as gain firsthand feedback regarding these policy changes.
- ✓ Additionally, she pointed out that this policy provides an opportunity to line up projects which could potentially be considered for Smart Scale and other funding to enable them move forward.
- ✓ Chairman McKay remarked that he appreciates the CTB's efforts to reach out to staff to educate them regarding these funding programs, but noted that these policy changes and funding procedures may not be very understandable to the general public with regards to how they relate to each other or the differences involved.
- ✓ Ms. Hynes explained that in such an instance, it would be very helpful to have a diagram which explains some of these changes to people.
- ✓ Mayor Wood also questioned how this policy ties in with the funding for different projects.
- ✓ In response, Mr. Ramchandani explained that this policy does not tie in with any project as this policy is about prioritizing mid term needs.

Action Items

9. Acceptance of FY2020 Annual Audit Mayor Parrish, Chair – Finance Committee

Recommended action: Acceptance of Audit Report

Mayor Parrish moved Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Report for the fiscal year ended June 30, 2020; seconded by Board Member Cristol. Motion passed unanimously (14-0).
(Ed. Note. During the meeting Chair Randall advanced this Action Item to follow Mr. Garber's presentation of the FY2020 Audited Financial Statements.)

10. Approval of RSTP Transfer from Route 15 to Neabsco/Potomac Commuter Garage Prince William County

Ms. Backmon, Executive Director

Recommended action: Approval of Transfer

- ✓ Chair Wheeler moved approval of the Prince William County request to reallocate $11,129,041 in RSTP funds from the Route 15 Improvements Railroad Overpass to the Neabsco/Potomac Commuter Garage; seconded by Mayor Parrish. Motion passed by 13-0-1, with Delegate Roem abstaining.

Discussion/Information Items

11. 2020/2021 General Assembly

i. **Draft 2021 Legislative Program**

ii. **2020 General Assembly Special Session Update (Verbal)**

Ms. Baynard, McGuire Woods Consulting, LLC
Ms. Monica Backmon, Executive Director

- ✓ Ms. Baynard updated Authority Members noting that two major initiatives in the Draft 2021 Legislative Program are to continue work on protective language regarding restoring long-term funding to the Authority/protecting NVTA's dedicated revenues and flexibility for continued virtual meetings.
- ✓ She noted that it was brought to her attention during the GPC meeting that current language requires virtual meetings to have a public comment period and that is something she will be looking into further.

12. 2020 Annual Report to the Joint Commission on Transportation Accountability

Ms. Backmon, Executive Director

- ✓ Ms. Backmon stated that the Authority is required to submit an Annual Report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of HB2313.
- ✓ The deadline for submission is November 15th of each year.

13. Finance Committee Report — Mayor Parrish, Chair

i. **Investment Portfolio Report** — Mr. Longhi, CFO
No verbal report given.

ii. **Monthly Revenue Report** — Mr. Longhi, CFO
No verbal report given.

iii. **Operating Budget Report** — Mr. Longhi, CFO
No verbal report given.

14. Planning and Programming Committee Report Mayor Wilson, Chair

- ✓ No verbal report given.

15. Planning Coordination Advisory Committee Report Mayor Colbert, Chair

- ✓ No verbal report given.

16. Technical Advisory Committee Report Mr. Boice, Chair

- ✓ No verbal report given.

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

- ✓ Ms. Backmon updated the Authority that the Request for Proposal (RFP) to update TransAction has been released.

18. Chair's Comments

- ✓ Chair Randall informed Members that she has appointed Chair Wheeler and Mayor Wood to serve on the Nominating Committee.

Closed Session

Motion for a Closed Session

Chair Randall moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code sections 2.2-3711.A.7 and 8, for the purpose of consultation with legal counsel concerning potential litigation concerning the terms and conditions of Standard Project Agreements (SPA) 996-14-034-109 and (SPA) 996-80821 with WMATA for 8 Car Train Traction Power Upgrades, and the statutory requirements of Chapter 25 of Title 33.2 of the Code of Virginia governing the NVTA's legal authority to provide NVTA funding for capital projects; seconded by Mayor Parrish.

- o Motion passed unanimously by (14-0) vote.
- o Closed session convened at 8:58 pm.

Motion to Reconvene in an Open Meeting

Chair Randall moved that the members of the Northern Virginia Transportation Authority certify that at the just concluded closed meeting: (1) only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Authority; seconded by Mayor Parrish.

- o Motion passed unanimously by (14-0) vote.
- o Open meeting reconvened at 9:57 pm.

19. Adjournment

Correspondence

Next Meeting: December 17, 2020 at 6:00pm (Please note time)

NVTA Offices

I-66 Outside the Beltway
Concession Fee Projects Annual Update
Northern Virginia Transportation Authority

Susan Shaw, P.E., Northern Virginia Megaprojects Director
Virginia Department of Transportation

December 10, 2020

Concession Fee Project Requirements

Projects must:

- **Benefit the toll facility user (Virginia Code)**
- **Be federally eligible**
- **Meet one of the project improvement goals**
  - Move more people
  - Enhance transportation connectivity
  - Improve transit service
  - Reduce roadway congestion
  - Increase travel options
- **Be selected and recommended by NVTA**
- **Be approved by the Commonwealth Transportation Board**

Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
  - Widen Jermantown Road Bridge to 4 lanes: *Construction underway*
  - Widen Monument Drive Bridge to add pedestrian facility: *Design underway to determine cost*.
  - Widen Poplar Tree Road Bridge to 4 lanes: *Open to traffic November 2020*
  - Expand I-66 Median Replace I-66 Bridge over US 29: *Construction underway, traffic on new bridges November 2020*
- **Transit Improvement Projects:**
  - Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build procurement underway*
  - East Falls Church Metrorail Station Bus Bay Expansion: *Design is underway, construction spring 2022, open late 2022*
  - PRTC Western Bus Maintenance and Storage Facility: *Construction complete, operations to begin in early 2021*
  - VRE Manassas Line Capacity Expansion and real-time traveler information project: *Projects underway*
- **Pedestrian Improvement Projects:**
  - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Design underway*
  - George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Design underway, construction in 2024*
  - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Design underway*
- **Roadway Projects:**
  - US 50 and Waples Mill Road intersection improvements: *Design underway*
  - Balls Ford Road widening from Groveton Road to Route 234 Business: *Utility relocations underway, construction start in 2021*
  - Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design-Build project underway*
  - Devlin Road Widening, Balls Ford to University Blvd.*: Design underway*
  - Route 29 Widen 1.5 miles: *Design underway; Right of way in 2021; construction in 2023*

I-66 Concession Fee Projects

66 Concession Fee Project	Responsible Organization	Concession Fee Amounts
Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	$ 2,600,000
I-66 Median Widening at Route 29	VDOT/66 OTB	$ 48,050,736
Jermantown Road Bridge Widening	VDOT/66 OTB	$ 9,500,000
Monument Drive Pedestrian Improvement	VDOT/66 OTB	$ 3,800,000
Rte 234 At Balls Ford Road Interchange	Prince William	$ 105,000,000
Devlin Road Widening	Prince William	$ 25,000,000
Balls Ford Road Widening from Groveton Road to Rte 234	Prince William	$ 67,405,000
Commuter Parking Structure at Government Center	Fairfax County	$ 38,500,000
George T. Snyder Trail	City of Fairfax	$ 13,605,000
Nutley Street SW Shared Use Path	Town of Vienna	$ 295,000

I-66 Concession Fee Projects

66 Concession Projects	Responsible Organization	Concession Fee Amounts
Route 50 and Waples Mill Road Intersection	VDOT	$ 2,510,746
Lee Highway Pedestrian Improvements – Nutley St to Vaden Dr	VDOT	$ 2,084,000
Route 29 Widening – Phase I (Pickwick to Union Mill)	VDOT	$ 3,779,921
#Smart 18 Route 29 Widening Phase II (Union Mill – Buckley's Gate	VDOT	$ 13,700,597
Route 29 Widening – Legato to Shirley Gate	Fairfax County	$ 4,762,000
East Falls Church Metro Bay Expansion	DRPT/Arlington	$ 4,841,000
Western Bus Maintenance & Storage Facility	DRPT/PRTC	$ 11,070,000
VRE Manassas Line Upgrade	DRPT/VRE	$ 105,013,000
VRE Manassas Park Parking Garage and Bridge	DRPT/VRE	$ 23,483,000
TOTAL		**$ 485,000,000**
Funds Available		**$ 15,000,000**

Transform 66 Outside the Beltway Construction Progress Fall 2020



Route 28 Interchange Fall 2020



A new Poplar Tree Road Bridge over Route 28 opened in late November 2020. The new bridge includes a shared-use path connecting to the new E.C. Lawrence Park access road, and connections on both sides of Route 28.



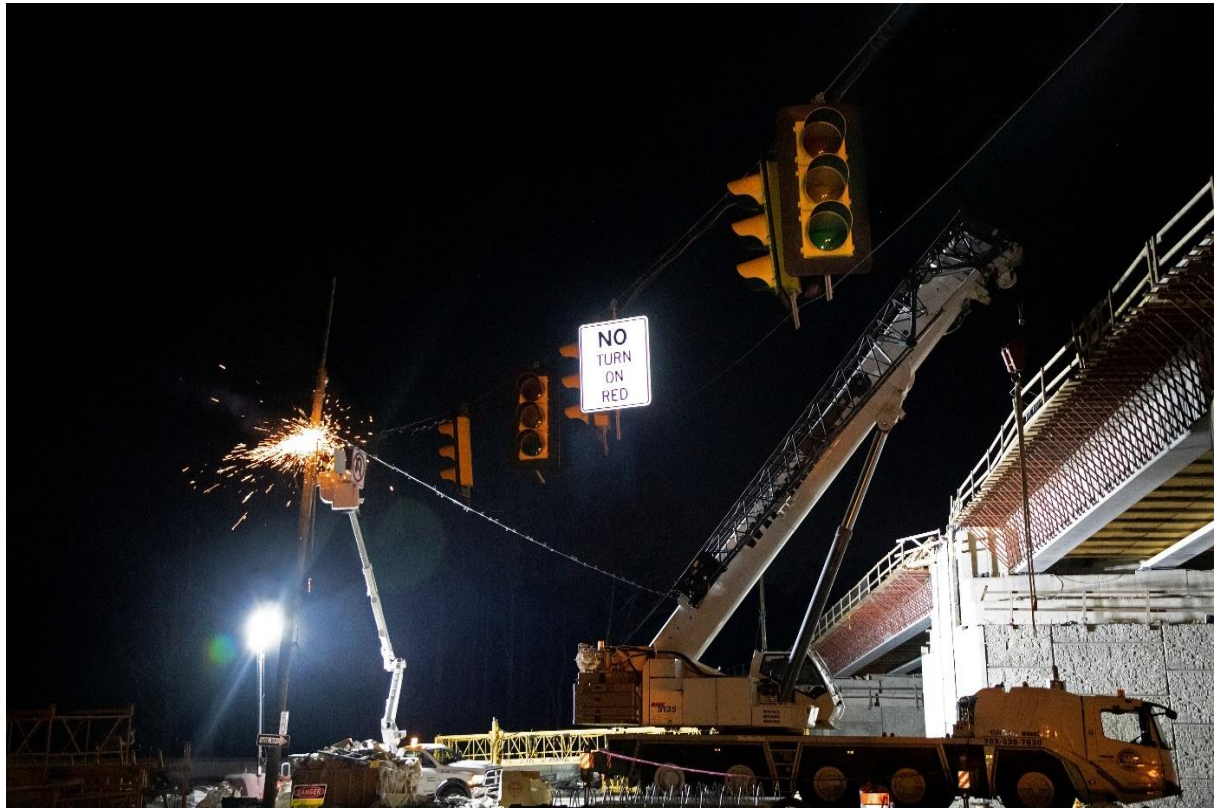
New I-66 Bridges over Route 29 Centreville are being lengthened, widened, and raised for the new I-66 Express Lanes and to provide room for any future mass transit along I-66 and future widening of Route 29.



A new overpass reconnecting Braddock and Walney Roads opened in November 2020, providing direct access to and from I-66, as well as to Route 28 to and from the south.



A new Vaden Drive Bridge over I-66 opened in late November 2020, providing access to the Vienna-Fairfax/GMU Metrorail Station. The new, wider bridge will include a shared-use path opening in late 2020, and ramps to and from the west that will connect to the I-66 Express Lanes.





The last traffic signal on the Route 28 corridor was removed in November 2020, representing a milestone in providing smoother and safer travel for drivers, and concluding a years-long effort to make Route 28 ‘signal free’ from Route 7 in Loudoun County all the way to the Route 29 interchange in Fairfax County.


VDOT
Virginia Department of Transportation

Virginia Department of Transportation, NOVA Megaprojects
I-66 Concession Fee Projects
FINANCIAL STATUS REPORT

Expenditures through 6/30/20; Status as of Fall 2020

UPC	State Project Number	I-66 Concession Payment Projects Decription	2020 Concession Fee Amount	Management Agreement	Estimated Completion	Current Estimate	Other Funding Sources	Concession Fee Expenditure Thru 6/30/20	Status Through Fall 2020
112779	4831-029-411	Poplar Tree Road Bridge Widening to Four Lanes	$ 2,600,000	VDOT/66 OTB	2022	$ 2,600,000	$ -	$ 2,249,000.00	Open to traffic November 2020..
112778	0066-029-410	I-66 Median Widening at Rte 29 for WMATA Orange Line Accomodation	$ 48,050,736	VDOT/66 OTB	2022	$ 57,500,000	$ 9,449,254	$ 21,161,832.52	Construction underway. Traffic shifted to new bridges.
112781	0655-029-409	Jermantown Road Bridge Widening	$ 9,500,000	VDOT/66 OTB	2022	$ 9,500,000	$ -	$ 3,642,500.00	Construction underway.
112780	7969-029-412	Monument Drive Pedestrian Improvements	$ 3,800,000	VDOT/66 OTB	2022	$ 3,800,000	$ -	$ 125,000.00	Design underway.
112815	6234-076-266	Rte 234 At Balls Ford Road Interchange	$ 105,000,000	Prince William County 8/30/2018	2022	$ 105,000,000	$ -	$ 3,376,105.59	Design-Build Project, NTP to Design-Builder, Final design, right of way, and early construction activities underway
118253	0621-076-310	Devlin Widening 2 to 4 Lanes Balls Ford Interchange to University Blvd	$ 25,000,000	Prince William County	2025	$ 25,000,000	$ -	$ -	Design underway
112813	0621-076-265	Balls Ford Road Widening from Groveton Road to Rte 234	$ 67,405,000	Prince William County 5/7/2018	2022	$ 67,405,000	$ -	$ 2,741,379.67	Utility relocation underway. Design-Bid-Build. Advertise for construction early 2021
112817	FXCP-029-413	Commuter Parking Structure at Government Center	$ 38,500,000	Fairfax County 10/23/2018	2023	$ 43,500,000	$ -	$ 1,085,351.74	Preliminary design underway, planned Design-Build procurement.
112816	U000-151-216	George T. Snyder Trail	$ 13,605,000	City of Fairfax 7/2/2018	2026	$ 13,975,000	$ 370,000	$ 784,482.91	Design underway.
112818	0243-153-212	Nutley Street SW Shared Use Path	$ 295,000	Town of Vienna 6/21/2018	2021	$ 295,000	$ -	$ 35,716.86	Preliminary design underway.
113517	0050-029-415	Route 50/Waples Mill Road Intersection	$2,510,746	VDOT	2023	$ 2,510,746	$ -	$ 365,651.58	Design underway. RW phase required. Construction advertisement late 2021.
113518	0029-029-414	Lee Highway Pedestrian Improvements - Nutley St to Vaden Dr	$2,084,000	VDOT	2022	$ 2,597,870	$ -	$ 545,591.56	Design nearly complete. Right of way in 2021, construction in 2022.
110330	0029-029-351	Route 29 Widening - Phase I Pickwick Road to Union Mill	$3,779,921	VDOT	2019	$ 1,210,904	$ -	$ 1,210,903.69	Project final closeout 3/20/19.
110329	0029-029-350	#Smart 18 Route 29 Widening Phase II Widen 1.5 Miles Union Mill Road to Buckley's Gate	$13,700,597	VDOT	2024	$ 85,874,707	$ 66,973,543	$ 3,743,905.76	Design Underway. Right of Way in 2021. Construction start in 2023.
105397	0029-029-R54	Route 29 Widening Legato to Shirley Gate	$ 4,762,000	Fairfax County 3/26/2018	2020	$ 13,751,112	$ 13,000,000	$ 4,762,000.00	Expenditures shown for Concession funds only. Construction completed November 2019. In financial closure
113527	EFCM-000-871	East Falls Church Metro Bus Bay Expansion	$ 4,841,000	DRPT/Arlington In process	2022	$ 7,328,000	$ 2,487,000	$ -	Design is underway. Construction in 2022
113528	PRTC-076-267	Western Bus Maintenance & Storage Facility	$ 11,070,000	DRPT/PRTC 2/6/2019	2020	$ 47,680,000	$ 36,610,000	$ 8,693,858.00	Project complete. Facility to begin operations in early 2021.
113526	VREM-155-313	VRE Manassas Line Upgrade	$ 105,013,000	DRPT/VRE In process	2025	$ 105,013,000	$ -	$ -	5 Distinct project components, in various stages of development. Project completion dates in 2023, with final component complete in 2025. Other sources of funds ($20,726,388)
113525	VREM-152-284	VRE Manassas Park Parking Garage and Bridge	$ 23,483,000	DRPT/VRE 4/2/2019	2023	$ 25,983,000	$ 2,500,000	$ -	
113539	0066-96A-527	Balance Entry Account - MONITORING FUNDS	$ 15,000,000						
		TOTAL	**$ 500,000,000**					**$ 54,523,279.88**	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **6.**

M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

DATE: December 10, 2020

SUBJECT: Adoption of the 2021 Legislative Program

---

1. **Purpose.** To seek the Northern Virginia Transportation Authority (NVTA) approval of the Draft 2021 Legislative Program, as recommended by the Governance and Personnel Committee (GPC).

2. **Suggested motion.** *I move Authority approval of the Draft 2021 Legislative Program.*

3. **Background.**
   a. The GPC has reviewed, discussed and made recommendations on the draft 2021 Legislative Program during their October and November committee meetings. Committee discussions also took place at Authority meetings to receive Authority Member comments. Through these discussions, three legislative priorities have been developed:
      i. Restore Long Term Funding to the Authority (Revision of Previous Position)
      ii. Protect Dedicated Revenue and Powers (New Position)
      iii. Support Additional Flexibility for Virtual Meetings of Public Bodies (New Position)
   b. These priorities have been incorporated in the attached Draft 2021 Legislative Program.
   c. The program draft has been further updated to remove priorities that have been achieved (Fitch Ratings Inclusion in the State Code) and update the Federal priorities for COVID-19.
   d. The Draft 2021 Legislative Program and a one-page highlight summary suitable for a handout are attached for review.

Attachments: Draft 2021 Legislative Program
Draft 2021 Legislative Program Highlights

Attachment.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

NVTA 2021 State and Federal Legislative Program

GPC Review 12-17-20

(Adopted: XXXX)

PREAMBLE:

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

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

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

2021 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

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

In 2018, deliberations on how the Commonwealth of Virginia should provide $154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The 2% Transit Occupancy Tax and the $.15/$100 Grantor's Tax are now assigned to the

DRAFT

WMATA Capital Fund. The annual impact was a loss of $102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program, was reduced by $275 million from initial projections resulting in partial funding for multiple projects with high scores of reducing congestion.

In recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session, the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022, the new interstate funding tools will raise just under $20 million annually for the Authority and its member jurisdictions. However, actual receipts and March 2020 pre-COVID Commonwealth revenue estimates indicate this revenue will average $13.6 million from FY2021 through FY2026.

In the 2020 General Assembly Session, the Authority secured an additional $50 million in replacement dedicated revenues. Starting May 1, 2021, the Authority and the member jurisdictions, will have access to a $.10/$100 regional grantors tax and $20 million annually from the state Commonwealth Transportation Fund.

An additional $32 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels of funding. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

II. PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (New Position)

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill in funding needs the Commonwealth is unable to meet to keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region. The Authority will work with the General Assembly and the administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multi-modal transportation needs of our community.

Any action to change the provisions of Chapter 766 (2013), Chapter 837 (2019), Chapter 846 (2019), Chapter 1230 (2020) and Chapter 1275 (2020) that reduce dedicated revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

III. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS OF PUBLIC BODIES (NEW POSITION)

In response to the COVID-19 health and safety emergency, the General Assembly and Governor approved budget language allowing public bodies to hold meetings virtually in times of health and safety concerns to conduct ordinary business. This flexibility has enabled the Authority to approve fund

allocations that kept transportation improvements moving forward. We support permanent flexibility to hold meetings electronically during health and safety emergencies without adding new or additional requirements for public bodies. These meetings should be accessible to the public when health and safety concerns are present and should provide the public with the opportunity to comment at those meetings of the public body where public comment is customarily received. Further, we support stakeholder discussions to examine how to incorporate additional flexibility on the use of virtual meetings that enable public bodies to conduct their authorized activities in a manner accessible to the public and offering greater opportunities for citizen participation in public policy.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

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

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

b) **Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below $100 million.**
   i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region.
   ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

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

d) **Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure**. Technology

innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

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

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some $25 billion in residential and commercial development and economic activity around rail facilities generates $600 million a year in state tax revenues.

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

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

c) **Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA's current and long-term challenges.**

i. Extending the $300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

ii. WMATA Board governance reforms should recognize that those

jurisdictions that fund Metro have a role in decision-making.

iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

d) **<u>Maximize Metrorail's Existing Infrastructure:</u> The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.

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

III. <u>VIRGINIA RAILWAY EXPRESS (VRE)</u>

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

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

b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state and federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.

c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual $15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

IV. <u>LAND USE PLANNING</u>

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

V. <u>SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS</u>

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately

meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

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

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

VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS

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

FEDERAL LEGISLATIVE PROGRAM

Provide additional Federal COVID-19 Funding Support For Transit.
Northern Virginia's transit agencies and the Washington Metropolitan Washington Transit Agency (WMATA) continue to provide essential services serving our region and the federal government. Earlier federal COVID-19 relief enabled these systems to operate safely and serve first responders, healthcare workers and essential employees across the National Capital Region. Now WMATA and these agencies need additional funding to avoid staff layoffs and service reductions that would cripple our region's ability to quickly recover from the economic downturn. The Federal agency workforce depends on WMATA service to serve the nation and further federal aid is paramount.

I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:

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

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

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

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

Safety and security must continue to be an important focus of transportation projects.
(*Reaffirms previous position*)

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

a) Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety: The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.

i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to provide at least $200 million annually to address urgent capital needs of the region's critical transit backbone.

ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of $150 million as proposed in legislation before the U.S. Congress.

iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of

good repair issues throughout its system. (Reaffirms Previous Position)

b) **<u>Maximize Metrorail's Existing Infrastructure:</u> The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

i. While focusing on safety and state of good repair, the region must also work

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

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

III. VIRGINIA RAILWAY EXPRESS (VRE):

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

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

b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

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

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

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

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

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

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

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

Northern Virginia Transportation Authority

2021 Virginia General Assembly Priorities

The Northern Virginia Transportation Authority has two priorities for the 2021 Virginia General Assembly session:

PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region.

Any action to divert or remove dedicated revenue sources that generate revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018

SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS FOR PUBLIC BODIES

Budget language that allows public bodies to hold meetings virtually has enabled the Authority to approve funding appropriations that kept transportation improvements moving forward. We support permanent flexibility to hold meetings electronically that are accessible to the public when health and safety concerns are present and examination of additional flexibility outside of states of emergencies.

Background

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing regional jurisdictions and agencies together to prioritize projects and implement solutions.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

In 2018, deliberations on how the Commonwealth of Virginia should provide $154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The 2% Transit Occupancy Tax and the $.15/$100 Grantor's Tax are now assigned to the WMATA Capital Fund.

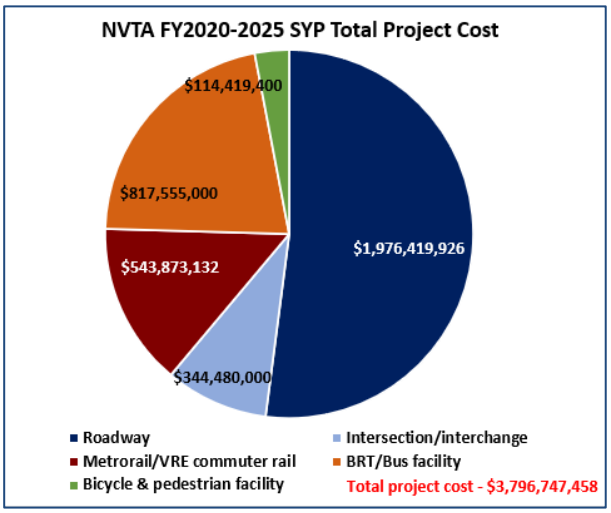
The annual impact was a loss of $102 million in Authority revenues for regional and local use. The adopted FY2018-2023 Six Year Program was reduced by $275 million from initial projections resulting in partial funding for multiple projects with high scores of reducing congestion.

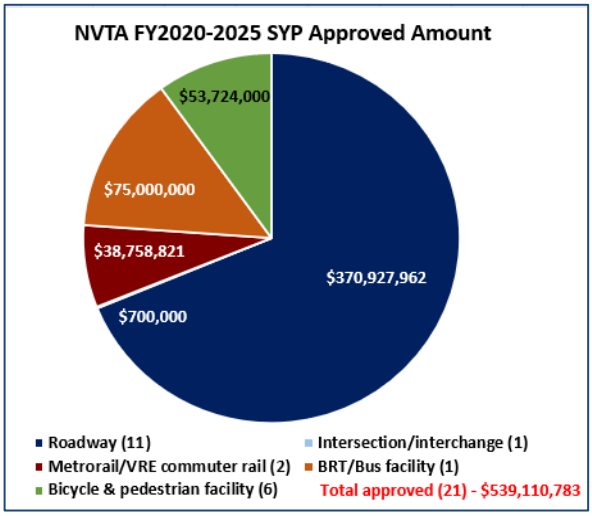
In recognition of the pressing transportation needs in Northern Virginia, in 2019 and 2020, the Governor and the General Assembly adopted new revenue sources to partially replace funds diverted from the region. When fully implemented in FY2022, the new interstate funding tools gained in 2019 will raise just under $20 million per year for the Authority and its member jurisdictions. When fully implemented in 2021, the additional $50 million will bring the Authority within $32 million of revenue lost.

To restore the region's dedicated funding to pre-2018 levels, the Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

Six Year Program Update Adopted, July 9, 2020 FY2020-FY2025

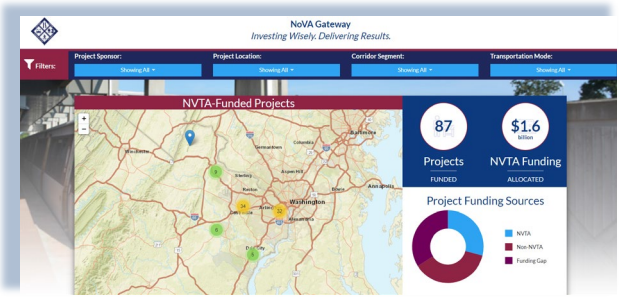
- Authority's 5th funding program – most competitive to date
- $1.44 billion in regional revenue funds was requested by 13 Northern Virginia jurisdictions and agencies for 41 multimodal transportation projects
- $539 million in Authority regional revenues programmed on 21 multimodal transportation projects
- To date, the Authority is advancing a total of 106 regional multimodal transportation projects, totaling $2.5 billion, for congestion reduction throughout the region





Introducing NOVA Gateway

The new NoVA Gateway dashboard offers current information and the status of ongoing and completed projects that use NVTA's regional revenues. The tool allows you to search by NVTA-funded project, location, transportation, and more…all in real-time.



2021 General Assembly Session Briefing for NVTA Governance and Personnel Committee

December 17, 2020

Presented by:
Tracy Baynard
McGuireWoods Consulting, LLC

Schedule Highlights for the 2021 General Assembly Session



- **December 16, 2020**
  - Governor presents revenue reforecasts and any additional budget amendments for FY 21-22

- **January 13, 2021**
  - General Assembly convenes – 30 to 45 day session
    - Senate has set a 12 bill limit
    - Speaker of the House has set a 7 bill limit
    - House likely will take 5 days to approve a procedural resolution
      - Does resolution allow for a 45 day "short session"?

- **February 27, 2021**
  - General Assembly adjourns if a 45 day session

What's Next – the 2021 Regular Session

- **FY2021-2022 Budget Revenue Reforecast and Amendments**
  - What are priorities for new available funds? One time requests will get priority.
- **COVID-19 will continue to dominate matters**
  - Revenue impact for state and local governments
  - Assistance needed for individuals and companies
  - Healthcare response – vaccination distribution
  - Distribution of any additional Federal relief funds
- **Economic Recovery**
  - Reluctance to increase taxes
  - Government assistance to keep people working
  - Replenish the unemployment fund



What's Next – the 2021 Regular Session (cont.)



- **Criminal Justice Reforms**
  - Marijuana legalization
  - Fine tune matters from special session
- **Racial and Economic Equality Initiatives**
- **2021: Election year for the House of Delegates and statewide offices**
  - Several legislative members are running for statewide office

2021 Focus Areas for the Authority



- **Protect dedicated revenues, including replacements achieved in 2019 and 2020**
  - State of the economy could make delaying Transient Occupancy Tax (TOT) increase more attractive; thereby, delaying full implementation of 2020 revenue gains. Also makes approval of additional tax increases less feasible
  - Determine if 2019 approved Interstate Highway Operations and Enhancement Fund revenue sources have stabilized and become predictable within context of pandemic – this will determine our ultimate goal for revenue replacement
  - Require any proposed change to Authority revenue sources include a repayment plan to restore lost funding
    - **Example language:**

      Any change to the provisions of Chapter 766 (2013), Chapter 837 (2019), Chapter 846 (2019), Chapter 1230 (2020) and Chapter 1275 (2020) that generate additional dedicated revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

2021 Focus Areas for the Authority (cont.)



- **Protect Authority's ability to meet its mission**
  - Conflicts on projects is prompting attack on the Authority's powers and constitutionality
  - Citizen outreach to state legislators complaining about actions the Authority has taken to fund projects
- **Support efforts to provide permanent flexibility to hold virtual business meetings in time of health and safety concerns**
- **Support quick and equitable distribution of any federal relief funds for transportation to transit operators**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **7.**

M E M O R A N D U M

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 10, 2020

SUBJECT: Revisions to Policy 19 - Local Distribution (30% Funds)

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of changes to Policy 19 – Local Distribution (30% Funds) to implement Virginia Code changes as recommended by the Finance Committee.

2. **Suggested Motion:** *I move Authority approval of the attached changes to Policy 19 – Local Distribution (30% Funds).*

3. **Background:**
   a. Policy 19 – Local Distribution of Thirty Percent Funds was last revised in October 2019, to reflect the General Assembly providing the Authority flexibility to pay operating costs from the Regional Revenue Fund (SB 1468) and the receipt of funding related to the I-81 Corridor Improvements (SB1716/HB2718)
   b. The 2020 General Assembly Session through HB1414/SB890 took two actions to partially restore NVTA funding diverted in 2018 through HB1539/SB856:
      (i) **Commonwealth Transportation Fund Transfer:** This fixed $20 million per year transfer has no jurisdiction transaction based related data. Therefore, the policy proposes to make the jurisdiction distributions based on the ratio of individual jurisdiction sales tax to the total of sales tax received in the same month the transfer is received. This is consistent with the current method for distributing the I-81 Corridor Improvement funds, which likewise has no regional data associated.
      (ii) **Regional Congestion Relief Fee (Grantor's Tax):** This revenue is processed through the Circuit Courts in Northern Virginia, as such it includes transaction data for each jurisdiction. The proposed policy language is consistent with the Code of Virginia, and the earlier policy language prior to the diversion of this revenue type in 2018.
   c. An additional change notes that transit operating expenses may be paid with Local Distribution Funds.

Coordination: Regional Jurisdiction and Agency Coordinating Committee
NVTA Financial Advisor (PFM)
Council of Counsels

Attachment: Draft Policy 19 – Local Distribution (30% Funds)

Attachment.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 19 – Local Distribution (30% Funds)

I. Purpose. In accordance with and subject to the requirements of the - *Virginia Code* thirty percent (30%) of the revenues received by the Northern Virginia Transportation Authority (NVTA) shall be distributed on a pro rata basis. Each jurisdiction shall execute the Memorandum of Agreement (MOA) Regarding Distribution of 30% Funds. Annually, each jurisdiction will complete an Annual Jurisdiction Certification, certifying the use of previously disbursed 30% funds and eligibility to receive the upcoming fiscal years funds.

II. General.

A. The Authority will segregate funds received from the Commonwealth of Virginia between 30% Local Distribution Funds ("30% Funds") and 70% Regional Revenue Funds as soon as practicable, as specified in the Virginia Code. The Authority receives the following revenues:

a. Sales and Use Tax (HB2313, 2013)
b. Interstate Operations and Enhancement Program (SB1716, 2019)
c. Commonwealth Transportation Fund Transfer (HB1414, 2020)
d. Regional Congestion Relief Fee (HB1414, 2020)

B. The Sales and Use Tax and Regional Congestion Relief Fee will be segregated and distributed to jurisdictions based on the jurisdiction the transaction occurred in as reported by the Commonwealth.

~~**A.**~~**C.** ~~The Authority will segregate the SB1716 (2019) portion of the 30% Funds received from the Commonwealth of Virginia each fiscal month.~~ The ~~SB1716 portion~~Interstate Operations and Enhancement Program and Commonwealth Transportation Fund Transfer revenues will be segregated and distributed to jurisdictions based on the percentage ratio of each jurisdiction's ~~sales~~ Sales ~~tax~~ Tax to the combined total amount of ~~sales tax~~Sales Tax ~~-~~received for that month.

~~**B.**~~**D.** The Authority will distribute 30% Funds to jurisdictions as soon as practicable contingent on an active Memorandum of Agreement and requirements set out in the Virginia Code.

~~**C.**~~**E.** Each jurisdiction shall deposit its 30% Fund revenues received from the NVTA into a separate, special fund (the "NVTA Special Fund").

~~**D.**~~**F.** 30% Funds are to be expended for additional urban or secondary road construction, or other capital improvements that reduce congestion, for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the NVTA, or for public transportation purposes, including transit operating expenses.

DRAFT

~~E.~~**G.** Each jurisdiction is required to ~~provide~~ complete the NVTA annual certification by August 1 each year in the format required by the NVTA confirming the 30% Funds it received were used in compliance with the Virginia Code. If the certification is not received by August 1, transfers of the current fiscal year 30% Funds will cease until the certification is submitted in good form.

~~F.~~**H.** Administrative expenses of the NVTA, as set forth in the NVTA's annual budget (not otherwise funded through other sources), shall be allocated among the member jurisdictions based on population (as specified in HB2313), alternatively the Authority may determine through the annual budget process that such expenses will be charged to the 70% Regional Revenue Fund in accordance with SB1468 (2019).

~~G.~~**I.** The member jurisdictions are required to adopt the commercial and industrial (C&I) property tax for transportation at a rate of $0.125 per $100 valuation and deposit the revenues into its NVTA Special Fund or deposit an equivalent amount into its NVTA Special Fund for transportation improvements by March 1 of each year for the current fiscal year. The amount required to be deposited will be referred to below as the "C&I Equivalency Transfer"

~~H.~~**J.** If a jurisdiction fails to deposit the full amount of the C&I tax or equivalent transfer into its NVTA Special Fund, the NVTA shall reduce its disbursement of 30% funding by the difference between the amounts deposited compared to the amount required to be deposited.

1. If the full amount of the C&I Equivalency Transfer is not deposited by August 1st, and the annual certification not completed in a compliant form by August 1st, then the NVTA will halt 30% Funds distributions for that fiscal year.

2. 30% Funds held by the NVTA due to an incomplete or missing C&I equivalency transfer or a noncompliant annual certification shall be held in escrow by the NVTA until March 1st of that fiscal year.

3. On March 1st of that fiscal year any 30% Funds matched by an equivalency transfer will be remitted to the jurisdiction, conditioned upon the annual certification being complete and accepted by the NVTA.

4. Any 30% Funds held after March 1 due to a missing or incomplete C&I Equivalency Transfer or noncompliant annual certification will be irrevocably transferred for that fiscal year to the 70% Regional Revenue Fund for use as determined by the Authority.

~~I.~~**K.** Each jurisdiction is required to maintain its Maintenance of Effort based on the average transportation expenditures for FY2011, 2012 and 2013, or lose its share of the 30% Funds for the fiscal year succeeding the year in which it did not maintain its transportation expenditures as set forth in Enactment Clause 14 of Chapter 766.

DRAFT

~~J.~~**L.** The NVTA has a continuing responsibility to ensure that the 30% Funds are properly spent.

~~K.~~**M.** The NVTA and the member counties are required to work cooperatively to ensure that the towns with populations greater than 3,500 receive their respective shares of the 30% Funds.

~~L.~~**N.** Information regarding the receipt of all revenues, all 30% transfers to jurisdictions and the payment of the Authority administrative expenses will be open and transparent to all member jurisdictions and reported to the Finance Committee and the Authority at their regular meetings.

III. Responsibilities.

A. Chief Financial Officer (CFO) Reporting to Executive Director.

1. The CFO will be responsible for accepting the funds from the Commonwealth, investing and safekeeping the funds, distributing the funds to the member jurisdictions, and providing periodic reports on deposits and disbursements to member jurisdictions, the Finance Committee and the Authority.

2. The initial disbursement to the jurisdictions will be made no later than one (1) month following the execution of the MOA by the jurisdictions. Subsequent distributions shall occur monthly or as soon as practicable**.**

3. The CFO will monitor member jurisdictions compliance with their respective MOA's and advise the Executive Director of any non-compliance.

B. Member Jurisdictions.

1. Must comply with the terms of the MOA and the Virginia Code in regard to the use of 30% Funds.

2. Each jurisdiction is responsible for paying its share of the Authority's administrative expenses by July 15 of each year for those fiscal years that the Authority has determined to charge member jurisdictions rather than the 70% Regional Revenue Fund, for administrative expenses reflected in the NVTA's Annual Operating Budget.

3. If the Authority determines to charge administrative expenses to member jurisdictions, each member jurisdiction can choose to provide its share of the administrative expenses by asking the Authority to reduce the amount it will receive from its 30% Funds or by paying the invoice from other sources by July 15.

4. By August 1 of each year, the Chief Administrative Officer (CAO) of each member jurisdiction will certify that the jurisdiction has adopted the C&I tax at $0.125 per

DRAFT

$100 valuation or set aside an equivalent amount of local revenues for transportation purposes in their special fund. The CAO will certify that the jurisdiction met the maintenance of effort requirement for the previous fiscal year.

5. Counties must ensure that towns with a population of 3,500 or more comply with the requirements of HB 2313. Counties are required to enter into a formal MOA with their towns (over 3,500 population).

6. All city, county and town records must be maintained for five years from the date the record was created. All parties must comply with the Public Records Act, and all applicable state and federal laws regarding records retention.

Approved by the Finance Committee: December 5, 2014
Approved by Northern Virginia Transportation Authority: December 11, 2014

Revision 1:
Approved by the Finance Committee: October 17, 2019
Approved by the Northern Virginia Transportation Authority: November 14, 2019

Revision 2:
Approved by the Finance Committee:
Approved by the Northern Virginia Transportation Authority:

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **8.**

M E M O R A N D U M

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 10, 2020

SUBJECT: Revisions to Policy 20 – Regional Revenue (70% Funds)

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of changes to Policy 20 – Regional Revenue (70% Funds) to implement Virginia Code changes as recommended by the Finance Committee.

2. **Suggested Motion:** *I move Authority approval of the attached proposed changes to Policy 20 – Regional Revenue (70% Funds).*

3. **Background:**
   a. Policy 20 – Regional Revenue (70% Funds) was last revised in October 2019, to reflect the General Assembly providing the Authority flexibility to pay operating costs from the Regional Revenue Fund (SB 1468) and the receipt of funding related to the I-81 Corridor Improvements (SB1716/HB2718).
   b. The 2020 General Assembly Session through the Omnibus Transportation Bill HB1414/ SB890 took two actions to partially restore NVTA funding diverted in 2018:
      i. $20 Million in State Revenues: $20 million in state monies to be transferred on an annual basis. This fixed $20 million per year transfer is to NOT be used in the determination of the NVTA debt capacity (Bondable Funds). The rational for not using these funds to determine debt capacity is that as a fixed amount transfer it has neither economic growth capacity nor the revenue significance of a dedicated tax levy.
      ii. Regional Congestion Relief Fee (Grantor's Tax): This revenue will be used in determination of the NVTA debt capacity and represents Bondable Funds. On a pre-COVID basis, this revenue was estimated to produce $30 million in revenue. However, the Governor delayed the full implementation of the tax in FY2021, and adjusting for COVID-19 the revenue is estimated to result in;$11.1 million in FY2021, $19.5 million in FY2022, and $24 million in FY2023. This revenue is expected to reach $30 million in FY2024.

c. Expected to result in $20 million when fully implemented, the I-81 Interstate Operations and Enhancement Program revenues are not permitted to be used to support bonds or debt of NVTA by Virginia Code.

Coordination: Regional Jurisdiction and Agency Coordinating Committee
NVTA Financial Advisor (PFM)
Council of Counsels

Attachment: Draft Policy 20 – Regional Revenue (70% Funds)

Attachment.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 20 – Regional Revenue (70% Funds)

I. Purpose. *Virginia Code* §33.2- 2510 directs the Northern Virginia Transportation Authority ("NVTA" or the "Authority") to use 70 percent of the revenue collected (the "Regional Revenue Funds") interest earnings, and NVTA bond proceeds for (i) transportation projects selected by the Authority that are contained in Transaction 2040 and its updates or (ii) mass transit capital projects that increase capacity benefitting those counties and cities embraced by the NVTA. The Standard Project Agreement for Funding (SPA) is the mechanism NVTA shall use to govern the distribution and use of Regional Revenue Funds and for the NVTA to ensure that such funds are spent in accordance with the Virginia Code and Authority policies. NVTA recognizes that not all Regional Revenue Funds ~~generated pursuant to SB1716 (2019) are subject to different legal requirements than Regional Revenue Funds generated under HB2313 (2013)~~are legally bondable or desired to be listed as bondable sources of revenue.

II. General.

A. Regional Revenue Funds will be distributed, in accordance with the Virginia Code and NVTA's Master Indenture of Trust dated as of December 1, 2014 as Supplemented (the "NVTA Indenture") as follows:

1. NVTA will segregate the Regional Revenue Funds ~~generated under SB1716 (2019) (the "SB1716 Regional Revenue Funds") from the Regional Revenue Funds generated under HB2313 (the "HB2313 Regional Revenue Funds").~~by the following revenue sources:
   a. Sales and Use Tax (HB2313, 2013)
   b. Interstate Operations and Enhancement Program (SB1716/~~,~~HB2718, 2019)
   c. Commonwealth Transportation Fund Transfer (HB1414, 2020)
   d. Regional Congestion Relief Fee (HB1414, 2020)

2. The ~~SB1716 Regional Revenue Funds~~Interstate Operations and Enhancement Program are not permitted by legislation to be used to support bonds or other debt of NVTA.

~~1.~~ The Commonwealth Transportation Fund Transfer revenue ~~cannot~~will not be used to support bonds or other
~~2.~~ debt of NVTA. ~~As such, once the segregation described in II.A.1. above has occurred, the SB1716 Regional Revenue Funds will immediately be credited to the General Fund established under the NVTA Indenture (the "General Fund").~~

3. The ~~HB2313 Regional Revenue Funds~~Sales and Use Tax and Regional Congestion Relief Fee Revenue (Bondable Funds) are pledged to pay debt service and will be included in NVTA's debt capacity calculations.

4. The ~~HB2313 Regional Revenue Funds~~Bondable Funds will be applied in following order on a monthly basis:

   a) To ~~—~~fund each Bond Debt Service Fund for NVTA's senior bonds as required under the NVTA Indenture;

   b) To restore the balance in any Debt Service Reserve Fund that may be established under the NVTA Indenture to its Reserve Requirement in accordance with the NVTA Indenture;

   c) To fund any Subordinate Debt Service Fund for any subordinate bonds that NVTA may issue in accordance with the NVTA Indenture;

   d) To fund any Rebate Fund established for any series of NVTA bonds as provided in the NVTA Indenture to provide for the payment of any rebate amounts for such series determined under Section 148 of the Internal Revenue Code; and

   e) Any balance remaining after the foregoing deposits have been made shall be transferred to the General Fund.

~~5.~~ Remaining a~~A~~mounts in the General Fund~~, which will consist of both SB1716 Regional~~

~~6.~~5. ~~Revenue Funds and HB2313 Regional Revenue Funds,~~ will be applied as follows as more particularly described in NVTA's annual ~~operating~~ budgets:

   a) To fund or maintain a Working Capital Reserve in an amount determined by NVTA of not less than $120 million-;

   b) To fund cost of issuance and other debt-related fees and services-;

   c) To fund "pay-as-you-go" (Pay-Go) projects approved by NVTA; and

   d) To make transfers to the Operating Fund established under the NVTA Indenture to pay NVTA's annual administrative and operating expenses to the extent not provided for from other sources as authorized under SB1468 (2019).

~~7.~~6.Each project financed by Regional Funds must meet the following criteria as well as be approved by NVTA and subject to all applicable laws:

a. Project must be in the current regional long range transportation plan (TransAction), and be rated in accordance with HB 599;
b. Must reflect the Authority's priority for selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project;
c. Must be located only in jurisdictions embraced by the Authority or in adjacent jurisdictions but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the jurisdictions embraced by the Authority; and

d. Must result in each jurisdiction's total long-term benefit being approximately equal to the proportion of the total of the fees and taxes received by the Authority that are generated by or attributable to the jurisdiction.

:

B. The Standard Project Agreement is the guiding document regarding the responsibilities of each party in reference to project funding using Regional Revenue Funds.

III. Responsibilities.

A. Executive Director.

1. Is responsible to assign ~~a Transportation Planner~~staff to monitor each project to ensure compliance with the Standard Project Agreement (SPA).

2. The Executive Director will make guidelines available to the recipient as necessary to assist with compliance of the Standard Project Agreement.

3. Written requests for supplemental project funding shall be submitted to the Executive Director for review. The Executive Director will present a recommendation to the Finance Committee for consideration. The Finance Committee may make a recommendation on any such request to the Authority for final determination.

4. The Executive Director will review written requests from recipients to advance a project to a future phase. The requests will be shared with the Finance Committee for consideration. The Finance Committee may make a recommendation on any such request to the Authority for final determination. The Standard Project Agreement doesn't prevent a recipient from self-funding a future phase of an approved project and seeking reimbursement from the Authority based on the original or modified cash flow projections.

5. The Executive Director will advise the recipient in writing of questionable uses of any funding which comes to the Authority's attention. The Executive Director will provide a report of the incident and make recommendations for resolution to the Finance Committee. The Finance Committee will forward the issue and possible resolution to the Authority. Additional funding will be withheld until final resolution of the matter.

B. Chief Financial Officer (CFO) Reporting to Executive Director.

1. The CFO has primary responsibility to ensure Regional Revenue Funds are properly safeguarded and disbursed.

2. The CFO will ~~be responsible for ensuring~~call on Jurisdictions and Agencies with active SPA's to ~~recipient project cash flow requirements are~~ periodically ~~updated~~ update project cash flow projections to properly manage the project needs of the recipient.

3. The CFO will manage the requisition process, as outlined in the Standard Project Agreement, for cash flow purposes to facilitate reimbursement to the recipient within 20 days of receiving a completed and approved requisition request.

4. The CFO will manage the Authority's cash position to ensure availability of funds to meet programmed reimbursement requests.

C. Principal, Transportation Planning and Programming.

1. The Principal, Transportation Planning and Programming will be responsible for assigning ~~a Transportation Planner for~~staff to monitor~~ing~~ projects on behalf of the NVTA so as to ensure compliance with the applicable Standard Project Agreement, NVTA's policies and the Virginia Code.

2. The assigned NVTA staff member~~Transportation Planner~~ is charged with overseeing, managing, reviewing and processing, in consultation with the NVTA's Executive Director and CFO, all payment requisitions submitted by recipients for projects. He/she will also notify the recipient of the reasons why a payment requisition has been declined.

3. The assigned NVTA staff member~~Transportation Planner~~ will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth in Appendix A to the applicable Standard Project Agreement or to the Project Budget and Cash Flow as set forth in Appendix B to the applicable Standard Project Agreement.

4. In consultation with the Executive Director, Principal, Transportation Planning and Programming and assigned NVTA staff member~~Transportation Planner~~ will conduct periodic reviews to ensure that the project remains in compliance with the agreed upon project scope.

5. The NVTA staff member~~Transportation Planner~~ will ensure that written certification is received for matching project funds and for compliance with VDOT requirements, if the project is to be accepted into the VDOT system for maintenance.

D. Recipients.

1. Each recipient is responsible to ensure work is performed in accordance with all applicable federal, state and local laws and regulations, and the SPA.

2. Each recipient must perform or have performed all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisition necessary to complete the project.

3. A recipient must acknowledge the requirements of the NVTA's Resolution 14-08 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY ('NVTA') POLICY FOR USE OF 70% FUNDS UNDER 2013 VA. ACTS CH. 766 REGARDING FUNDING OF PROJECTS UNDERTAKEN BY NVTA OR ON ITS BEHALF WITH THE DISTRICT OF COLUMBIA, VIRGINIA, ANY OTHER STATE OR A POLITICAL SUBDIVISION THEREOF, OR THE UNITED STATES OF AMERICA, if applicable.

4. A recipient must name the Authority and its bond trustee as additional insureds on insurance policies associated with the project.

5. A recipient must certify that it will use the project for its intended purpose for the duration of its useful life.

6. A recipient must acknowledge that the Authority will not be responsible for operating or maintaining the project upon completion.

7. A recipient must comply with will federal and state requirements for other funding sources which may be used to fund the project and certify that it has adhered to all applicable laws and regulations, as well as the requirements of the agreement.

Approved by the Finance Committee: December 5, 2014
Approved by Northern Virginia Transportation Authority: December 11, 2014

Revision 1:
Approved by the Finance Committee: October 17, 2019
Approved by the Northern Virginia Transportation Authority: November 14, 2019

Revision 2:
Approved by the Finance Committee:
Approved by the Northern Virginia Transportation Authority:

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **9.**

M E M O R A N D U M

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

FROM: Dev Sen, Financial Analyst

DATE: December 10, 2020

SUBJECT: Economic Impact Analysis Contract

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of proposed Economic Impact Analysis Contract with Chmura Economics & Analytics, LLC (Chmura) as recommended by the Finance Committee.

2. **Suggested Motion***: I move Authority approval of the proposed Economic Impact Analysis Contract with Chmura Economics & Analytics, LLC.*

3. **Background:**
   - **a.** A Request for Proposals (RFP) was issued on August 10, 2020, with proposals due on September 4, 2020.
   - **b.** Notice of this open procurement was placed on the NVTA website and with the Commonwealth's eVA procurement notice system.
   - **c.** Four firms submitted responsive and responsible Technical and Price proposals eligible for consideration by the RFP evaluation team.
   - **d.** The RFP evaluation team consisted of NVTA's; CFO, Senior Transportation Planner and Financial Analyst.
   - **e.** Three of the four respondent proposals received close scores on their technical proposals. Two firms were selected for competitive negotiations. When the cost proposals were evaluated, Chmura became the unanimous recommendation of the evaluation team.
   - **f.** Chmura conducted the most recent of two previous analyses.

Attachment: Contract Award Notice -Draft

Attachment.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

DRAFT, 2020

Ms. Sharon Simmons, Director of Operations
Chmura Economics & Analytics, LLC
1309 E. Cary St. 2nd FL
Richmond, VA 23219

Dear Ms. Simmons:

The Northern Virginia Transportation Authority (NVTA) has acted to authorize the award of a contract to Chmura Economics & Analytics, LLC (Chmura) to perform the work requested in NVTA RFP No. 2021-01 and described in your Technical Proposal and separate Price Proposal dated August 25, 2020.

There are no clarifications or modifications to the NVTA Request for Proposal or the Chmura Technical and Cost Proposals.

This letter, together with NVTA RFP 2021-01 and the Chmura Economics & Analytics, LLC Technical Proposal and Price Proposal dated August 25, 2020, provides the agreement to conduct the services under the specified terms and conditions. This letter also constitutes your notice to proceed unless advised otherwise in writing by NVTA on or prior to December 24, 2020.

If you concur please sign both originals and return one copy to Michael Longhi, NVTA CFO. Please contact Mr. Longhi at (703) 642-4653 with any questions.

Sincerely,

_____
Monica Backmon
NVTA Executive Director

_____ _____
Sharon Simmons Date
Chmura Economics & Analytics, LLC
Director of Operations

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **10.**

M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

DATE: December 10, 2020

SUBJECT: Approval of Vision Statement for TransAction Update

---

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the revised vision statement for the TransAction update. This vision statement will guide the goals, objectives, and performance measures to be used in the evaluation of projects/packages of projects in TransAction.

2. **Suggested Motion.** *I move Authority approval of the vision statement for the TransAction Update.*

3. **Background.** The current version of the TransAction Plan, the long-range transportation plan for Northern Virginia, was adopted by the Authority on October 12, 2017. The Authority officially kicked off the update to TransAction Plan at its January 9, 2020 meeting with a listening session. On November 12, 2020, a Request for Proposals (RFP) was issued for consultant services for TransAction Update with a due date of December 11, 2020. Approval of contract award by the Authority is expected at its meeting on February 11, 2021. The final Plan is expected to be adopted by the Authority in November 2022.
   Given that TransAction is updated on a five-year cycle, it is appropriate to review the TransAction vision statement now to ensure it continues to reflect the Authority's aspirations for the regional transportation system over the coming decades. Since the vision statement will be used to develop the goals, objectives, and performance measures that will guide the Plan, NVTA staff is requesting Authority action at this time on a revised vision statement.

4. **Discussion.** NVTA staff has coordinated with multiple committees to discuss various aspects of the TransAction update. Prior to the pandemic, NVTA staff established a working group comprised of members of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to discuss the TransAction vision and consider revisions. The revised statement focuses on mobility, accessibility, and resilience, while embracing core values of safety, equity, and sustainability. The Technical Advisory Committee (TAC), the Planning Coordination Advisory Committee (PCAC), and the Planning and Programming Committee (PPC) have each discussed the revised vision statement at their respective meetings in

November. Each committee has unanimously recommended that the Authority approve the revised vision statement.

The **current vision statement** (approved in December 2015) reads:

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable."

The **proposed vision statement** reads:

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

Development of the TransAction update will continue to emphasize a multi-modal approach featuring existing and emerging transportation modes and technologies. To this end, in a parallel effort, NVTA staff is coordinating with the Transportation Technology Committee to develop a draft Transportation Technology Strategic Plan (TTSP) that will eventually be integrated in TransAction.

5. **Next steps.** The selected consultant team will undertake public engagement in developing goals, objectives, and performance measures during Phase 1 of TransAction development (March 2021 - October 2021). NVTA staff will coordinate with the selected consultant on how to best incorporate the core values of safety, equity, and sustainability into the overall TransAction development process.

   The draft TTSP will be shared with the Authority in early spring 2021.

11.

NOMINATING COMMITTEE REPORT

VERBAL UPDATE

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **12.**

M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

DATE: December 10, 2020

SUBJECT: Proposed Calendar Year 2021 Meeting Schedule

---

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the proposed NVTA meeting schedule for Calendar Year (CY) 2021.

2. **Background**: As the regions multi-modal transportation planning, programming and funding entity, it is vitally important to allow sufficient planning time for the Authority to conduct its business meetings.

   Consistent with prior practice, the Executive Director proposes the Authority continue to meet on the second Thursday of each month at 7:00pm for CY2021, as indicated below with noted exceptions:

   - January 14, 2021 at 7:00pm
   - February 11, 2021 at 7:00pm
   - March 11, 2021 at 7:00pm
   - April 8, 2021 at 7:00pm
   - May 13, 2021 at 7:00pm
   - June 10, 2021 at 7:00pm
   - July 8, 2021 at 7:00pm
   - **August - No Meeting, unless special circumstances require.**
   - September 9, 2021 at 7:00pm
   - October 14, 2021 at 7:00pm
   - **November 18, 2021 at 7:00pm – Date changed due to Veterans Day.**
   - December 9, 2021 at 7:00pm

13.

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: Mayor Rishell, Vice - Chair, Finance Committee

DATE: December 10, 2020

SUBJECT: Finance Committee Report

---

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of Finance Committee (Committee) activities.

2. **Background:** The Finance Committee last met on November 19, 2020. The meeting was chaired by Finance Committee Vice-Chair Mayor Rishell. The December 17 meeting was cancelled. The next meeting is scheduled for Thursday, January 21, 2021 at 1:00 PM. The following summarizes the November 19th meeting.

3. Action Item Summary: (Ed. Note: The following Action Items are on the December 17th Authority Meeting Agenda.)

   a. Revisions to Policy 19 – Local Distribution (30% Funds) and Revisions to Policy 20 – Regional Revenue (70% Funds). The Finance Committee reviewed and discussed proposed changes to Policies 19 and 20 to reflect the 2020 General Assembly action providing a $20 million annual fixed amount transfer from Statewide funds. Additionally, the policy was revised to implement the return of the Regional Congestion Relief Fee (Grantor's Tax). Both of these revenue changes reflect the 2020 General Assembly efforts to partially restore funding diverted in the 2018 General Assembly Session. The Committee voted unanimously to recommend Authority approval of both policy changes.

   b. Economic Impact Analysis Contract. The Finance Committee received a presentation on the procurement actions related to this contract, noting the contract is coming in under the approved budget amount. The Committee voted unanimously to recommend Authority approval of the contract.

4. **Discussion Item Summary:**

   a. FY2022 Budget Guidance. The Finance Committee reviewed prior guidance on the development of the Authority budgets in preparation of the FY2022 budget development.

   b. Investment Portfolio Report. The Finance Committee reviewed and discussed the Authority's Investment Portfolio performance. The portfolio continues to perform well compared to its benchmarks, noting that performance has declined, although at a slower pace than the overall fixed income market.

   c. Monthly Revenue Report. The Finance Committee reviewed and discussed the monthly revenue reports. Notable items are that the I-81 and the $20 million transfer funds were on

hold awaiting finalization of the State budget. Sales tax while currently performing better than projections, is below last year due to the pandemic. Grantor's Tax is currently above projections. However, on an accrual basis, only two months of revenue have been received so it is too early to make a definitive assessment.

d. Monthly Operating Budget. The Finance Committee received reports and discussed the FY2021 Operating Budget. Through 33% of the fiscal year the Authority has utilized 25% of the operating budget. The 8% variance is attributed to large one-time expenditures not occurring at this time.

13.i.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 10, 2020

SUBJECT: Investment Portfolio Report

1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through October 31, 2020.

2) **Background:** This report is on investment activity through October 2020 and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTA Investment Policy.

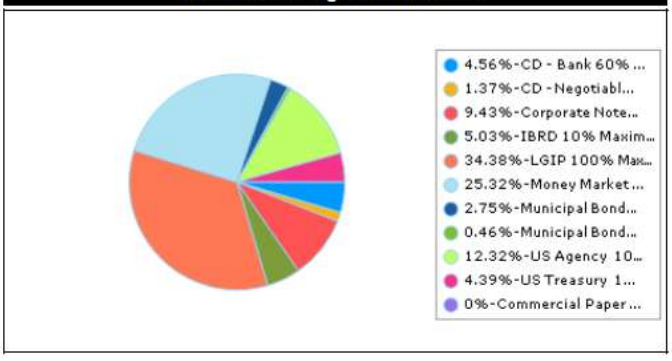
Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

Begin Date: 9/30/2020, End Date: 10/31/2020

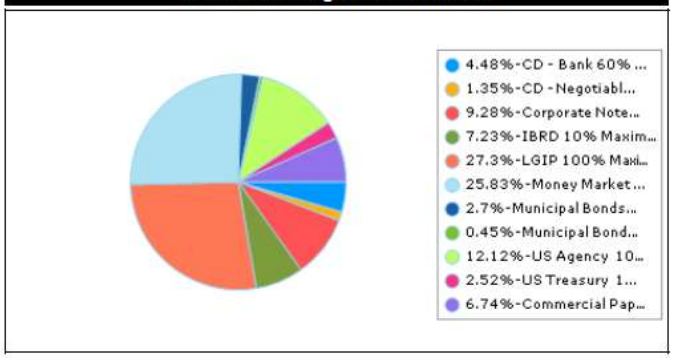
Asset Category Allocation

Asset Category	Book Value 9/30/2020	% of Portfolio 9/30/2020	Book Value 10/31/2020	% of Portfolio 10/31/2020
CD - Bank 60% Maximum	49,815,273.30	4.56	49,815,273.30	4.48
CD - Negotiable 25% Maximum	15,000,000.00	1.37	15,000,000.00	1.35
Corporate Notes 50% Maximum	103,092,009.77	9.43	103,145,851.88	9.28
IBRD 10% Maximum	55,015,847.46	5.03	80,284,573.83	7.23
LGIP 100% Maximum	375,903,900.86	34.38	303,281,965.17	27.30
Money Market 60% Maximum	276,819,141.52	25.32	287,011,913.07	25.83
Municipal Bonds - US 75% Maximum	30,013,623.89	2.75	30,012,631.88	2.70
Municipal Bonds - Virginia 75% Maximum	5,043,169.20	0.46	5,042,436.72	0.45
US Agency 100% Maximum	134,667,492.78	12.32	134,639,797.67	12.12
US Treasury 100% Maximum	47,978,777.10	4.39	27,987,238.32	2.52
Commercial Paper 30% / 5% Maximum	0.00	0.00	74,885,781.95	6.74
Total / Average	1,093,349,235.88	100.00	1,111,107,463.79	100.00

Portfolio Holdings as of 9/30/2020



Portfolio Holdings as of 10/31/2020



3) Current Period Reports:

a. The <u>safety</u> of the portfolio is reflected in the actual composition of the portfolio as shown above.

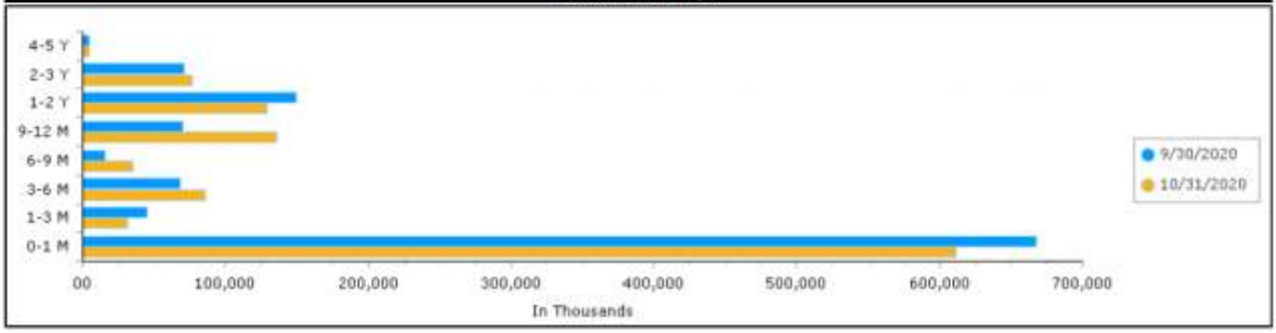
Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value
Report Group: Regional Revenue

Begin Date: 9/30/2020, End Date: 10/31/2020

Maturity Range Allocation

Maturity Range	Book Value 9/30/2020	% of Portfolio 9/30/2020	Book Value 10/31/2020	% of Portfolio 10/31/2020
0-1 Month	667,719,036.42	61.07	611,291,380.18	55.02
1-3 Months	45,473,888.40	4.16	31,501,307.48	2.84
3-6 Months	68,016,074.87	6.22	85,946,178.59	7.74
6-9 Months	15,573,440.70	1.42	35,536,125.57	3.20
9-12 Months	70,246,976.92	6.42	135,476,307.62	12.19
1-2 Years	149,734,368.87	13.70	129,731,288.59	11.68
2-3 Years	71,542,280.50	6.54	76,582,463.04	6.89
4-5 Years	5,043,189.20	0.46	5,042,436.72	0.45
Total / Average	1,093,349,235.88	100.00	1,111,107,463.79	100.00

Portfolio Holdings



b. The <u>liquidity</u> of the portfolio is reflected in the portfolio's duration of .38 (1.0 = 1 year) and the maturity schedule shown above.

NVTA Investment Benchmarks	Oct-20 Month End
Fed Funds Rate	0.09%
Treasuary 90 Day T Bill	0.10%
Local Government Investment Pool	0.19%
Virginia Non-Arbitrage Program	0.22%
NVTA Performance	**0.59%**

Source: Bloomberg/NVTA Statements

c. The <u>yield</u> on the portfolio at the end of October 2020 was .589%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

a) Safety The portfolio is invested primarily in;

- **i)** Local Government Investment Pools (27% from 34%)
- **ii)** Collateralized bank money market accounts (remains at 26%)
- **iii)** AAA/AA rated investment grade corporate bonds (remains at 16%)
- **iv)** Treasuries and Agencies (15% from 17%)

b) Liquidity:

The NVTA Portfolio average duration was .38 – approximately a little more than one third of a year. As yields have fallen in the local government investment pools Treasury and Agency purchases have been made without a significant impact to liquidity.

c) Yield:

- **i)** Given the change in market dynamics - the Federal Reserve has dropped rates near zero because of the pandemic. With local government investment pools declining with the market, investment activity has centered around consolidating those funds and making short duration purchases of taxable municipal bonds, commercial paper and treasuries and agencies.
- **ii)** The NVTA portfolio is showing declines while still retaining value compared to the benchmarks. However, over time NVTA's portfolio performance will move (decline) with the market. The portfolio is well positioned to take early advantage of rising rates as COVID-19 lockdowns end and the economy begins to recover.



5) **Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.

6) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
   a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
   b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
   c. **Portfolio Holdings by Custodian**. This report shows each depository, investment firm or custodian holding NVTA securities or cash.

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

Attachment.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 10/31/2020

Issuer	Face Amount Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit										
Atlantic Union Bank1.7 12/26/2020	9,500,000.00	9,500,000.00	9,500,000.00	NR	NR	0.86	56	12/26/2020	1.700	0.15
United Bank1.9 1/14/2021	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.90	75	01/14/2021	1.900	0.21
United Bank 0.2 9/2/2021	30,315,273.30	30,315,273.30	30,315,273.30	NR	NR	2.73	306	09/02/2021	0.200	0.84
Sub Total / Average Certificate Of Deposit	49,815,273.30	49,815,273.30	49,815,273.30			4.49	212		0.827	0.58
Commercial Paper										
Barclays Bank 0 7/16/2021	10,000,000.00	9,979,216.67	9,978,411.11	S&P-A1	Moodys-P1	0.90	258	07/16/2021	0.291	0.71
Lloyds Bank PLC 0 4/16/2021	25,000,000.00	24,977,965.28	24,974,165.28	S&P-A1	Moodys-P1	2.25	167	04/16/2021	0.190	0.46
Lloyds Bank PLC 0 4/27/2021	10,000,000.00	9,989,122.22	9,989,274.17	S&P-A1	Moodys-P1	0.90	178	04/27/2021	0.220	0.49
Royal Bank of Canada 0 10/19/2021	10,000,000.00	9,978,427.78	9,977,816.67	S&P-A1+	Moodys-P1	0.90	353	10/19/2021	0.220	0.97
Royal Bank of Canada 0 10/28/2021	10,000,000.00	9,975,866.67	9,975,666.67	S&P-A1+	Moodys-P1	0.90	362	10/28/2021	0.241	0.99
Toyota Industries0 7/12/2021	10,000,000.00	9,985,183.33	9,981,818.06	S&P-A1	Moodys-P1	0.90	254	07/12/2021	0.210	0.70
Sub Total / Average Commercial Paper	75,000,000.00	74,885,781.95	74,877,151.96			6.76	243		0.221	0.67
Corporate Bond										
Apple Corp.1.7 9/11/2022	16,145,000.00	16,115,616.10	16,567,353.20	S&P-AA+	Moodys-Aa1	1.45	680	09/11/2022	1.800	1.84
Apple Corp.Var. Corp 2/9/2022	5,011,000.00	5,034,678.38	5,040,915.67	S&P-AA+	Moodys-Aa1	0.45	466	02/09/2022	0.743	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,998,768.76	5,001,800.00	S&P-AA+	Moodys-Aa1	0.45	13	11/13/2020	2.718	0.03
Apple Inc 0.75 5/11/2023	5,000,000.00	5,059,144.37	5,048,900.00	S&P-AA+	Moodys-Aa1	0.45	922	05/11/2023	0.280	2.50
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,369,435.28	7,427,730.90	S&P-AA	Moodys-Aa2	0.67	135	03/15/2021	2.833	0.37
Berkshire Hathaway2.2 3/15/2021	10,000,000.00	10,004,998.79	10,056,500.00	S&P-AA	Moodys-Aa2	0.90	135	03/15/2021	2.061	0.37
Berkshire Hathaway2.75 3/15/2023-23	10,000,000.00	10,488,539.88	10,515,600.00	S&P-AA	Moodys-Aa2	0.90	865	03/15/2023	0.665	2.31
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,536,410.20	5,605,703.20	S&P-AA	Moodys-Aa2	0.50	197	05/16/2021	2.923	0.54
Chevron Corp. 2.1 5/16/2021	5,000,000.00	5,030,206.67	5,041,100.00	S&P-AA	Moodys-Aa2	0.45	197	05/16/2021	0.973	0.54
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,003,339.80	1,004,500.00	S&P-AA	Moodys-Aa1	0.09	491	03/06/2022	0.618	0.00

Issuer	Face Amount Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,523,780.28	7,533,750.00	S&P-AA	Moodys-Aa1	0.68	491	03/06/2022	0.618	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,028,333.89	10,041,600.00	S&P-AA	Moodys-Aa1	0.90	654	08/16/2022	0.610	0.00
IBRD 1.375 9/20/2021	25,000,000.00	25,269,761.06	25,248,500.00	S&P-AAA	Moodys-Aaa	2.25	324	09/20/2021	0.157	0.88
IBRD 1.75 1/27/2023-21	30,000,000.00	30,002,261.75	30,089,700.00	S&P-AAA	Moodys-Aaa	2.70	818	01/27/2023	1.746	2.20
IBRD ADBVar. Corp 12/15/2021	25,000,000.00	25,012,551.02	24,997,250.00	S&P-AAA	Moodys-Aaa	2.25	410	12/15/2021	0.260	0.00
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,952,363.56	5,043,600.00	S&P-AAA	Moodys-Aaa	0.45	281	08/08/2021	2.850	0.77
WalmartVar. Corp 6/23/2021	5,000,000.00	5,005,108.70	5,008,100.00	S&P-AA	Moodys-Aa2	0.45	235	06/23/2021	0.453	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,995,127.22	5,010,000.00	S&P-AA	Moodys-Aa2	0.45	45	12/15/2020	2.722	0.12
Sub Total / Average Corporate Bond	182,602,000.00	183,430,425.71	184,282,602.97			16.45	479		1.212	0.93
FFCB Bond										
FFCBVar. FFCB 8/1/2022	25,000,000.00	25,000,000.00	24,984,500.00	S&P-AA+	Moodys-Aaa	2.25	639	08/01/2022	0.160	0.00
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,004,800.00	S&P-AA+	Moodys-Aaa	0.45	317	09/13/2021	0.259	0.00
FFCB 0.23 8/3/2022	20,000,000.00	20,000,000.00	19,905,200.00	S&P-AA	Moodys-Aaa	1.80	641	08/03/2022	0.230	1.75
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,998,740.86	19,995,000.00	S&P-AA+	Moodys-Aaa	1.80	361	10/27/2021	0.117	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,032,517.04	10,066,500.00	S&P-AA+	Moodys-Aaa	0.90	737	11/07/2022	0.520	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,006,202.93	10,029,600.00	S&P-AA+	Moodys-Aaa	0.90	562	05/16/2022	0.370	0.00
Sub Total / Average FFCB Bond	90,000,000.00	90,037,460.83	89,985,600.00			8.11	562		0.235	0.39
FHLB Bond										
FHLB 1.67 8/25/2023-21	21,000,000.00	21,000,000.00	21,097,020.00	S&P-AA+	Moodys-Aaa	1.89	1,028	08/25/2023	1.670	2.76
Sub Total / Average FHLB Bond	21,000,000.00	21,000,000.00	21,097,020.00			1.89	1,028		1.670	2.76
FHLMC Bond										
FHLMC 1.875 11/17/2020	5,000,000.00	4,997,681.82	5,003,700.00	S&P-AA+	Moodys-Aaa	0.45	17	11/17/2020	2.910	0.04
Sub Total / Average FHLMC Bond	5,000,000.00	4,997,681.82	5,003,700.00			0.45	17		2.910	0.04
Local Government Investment Pool										
Commonweath of VirginiaLGIP	12,000.08	12,000.08	12,000.08	S&P-AAA	NR	0.00	1	N/A	0.187	0.00
Commonweath of Virginia LGIP	140,062,074.87	140,062,074.87	140,062,074.87	S&P-AAA	NR	12.62	1	N/A	0.187	0.00
VIP Stable NAV LGIP	163,207,890.22	163,207,890.22	163,207,890.22	S&P-AAA	NR	14.70	1	N/A	0.190	0.00
Sub Total / Average Local Government Investment Poo	303,281,965.17	303,281,965.17	303,281,965.17			27.32	1		0.188	0.00
Money Market										
Access National Bank MM	57,727,557.85	57,727,557.85	57,727,557.85	NR	NR	5.20	1	N/A	0.210	0.00
BB&T MM	10,604,181.56	10,604,181.56	10,604,181.56	NR	NR	0.96	1	N/A	0.010	0.00
John Marshall Bank ICS MM	47,641,719.24	47,641,719.24	47,641,719.24	NR	NR	4.29	1	N/A	0.310	0.00
United Bank ICS Checking MM	28,015,649.47	28,015,649.47	28,015,649.47	NR	NR	2.52	1	N/A	0.200	0.00
United Bank ICS Savings MM	52,029,348.38	52,029,348.38	52,029,348.38	NR	NR	4.69	1	N/A	0.200	0.00
United Bank MM	90,993,456.57	90,993,456.57	90,993,456.57	NR	NR	8.20	1	N/A	0.210	0.00

Issuer	Face Amount Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Sub Total / Average Money Market	287,011,913.07	287,011,913.07	287,011,913.07			25.85	1		0.216	0.00
Municipal Bond										
FFX CNTY VA GO 0.645 10/1/2025	5,000,000.00	5,042,436.72	4,989,800.00	S&P-AAA	Moodys-Aaa	0.45	1,796	10/01/2025	0.470	4.84
NYC GO 1.58 8/1/2021	20,000,000.00	20,005,867.69	20,169,800.00	S&P-AA	Moodys-Aa1	1.80	274	08/01/2021	1.541	0.75
NYC GO 1.58 8/1/2022	10,000,000.00	10,006,764.19	10,176,900.00	S&P-AA	Moodys-Aa1	0.90	639	08/01/2022	1.541	1.73
Sub Total / Average Municipal Bond	35,000,000.00	35,055,068.60	35,336,500.00			3.15	596		1.388	1.61
Negotiable Certificate Of Deposit										
TD Bank NY 2.5 3/23/2021	15,000,000.00	15,000,000.00	15,067,050.00	S&P-A1+	Moodys-P1	1.35	143	03/23/2021	2.500	0.39
Sub Total / Average Negotiable Certificate Of Deposit	15,000,000.00	15,000,000.00	15,067,050.00			1.35	143		2.500	0.39
Treasury Note										
T-Note 2 11/30/2020	5,000,000.00	5,000,291.22	5,007,100.00	S&P-AA+	Moodys-Aaa	0.45	30	11/30/2020	1.927	0.08
T-Note 2 11/30/2020	6,000,000.00	6,000,760.14	6,008,520.00	S&P-AA+	Moodys-Aaa	0.54	30	11/30/2020	1.842	0.08
T-Note 2.375 12/31/2020	7,000,000.00	7,006,180.26	7,024,920.00	S&P-AA+	Moodys-Aaa	0.63	61	12/31/2020	1.835	0.17
T-Note 2.75 9/15/2021	10,000,000.00	9,980,006.70	10,226,200.00	S&P-AA+	Moodys-Aaa	0.90	319	09/15/2021	2.990	0.87
Sub Total / Average Treasury Note	28,000,000.00	27,987,238.32	28,266,740.00			2.52	141		2.266	0.38
TVA Bond										
TVA 3.875 2/15/2021	5,000,000.00	5,012,006.40	5,052,400.00	S&P-AA+	Moodys-Aaa	0.45	107	02/15/2021	3.017	0.29
TVA 3.875 2/15/2021	13,500,000.00	13,592,648.62	13,641,480.00	S&P-AA+	Moodys-Aaa	1.22	107	02/15/2021	1.500	0.29
Sub Total / Average TVA Bond	18,500,000.00	18,604,655.02	18,693,880.00			1.67	107		1.910	0.29
Total / Average	1,110,211,151.54	1,111,107,463.79	1,112,719,396.47			100	196		0.589	0.38

13.ii.

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: Michael Longhi, Chief Financial Officer

DATE: December 10, 2020

SUBJECT: Monthly Revenue Report

---

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.

2. **Background:** The attached reports reflect funding received and distributed through October 2020.

3. **Comments:**
   a. **FY2021 Revenues (Attachment A)**
      i. The Authority has received approximately $51 million through the October 2020 transfers from the Commonwealth.
      ii. Actual sales tax revenue for October 2020 (two months of tax receipts annualized) compared to FY2021 budgeted annual sales tax revenue, show a 25.5% positive variance. It is too early in the revenue cycle to rely on the positive variance to be sustained through the remaining 10 months. Nor do we know the future impact of the COVID-19 pandemic as the colder months approach. FY2021 projected revenue is expected to rise and fall throughout the fiscal year as a result of the unpredictable path of the COVID-19 virus and its impact on the economy.
      iii. The Authority has received three months of Regional Congestion Fees (Grantors Tax) at the reduced rate of $0.05/100.
      iv. As of October 31, 2020, the Authority had not received Heavy Truck Registration and Diesel Fuel revenue for FY2021. Per VDOT, these funds cannot be distributed to the Authority until the Governor signs the FY2021 Budget Bill.

   b. **FY2021 Distribution to localities (Attachment B)**
      i. Seven of the Authority's member jurisdictions have completed the required annual HB2313 certification to receive FY2021 Local Distribution Funds (30%). The filing deadline is August 1st of each year. If the filing is not received (in correct and accurate form) by March 1st the jurisdiction's Local Distribution Funds are transferred to the Regional Revenue Fund for the year.
      ii. As of October 2020, $13.6 million has been distributed in Local 30% Distribution funds for FY2021 to member jurisdictions.

c. FY2015 to FY2021 Year over Year Revenue Comparison (Attachment C).

i. This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through October 2020.

Attachments:

A. Sales Tax Revenues Received Compared to NVTA Estimates, Through October 2020
B. FY2020 30% Distribution by Jurisdiction, through October 2020
C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for October 2015 to 2020

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
Based on: Revenue Data Through October 2020
FYE June 30, 2021

Regional Sales Tax		**Received**	**Annualized Revenue based**	**FY2021**	**Annualized - Actual**	
Transaction Months	**2**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ 2,980,717	$ 17,884,303	$ 14,188,675	$ 3,695,628	
Arlington County		3,662,945	21,977,671	21,828,731	148,940	
City of Fairfax		1,265,391	7,592,347	5,893,757	1,698,590	
Fairfax County		18,780,339	112,682,033	92,335,532	20,346,501	
City of Falls Church		531,889	3,191,335	2,401,160	790,175	
Loudoun County		9,531,467	57,188,799	42,347,738	14,841,061	
City of Manassas		1,120,372	6,722,232	5,020,608	1,701,624	
City of Manassas Park		290,080	1,740,479	1,309,724	430,755	
Prince William County		7,493,046	44,958,276	32,961,384	11,996,892	
Total Sales Tax Revenue		$ 45,656,246	$ 273,937,474	$ 218,287,309	$ 55,650,165	25.5%

Vehicle License-Registration Fees		**Received**	**Annualized Revenue based**	**FY2021**	**Annualized - Actual**	
Transaction Months	**1**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ -	$ -	$ 138,367	$ (138,367)	
Arlington County		-	-	212,872	(212,872)	
City of Fairfax		-	-	57,476	(57,476)	
Fairfax County		-	-	900,450	(900,450)	
City of Falls Church		-	-	23,416	(23,416)	
Loudoun County		-	-	412,972	(412,972)	
City of Manassas		-	-	48,961	(48,961)	
City of Manassas Park		-	-	12,772	(12,772)	
Prince William County		-	-	321,437	(321,437)	
Total Vehicle License-Registration Fees		$ -	$ -	$ 2,128,723	$ (2,128,723)	-100.0%

Regional Congestional Relief Fee		**Received**	**Revenue based**	**FY2021**	**Annualized - Actual**	
Transaction Months	**3**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ 633,907	$ 2,535,626	$ 721,500	$ 1,814,126	
Arlington County		521,142	2,084,568	1,110,000	974,568	
City of Fairfax		40,093	160,373	299,700	(139,327)	
Fairfax County		1,891,668	7,566,673	4,695,300	2,871,373	
City of Falls Church		75,883	303,533	122,100	181,433	
Loudoun County		1,191,552	4,766,206	2,153,400	2,612,806	
City of Manassas		46,704	186,818	255,300	(68,482)	
City of Manassas Park		32,665	130,659	66,600	64,059	
Prince William County		914,749	3,658,998	1,676,100	1,982,898	
Total Regional Congestion Relief Fee		$ 5,348,363	$ 64,180,361	$ 11,100,000	$ 53,080,361	478.2%

NVTD Transfer from COVA		**Received**	**Revenue based**	**FY2021**	**Annualized - Actual**	
Transaction Months	**1**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ -	$ -	$ 1,300,000	$ (1,300,000)	
Arlington County		-	-	2,000,000	(2,000,000)	
City of Fairfax		-	-	540,000	(540,000)	
Fairfax County		-	-	8,460,000	(8,460,000)	
City of Falls Church		-	-	220,000	(220,000)	
Loudoun County		-	-	3,880,000	(3,880,000)	
City of Manassas		-	-	460,000	(460,000)	
City of Manassas Park		-	-	120,000	(120,000)	
Prince William County		-	-	3,020,000	(3,020,000)	
Total NVTD Transfer from COVA		$ -	$ -	$ 20,000,000	$ (20,000,000)	-100.0%
Total Revenue Received		$ 51,004,609	$ 338,117,835	$ 251,516,032	$ 86,601,803	34.43%
		$ 51,004,609				

Attachment B

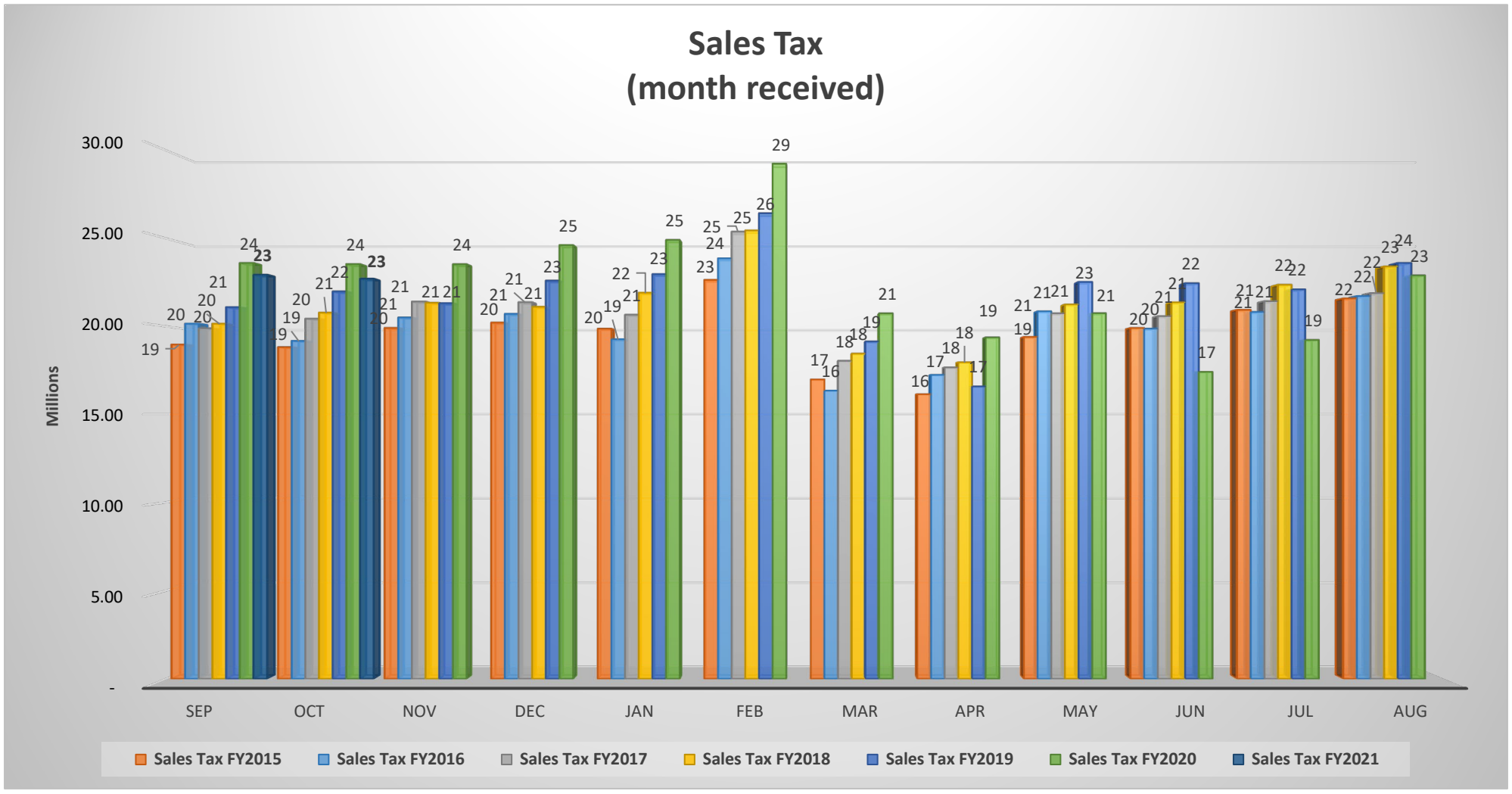
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

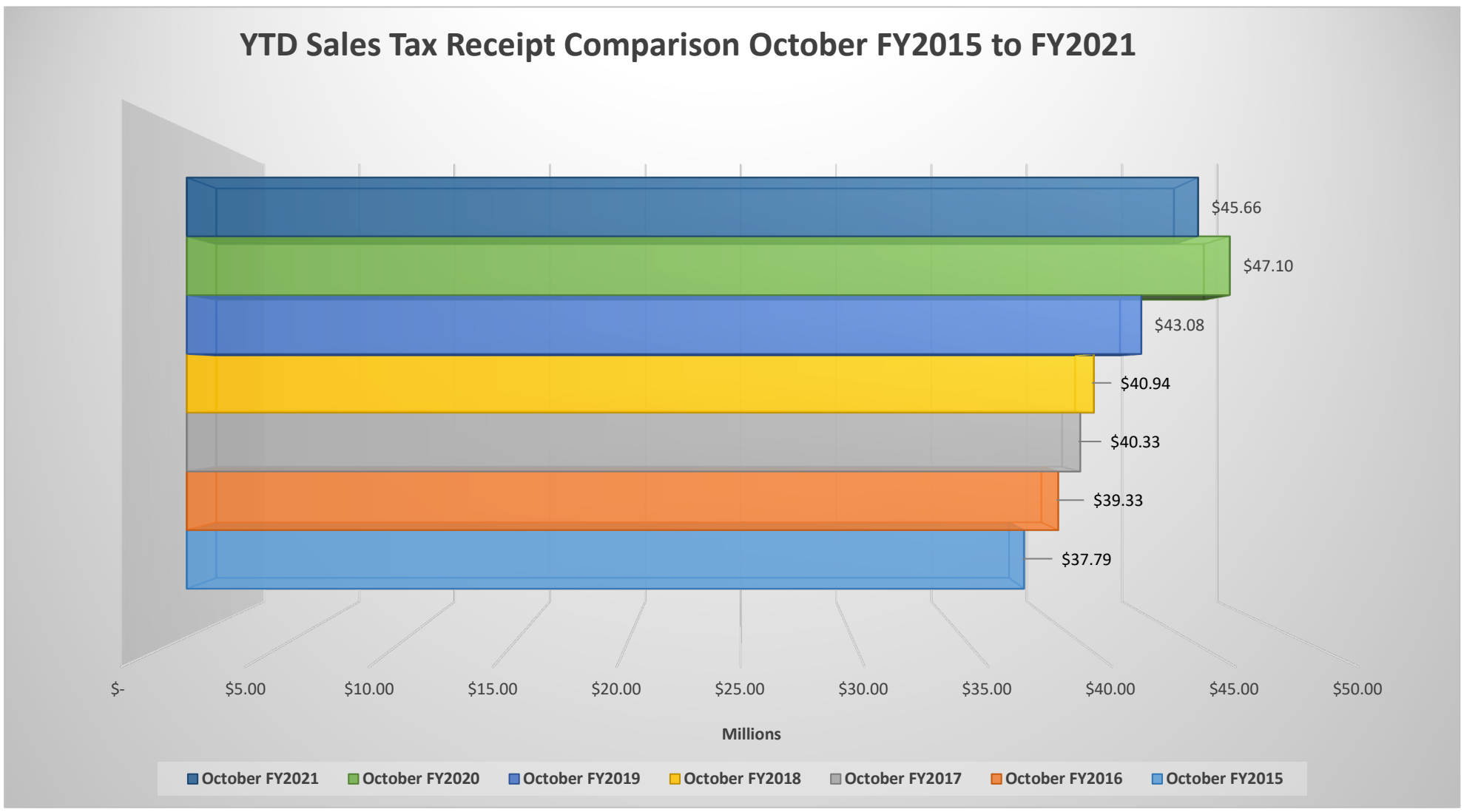
Based on: Revenue Data Through October 2020

Jurisdiction	Vehicle License-Registration Fee	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	9/30/2020 Accrued Interest (1) (+)	9/30/2020 Prior Distributions	**Current Month Distribution**	Total Funds Transferred
City of Alexandria	$ -	$ 2,980,717.18	$ 633,906.50	$ -	$ -	$ 3,614,623.68	$ 1,084,387.10	$ 43.15	$ -	$ 1,084,430.25	$ 1,084,430.25
Arlington County	$ -	$ 3,662,945.09	$ 521,142.00	$ -	$ -	$ 4,184,087.09	$ 1,255,226.13	$ 49.32	$ -	$ 1,255,275.45	$ -
City of Fairfax	$ -	$ 1,265,391.12	$ 40,093.25	$ -	$ -	$ 1,305,484.37	$ 391,645.31	$ 18.49	$ -	$ 391,663.80	$ -
Fairfax County	$ -	$ 18,780,338.76	$ 1,891,668.35	$ -	$ -	$ 20,672,007.11	$ 6,201,602.13	$ 252.76	$ 3,157,088.09	$ 3,044,766.80	$ 6,201,854.89
City of Falls Church	$ -	$ 531,889.17	$ 75,883.25	$ -	$ -	$ 607,772.42	$ 182,331.73	$ 6.16	$ 107,497.40	$ 74,840.49	$ 182,337.89
Loudoun County	$ -	$ 9,531,466.50	$ 1,191,551.50	$ -	$ -	$ 10,723,018.00	$ 3,216,905.40	$ 129.45	$ 1,671,873.67	$ 1,545,161.18	$ 3,217,034.85
City of Manassas	$ -	$ 1,120,371.94	$ 46,704.45	$ -	$ -	$ 1,167,076.39	$ 350,122.92	$ 12.33	$ 175,804.31	$ 174,330.94	$ 350,135.25
City of Manassas Park	$ -	$ 290,079.85	$ 32,664.75	$ -	$ -	$ 322,744.60	$ 96,823.38	$ 6.16	$ 55,656.37	$ 41,173.17	$ 96,829.54
Prince William County	$ -	$ 7,493,046.06	$ 914,749.40	$ -	$ -	$ 8,407,795.46	$ 2,522,338.64	$ 98.63	$ 1,317,696.74	$ 1,204,740.53	$ 2,522,437.27
Total Revenue	$ -	$ 45,656,245.67	$ 5,348,363.45	$ -	$ -	$ 51,004,609.12	$ 15,301,382.74	$ 616.45	$ 6,485,616.58	$ 8,816,382.61	$ 13,655,059.94

Interest 9/30/2020

FY2021 October 2020 **Attachment C**





13.iii.

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: Michael Longhi, Chief Financial Officer

DATE: December 10, 2020

SUBJECT: Monthly Operating Budget Report

---

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2021.

2. **Background:** The Authority elected to fund the Operating Budget for FY2021 through transfers from the Regional Revenue Fund.

3. **Comments:** Through October 31, 2020, the FY2021 Operating Budget has produced the following:
   - **a.** The Operating Budget is being funded through quarterly transfers of $692,305 from the Regional Revenue Fund.
   - **b.** As of October 31, 2020, the Authority has utilized 25% of its FY2021 expenditure budget. October represents 33% of the year.
   - **c.** Through October 31, 2020, all expense account categories within the operating budget remain within budget.
   - **d.** The utilization rate for the budget at 25%, is not linear due to the timing of certain large expenses. As an example, expenditures for the next phase of the Project Implementation, Management and Monitoring system are not expected until the end of FY2021.
   - **e.** The attached statement shows the total operating budget income and expenditure activity for FY2021 through October 31, 2020.

Attachment: FY2021 Monthly Operating Budget through October 31, 2020

Attachment.

1000 General Fund

Account	Object	Description	Current Month	Current YTD	Budget	Variance	%
		Expenses					
410000		Personnel Expenses					
	110	Salaries-Regular Pay	101,507.06	419,591.83	1,524,073.00	1,104,481.17	28
	130	Health & Dental Benefits	12,930.34	66,899.11	247,968.00	181,068.89	27
	131	Payroll Taxes	5,575.84	25,705.71	118,210.00	92,504.29	22
	132	Retirement VRS	2,204.44	30,105.02	124,506.00	94,400.98	24
	133	Life Insurance		4,580.39	20,331.00	15,750.61	23
	134	Flex Spending/Dependent Care	57.08	171.24	881.00	709.76	19
	135	Workers Comp		1,326.00	1,698.00	372.00	78
	137	Disability Insurance	309.51	7,461.16	18,196.00	10,734.84	41
		Total Account	122,584.27	555,840.46	2,055,863.00	1,500,022.54	27
420000		Professional Services					
	210	Audit & Accounting Services		12,000.00	29,500.00	17,500.00	41
	220	Bank Service		175.95	750.00	574.05	23
	230	Insurance		7,458.00	6,385.00	-1,073.00	117
	240	Payroll Services	119.18	880.98	2,606.00	1,725.02	34
	260	Public Outreach & Regional Event Support	37.87	9,854.11	89,093.00	79,238.89	11
	261	Legal/Bond Counsel Services			10,000.00	10,000.00	
	262	Financial Advisory Services	8,750.00	8,750.00	35,875.00	27,125.00	24
	263	Bond Trustee Fees			2,700.00	2,700.00	
	264	Legislative Services	8,069.24	14,169.24	70,000.00	55,830.76	20
	265	Investment Custody Svc	5,160.00	5,160.00	25,000.00	19,840.00	21
		Total Account	22,136.29	58,448.28	271,909.00	213,460.72	21
430000		Technology/Communication					
	310	Acctg & Financial Report Systems	1,846.25	26,380.55	111,347.00	84,966.45	24
	330	IT Support Svc Incl Hosting	2,441.62	7,845.11	24,295.00	16,449.89	32
	335	GIS/Project Mgt/Modeling	1,733.33	-5,777.01	136,679.00	142,456.01	-4
	340	Phone Service & Web Ex Chgs	974.33	3,999.00	11,136.00	7,137.00	36
	350	Web Develop & Hosting	382.50	2,815.91	9,756.00	6,940.09	29
		Total Account	7,378.03	35,263.56	293,213.00	257,949.44	12
440000		Administrative Expenses					
	410	Advertisement			1,500.00	1,500.00	
	411	Dues & Subscriptions	113.96	1,864.55	10,544.00	8,679.45	18
	412	Duplication & Printing	1,524.85	2,167.70	14,610.00	12,442.30	15
	414	Hosted Meeting Expenses	-66.98	128.77	5,000.00	4,871.23	3
	415	Mileage/Transportation			11,450.00	11,450.00	
	417	Office Lease	28,736.01	70,870.89	173,256.00	102,385.11	41
	418	Office Supplies	169.29	723.75	8,065.00	7,341.25	9
	419	Postage & Delivery			700.00	700.00	
	420	Professional Develop & Training	326.25	1,037.55	23,650.00	22,612.45	4
		Total Account	30,803.38	76,793.21	248,775.00	171,981.79	31
		Total Expenses	182,901.97	726,345.51	2,869,760.00	2,143,414.49	25

1000 General Fund

Account	Object	Description	Current Year Current Month	Current Year Current YTD	Budget	Variance	%
		Net Income from Operations	-182,901.97	-726,345.51			
		Other Revenue					
	383000	Transfer Operating Budget from Regional Revenue			2,769,220.00	-2,769,220.00	
		Total Other Revenue	0.00	0.00	2,769,220.00	-2,769,220.00	
		Other Expenses					
521000		Transfers					
	820	Transfer to Operating Reserve			567,952.00	567,952.00	
	825	Transf to Equip Reserve			26,986.00	26,986.00	
		Total Account			594,938.00	594,938.00	
		Total Other Expenses	0.00	0.00	594,938.00	594,938.00	
		Net Income	-182,901.97	-726,345.51			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **14.**

M E M O R A N D U M

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

FROM: Council Member Miles, Vice-Chair, Planning Coordination Advisory Committee

DATE: December 10, 2020

SUBJECT: Report from the Planning Coordination Advisory Committee

---

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).

2. **Background.** The PCAC met on November 18, 2020.

   Due to the current public health emergency, the meeting was held online with 11 members joining remotely. The Committee took action on following two items:

   a. A resolution to hold a remote electronic meeting was adopted unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
   b. The October 28, 2020, meeting summary was approved, with abstentions from members who did not attend the September 23, 2020 meeting.

3. **TransAction Goals, Objectives, Measures.**

   A broad overview of TransAction planning process, and its linkage to NVTA's funding programs were presented. In the last Committee meeting, members unanimously voted to recommend a new vision statement for the Plan update. From this statement, newly introduced concepts of safety, equity, and sustainability were outlined in details. This presentation was followed with a brief discussion on the transportation equity issue.

4. **NVTA Update.** NVTA Executive Director, Ms. Backmon, highlighted the following from NVTA's Draft 2021 Legislative Program – restoration of NVTA's revenues, ability to continue with virtual meeting platform when safety and public health are at risk, and support of federal aid for WMATA.

5. **Next steps.** I envision the PCAC will continue to be engaged in the update of the long-range transportation plan, TransAction.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **15.**

M E M O R A N D U M

FOR: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: December 10, 2020

SUBJECT: Report from the Technical Advisory Committee

---

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).

2. **Background:** The Technical Advisory Committee met on November 18, 2020. Due to the current pandemic, the meeting was held via a WebEx online meeting. Five members attended the online meeting and the meeting was also livestreamed on YouTube.

3. **The Committee took action on the following items:**

   a. **Resolution finding the need to conduct meeting electronically**:
   A resolution to hold a remote electronic meeting was approved unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority and their committees to conduct business meetings electronically.

   b. **Summary Notes of October 21, 2020 Meeting**:
   The meeting summary for the October 21, 2020 meeting was approved unanimously.

4. **The Committee discussed the following information/action items:**

   a. **TransAction Update- Vision**

   After Committee discussions, a motion for approval of recommendation of the revised Vision statement to the Authority for the December meeting was approved unanimously.

   b. **NVTA Update**

   Ms. Backmon, Executive Director, informed that the Authority is beginning to draft 2021 Legislative program where the primary initiatives for the 2021 General Assembly session is the restoration of Authority revenues that were diverted to WMATA in 2018 for Virginia's share of WMATA's State of Good Repair needs. She

noted that once the Omnibus Transportation Bill is fully implemented, the balance of revenues that will need to be restored is $32 million. However, 2021 may not be the year to receive this restoration due to the current state of economy. Another initiative that the Authority is supportive of is continuing to expand the ability to meeting electronically during health and safety emergencies. Furthermore, Ms. Backmon noted that the Authority is supportive of federal funding support for WMATA and other transit agencies due to the impact COVID-19 has had on ridership.

5. Next Meeting:

The next meeting date will be decided contingent upon the information and action items in the future.

16.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

DATE: December 10, 2020

SUBJECT: Executive Director's Report

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

1. **Northern Virginia Joint Transportation Meeting –** The second Annual Northern Virginia Joint Transportation Meeting the Authority co-hosts with the Commonwealth Transportation Board (Virginia Department of Transportation [VDOT], Virginia Department of Rail and Public Transportation [DRPT], and Office of Intermodal Planning and Investment [OIPI]), the Northern Virginia Transportation Commission (NVTC) and the Virginia Railway Expressway (VRE), occurred December 8th at 6 p.m. The event showcased Northern Virginia's regional collaboration, transportation projects and initiatives. Due to the COVID-19 pandemic, legislation was passed that allowed the meeting to be conducted virtually this year, broadcasting live on DRPT's YouTube Channel. Authority member participants included CTB member Mary Hynes, who moderated the event, and Director of DRPT, Jennifer Mitchell, who was a featured panelist. Virginia Secretary of Transportation, Shannon Valentine, provided opening remarks, and I presented on NVTA's behalf.

2. **Regional Elected Leaders Initiative and Regional Leadership Awards** – This year's event, hosted by Authority member, Mary Hynes, occurred virtually for the first time on December 2, 2020. The event reflected on the past year and looked ahead to 2021, while also honoring NOVA Regional Leadership Award winners, including Authority member and Virginia Delegate, Vivian Watts and Loudoun County Supervisor, Matt Letourneau.

3. **DATA Post-Election Virtual Legislative Roundtable** – The December 3, 2020 Dulles Area Transportation Association (DATA) event featured three Authority members: Authority Chair and Loudoun County Board of Supervisors Chair, Phyllis Randall; Fairfax County Chairman, Jeff McKay; and Virginia Senator Jennifer Boysko. Legislative priorities and restoration of funding to NVTA were discussed by all three panelists.

4. **Annual Legislative Briefing** – The virtual event, hosted by the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) on December 7, 2020, featured legislative and transportation leaders

across the region, as well as the Virginia Secretary of Transportation, Shannon Valentine, and U.S. Senators Mark Warner and Tim Kaine. I was a featured panelist who presented on NVTA's legislative priorities, Six Year Funding Program and TransAction, and participated in a Q&A with viewers.

5. **NVTA Communication Plan** – Since its last update five years ago, it was time to revisit the NVTA Communication Plan and mission statement. The Communication Plan has been rewritten and the mission statement updated, with the following categories incorporated into the Plan: Goals, Overarching Key Messages, Leveraging External Channels, Stakeholder Audiences, Tools, Metrics and Looking Ahead, and TransAction related activities. The updated Communication Plan will soon be presented before the Authority.

6. **NVTA Standing Committee Meetings:**
    a. **Finance Committee:** The NVTA Finance Committee meeting is January 21, 2021
    b. **Planning and Programming Committee**: The NVTA Planning and Programming Committee will meet in February 2021. The exact date will be posted when confirmed.
    c. **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for December 17, 2020, at 5:00pm.

7. **NVTA Statutory Committee Meetings:**
    a. **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled will meet in February 2021. The exact date will be posted when confirmed.
    b. **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee will meet in February 2021. The exact date will be posted when confirmed.

8. **Regional Projects Status Report:**
    a. Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.
    Link to the Projects Status Report: https://thenovaauthority.org/funded-projects/

Attachments:

A. Regional Projects Status Report

NVTA Funding Program Project Status

Summary Report

As of December 1, 2020.		
NVTA's Regional Fund Program FY2014 - FY2025		**Upcoming Public Information Meeting(s):**
Total Revenue Allocated	**$2,491,195,952**	
Total Amount Reimbursed	**$513,482,158**	**NOTE:** For latest information on project events, please refer to the **"Events and Meetings"** section on our home page - https://thenovaauthority.org/
Total Number of Individual Projects	106	For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
SPAs	142	
Currently Active	67	
Completed	44	
Not Yet Executed	31	

Substantive Status Updates (during September - November 2020)**		
Project Title (program year)	**Updated Status**	**% Reimbursed**
Arlington County		
Crystal City Streets (FY2017)	12th St. plans - traffic study is completed, 90% Design Plans were submitted on November 17, 2020.	17.1%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	Contractor submitted 60% Design Plans on October 12, 2020. Both plan sets are under review by VDOT and Fairfax County.	FY2015-16: 81% FY2017: 0.0% FY2018-23: 0.0%
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16, FY2018-23)	In October 2020, FHWA issued a Finding of No Significant Impact (FONSI) in the NEPA environmental review process for this project. ROW phase will start for total parcel acquisition.	FY2015-16: 100.0%
Loudoun County		
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	Phase I: Final contract award was approved by County Board on November 17, 2020. Phase II: Dominion has completed their relocation. Verizon underground relocation has begun.	6.5%
Prince William County		
Route 1 Widening From Featherstone Road to Mary's Way (FY2014, FY2015-16, FY2017)	Notice to proceed for construction issued October 2020. Roadway construction phase has started.	FY2014: 100.0% FY2015-16: 79.0% FY2017: 36.2%
Construct Route 28 Corridor Roadway Improvements (Manassas Bypass) (FY2015-16, FY2018-23)	RFP publication is delayed, now anticipated to be released by end of 2020. A public information meeting was requested by Fairfax County and is tentatively scheduled for December 7, 2020.	FY2015-16: 71.7% FY2018-23: 0%
City of Alexandria		
Alexandria ITS Projects (FY2018-23)	All NVTA-funded tasks are completed.	48.9%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Due to issues in bidding process, project will be rebid.	19.1%
VRE		
Slaters Lane Rail Crossover (FY2015-16)	NVTA SPA is closed-out.	100.0%
PRTC		
Western Bus Maintenance & Storage Facility (FY2015-16)	All construction punch-list items are completed, and the NVTA SPA is closed out.	100.0%

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