Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

AGENDA

Thursday, February 9, 2023
7:00pm EST
3040 Williams Drive, Suite 200
Fairfax, VA 22031
This meeting will be conducted in person and live-streamed via YouTube[1]

1. **Call to Order** — Chair Randall

2. **Roll Call** — Mr. Davis, Board Secretary

3. **Approval of January 12, 2023, Meeting Summary Minutes** — Chair Randall

Recommended Action: Approval of January 12, 2023, Meeting Summary Minutes [with abstentions from those who were not present]

Presentations

4. **Impacts of NVTA Funding in National Landing**
Mr. Corbalis, Vice President, Public Affairs, JBG Smith

5. **NoVA Gateway Dashboard Update**
Mr. Jasper, Principal, Transportation Planning and Programming

Action Items

6. **Approval of Prince William County's Construct Interchange at Prince William Parkway and Clover Hill Road SPA 2018-039-1**
Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA 2018-039-1

7. **Approval of Prince William County's Summit School Road Extension and Telegraph Road Widening SPA 2020-036-2**
Ms. Backmon, Chief Executive Officer

Recommended Action: Approval of SPA 2020-036-2

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

Recommended Action: Approval of Letter of Endorsement

---

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

9. **Approval of Letter of Endorsement for Arlington County's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
   Ms. Backmon, Chief Executive Officer
   Recommended Action: Approval of Letter of Endorsement

10. **Approval of Letter of Endorsement for City of Manassas Park's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
    Ms. Backmon, Chief Executive Officer
    Recommended Action: Approval of Letter of Endorsement

11. **Approval of Letter of Support for the Relocation of the Federal Bureau of Investigation (FBI) Headquarters to Springfield, Virginia**
    Ms. Backmon, Chief Executive Officer
    Recommended Action: Approval of Letter of Support

Discussion/Information Items

12. **Governance and Personnel Committee Report** Chair Randall, Chair
    -Update on 2023 General Assembly Session
    Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

13. **Chief Executive Officer's Report** Ms. Backmon, Chief Executive Officer

14. **Chair's Comments** Chair Randall

Closed Session

(If needed)

15. **Adjournment** Chair Randall

Correspondence

Next Meeting: March 9, 2023, at 7:00pm
NVTA Offices

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, January 12, 2023
7:00PM ET
3040 Williams Drive, Suite 200
Fairfax, VA 22031
This meeting was conducted in-person and livestreamed via NVTA's YouTube Channel

1. Call to Order Chair Randall

- ✓ Chair Randall called the meeting to order at 7:06 p.m. by welcoming everyone to the Annual Organizational Meeting and thanking those who were in attendance. Chair Randall welcomed the newest member of the Authority, City of Fairfax Mayor Catherine Read, who formally introduced herself.

2. Roll Call Mr. Davis, Board Secretary

- ✓ **Members: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder, Chairman Jeffrey McKay (7:10 p.m.), Chair Ann Wheeler, Board Member Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Senator Jennifer Boysko (Remote-Richmond-Distance), Supervisor Pat Herrity, Mayor Derrick Wood, Anthony Bedell (Remote-VA-Personal), Mary Hynes, and John Lynch. **Non-Attendees** Jim Kolb, and Jennifer Debruhl.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Mike Longhi, Board Secretary Jonathan Davis, Accounting Assistant Margaret Duker, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Sen, Senior Accountant Adnan Malik, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, Regional Transportation Planners Mackenzie Love, Ian Newman, and Griffin Frank.
- ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, Rob Dickerson-Prince William County, MinhChau Corr-Arlington County, and Christina Zechman Brown-City of Alexandria (Remote).
- ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuireWoods Consulting, LLC. (Remote), jurisdiction and agency staff.

Members of the public were in-person and were able to watch the meeting livestreamed via NVTA's YouTube Channel.

3. Public Comment

- ✓ Chair Randall noted that Public Comment is where the public has an opportunity to provide NVTA feedback on what regional transportation focus areas they'd like to see in 2023 and how to best tackle traffic congestion in the region. She thanked members of

the public who submitted comments prior to tonight's meeting and noted that Authority Members will be provided all previously submitted comments for review.

- ✓ As an order of business, Chair Randall noted that members of the public who registered to provide comment in-person will speak first, followed by those who registered to provide comment via Zoom. She further noted that each person providing comment will have three minutes to speak.
- ✓ After all in-person and virtual comments were received, Chair Randall thanked members of the public for taking time to provide their comments and noted that their feedback is very important and valuable to the Authority.

4. Approval of December 8, 2022, Meeting Summary Minutes Chair Randall

- ✓ Chair Randall received a motion from Mayor Wilson who moved the approval of the December 8, 2022, meeting summary minutes, and seconded by Board Member Cristol. With an abstention from Mayor Read, the motion was unanimously approved.

PRESENTATIONS

5. 2022 Annual Report Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon put forward the 2022 Annual Report and noted that the theme Momentum Builders in a Region Connected, speaks to the Authority's accomplishments and investments that are building momentum to reduce congestion through a more equitable, sustainable, and safer transportation network. Ms. Backmon highlighted the fact that 2022 was the first year the Authority adopted and updated the Six Year Program and TransAction in the same year. She brought attention to the adopted FY2022-2027 Six Year Program Projects foldout map that featured projects by locality, and noted the link to the interactive NoVA Gateway.
- ✓ Ms. Backmon continued by underscoring NVTA's primary responsibilities, the Six Year Program adoption of 20 multimodal transportation projects that totaled nearly $625 million, the TransAction adoption that leveraged technology and included a regional Bus Rapid Transit system, NVTA's Regional and Local Fund Distribution to date, and the twelve milestone events that occurred in 2022. She also highlighted Chair Randall's letter and each Authority Members' testimonials.
- ✓ Ms. Backmon also acknowledged the robust public engagement and comments received in 2022 which contributed to the development of the update to the Six Year Program and the long-range transportation plan, TransAction.

6. Economic Impact Analysis Mr. Longhi, Chief Financial Officer
Dr. Nampoothiri, Sr. Transportation Planner

- ✓ Mr. Longhi provided background and context to the economic analysis of the Authority's funding benefits for the region and Commonwealth. He noted that this is NVTA's third economic analysis, and the practice will continue after each of the Authority's two-year

DRAFT

updates to the Six Year Program. He offered his appreciation to the Authority's continued investments and support for in-house modeling and added that such support will enable the expansion of future reports to include additional regional and Commonwealth impacts. Mr. Longhi concluded by noting that a ten-page detailed report is being finalized and will be posted to the Authority's website shortly.

- ✓ Dr. Nampoothiri noted that the analysis looks at the total funding approvals the Authority has made from FY2014 through FY2027 and includes both 70% Regional Revenues and 30% Local Revenues. He further noted that the local revenue project details were collected as part of the annual report to the Joint Commission on Transportation Accountability (JCTA) that the Authority is required to submit every year.
- ✓ Dr. Nampoothiri also noted that the total allocation of $4.6 billion has an economic impact of $7.1 billion which shows a 150% return on taxes invested in projects and programs as well as the addition of 42,000 new jobs.
- ✓ In review of the 70% Regional Revenue allocated, Dr. Nampoothiri noted that the $3.1 billion allocation allows jurisdictions and agencies to leverage another $3 billion from federal, state, regional and local sources, resulting in a total investment of multimodal projects worth more than $6 billion. He added that model-based analysis during the Six Year Program development show that these projects are expected to save close to 400 million hours of travel time.
- ✓ In conclusion, Dr. Nampoothiri noted that NVTA's revenues are spent on projects that are not only going to reduce congestion and achieve the goals of mobility, accessibility, and sustainability but will also have huge economic benefits, add tax revenues, and strengthen the regional economy and competitiveness.

ACTION ITEMS

7. Appointment of Chair and Vice Chair for CY2023 Nominating Committee

- ✓ The CY2023 Nominating Committee was comprised of Mayor Wilson, Board Member Cristol and Chair Wheeler. Mayor Wilson moved the Authority approval of Chair Phyllis J. Randall as Chair and Councilmember David Snyder as Vice Chair of the Authority for CY2023, seconded by Board Member Cristol. With abstentions from Chair Randall and Councilmember Snyder, the motion was unanimously approved.

8. Appointment of Town Member for CY2023 Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that as a normal practice, the five mayors of towns with a population of 3,500 or more, were queried for the candidate for Town Member.
- ✓ Chair Randall moved the Authority approval of Mayor Wood as CY2023 Town Member to the Authority, seconded by Board Member Cristol. The motion was unanimously approved.

DRAFT

9. Adoption of Meeting Schedule for CY2023 Ms. Backmon, Chief Executive Officer

- ✓ Chair Randall moved the Authority approval of the Meeting Schedule for CY2023 and seconded by Chair Wheeler. The motion was unanimously approved.

10. Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) funds for City of Alexandria

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon submitted for the Authority's consideration the City of Alexandria's request to reallocate $500,000 in RSTP funds from its Transit Analysis Study Project (UPC 100492) to the Access to Landmark Project (UPC 115530).
- ✓ Mayor Wilson moved Authority recommendation to the Commonwealth Transportation Board on the reallocation of Regional Surface Transportation Program funds for the City of Alexandria, seconded by Vice Chair Snyder. The motion was unanimously approved.

11. Approval of Letter of Endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Program Application

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon submitted for the Authority's consideration Prince William County's request for endorsement on its forthcoming Rebuilding American Infrastructure with Sustainability and Equity Program application.
- ✓ Chair Wheeler moved Authority's approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Program application, seconded by Mayor Davis-Younger. The motion was unanimously approved.

DISCUSSION/INFORMATION ITEMS

12. Governance and Personnel Committee Report Chair Randall

- **2023 General Assembly Update**

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

- ✓ Ms. Baynard began her report by discussing Senate Bill 1009- "Pedestrian Control Signals; applicability to persons riding bicycles and other devices" and noted a concern with the Bill pertaining to the safety of pedestrians. She also discussed House Bill 1496 which aims to create an absolute cap on the state funding for Metro to assist payment of the local operating and capital subsidies. Ms. Baynard shared that Metro will still receive 46% of revenue from the Commonwealth Mass Transit Fund but the state portion can be no more than 50% of the local subsidy owed in that year.
- ✓ Chair Randall confirmed Ms. Baynard's review of the Bill by noting that there would be no increase or decrease to what is given to Metro and added that localities will always pay at least half. Chair Randall noted concerns and shared that the District of Columbia

DRAFT

and Maryland fund their Metro compact from the District and State general fund rather than from the local jurisdictions.

- ✓ Ms. Baynard shared that there are several bills circulating pertaining to virtual participation in meetings, what bodies are permitted to convene virtually and how many virtual meetings they may convene annually.
- ✓ Ms. Baynard highlighted Senate Bill 1106- "Providing Transportation Infrastructure to Support Economic Development" and noted Governor Youngkin's continued efforts in supporting multi-agency coordination on economic development initiatives. The Bill would direct funds from Transportation Partnership Opportunity Fund (TPOF) to address a critical infrastructure transportation need that supports major economic development initiatives.
- ✓ In conclusion to her report, Ms. Baynard responded to Vice Chair Snyder's inquiry on Senate Bill 1106 and noted discussions on the topic during the Governance and Personnel Committee meeting where Ms. Hynes suggested that unallocated funds from the General Fund be utilized rather than from the Transportation Trust Fund.

13. Chief Executive Officer's Report Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reminded the Authority Members that the 8th Annual Northern Virginia Transportation Roundtable in partnership with the Intelligent Transportation Society of Virginia will take place on Wednesday, March 22, 2023, at the Northern Virginia Association of Realtors. She added that the theme will be Building Momentum and will include panel discussions addressing topics related to NVTA's Core Values of Equity, Sustainability and Safety, as well as innovative transportation solutions.
- ✓ Ms. Backmon concluded her report by sharing that NVTA was featured in the Virginia Town and City magazine where several of the Authority's accomplishments were highlighted.

14. Chair's Comments Chair Randall

- **Committee Appointments**
  - Governance and Personnel Committee Reappointments
    - Board Member Cristol
    - Chair Wheeler
  - Finance Committee Reappointments
    - Mayor Rishell-Chair
    - Chairman McKay-Vice Chair
    - Chair Randall
  - Planning and Programming Committee Reappointments
    - Mayor Wilson
    - Mayor Rishell
    - Mayor Read (remaining 2021-2024 term)

DRAFT

15. Adjournment Chair Randall

- ✓ Seeing no further questions, discussion and order of business, Chair Randall adjourned the meeting at 8:24 p.m.

Next Meeting: February 9, 2023, AT 7:00 p.m., ET

at NVTA Offices

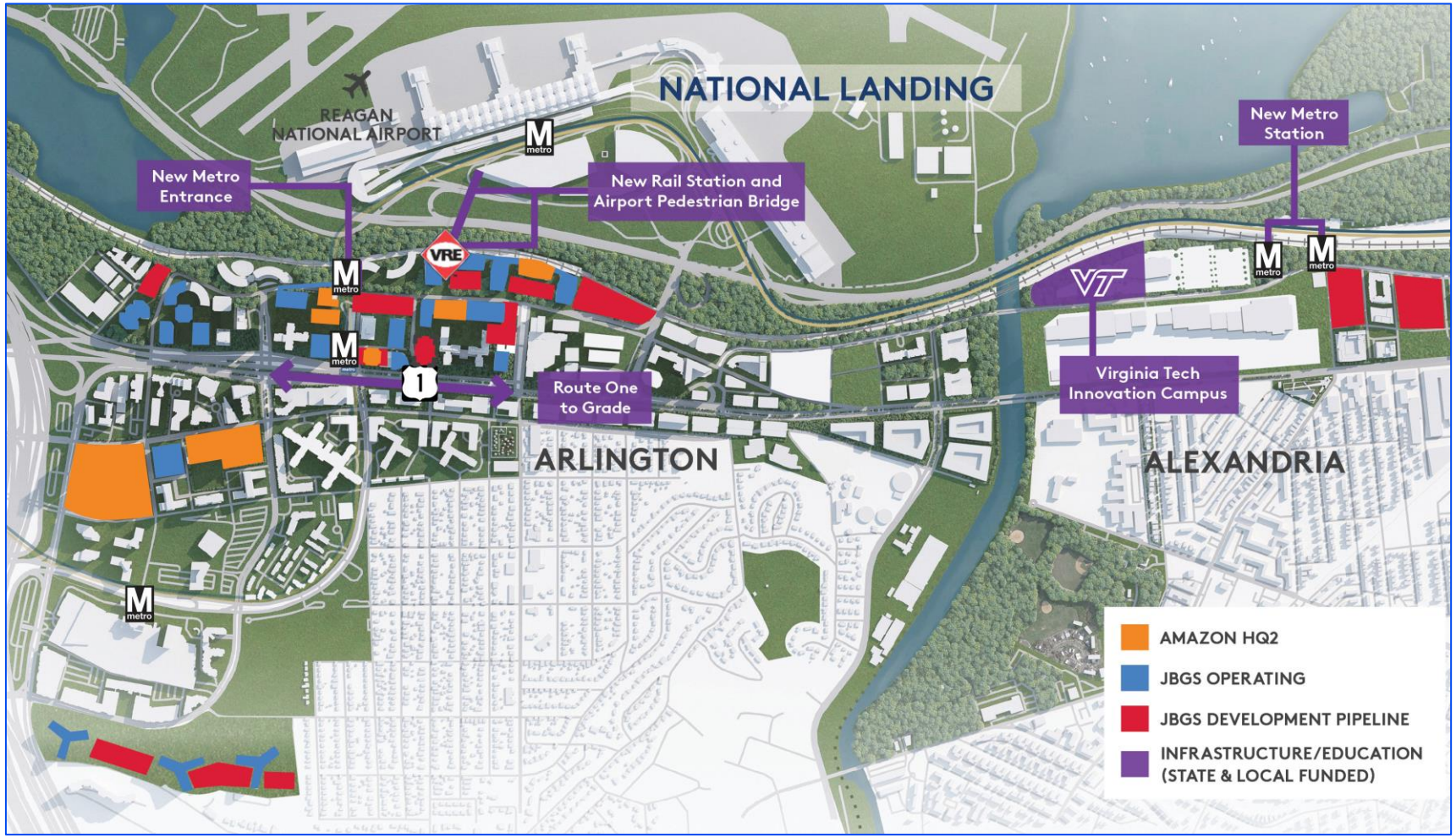
DRAFT

Mobility Next

Mobility in America's Most Connected Downtown



JBG SMITH in National Landing



- 6m SF of operating assets + 7.2m SF development pipeline
- Development partner on Amazon's HQ2 and VT's Innovation Campus

America’s Most Connected Downtown

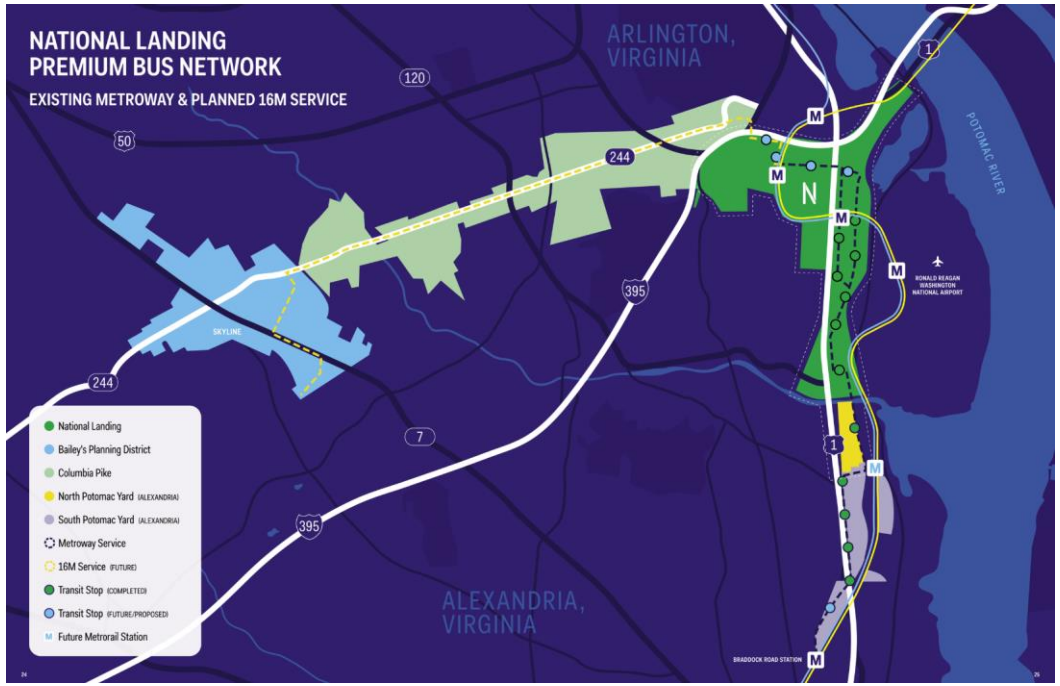


- **3** Metrorail stations served by Blue and Yellow lines
- **5** Arlington Transit bus routes
- **9** WMATA bus routes
- **3** commuter bus routes
- Two trailheads accessing hundreds of miles of regional trails
- Bus rapid transit with dedicated lanes
- Only **34%** of National Landing employees drive alone to work, compared with a national average of 76% [1]





Transitway Extension





- Transitway extension to Pentagon City underway
- 16m frequent bus service restored in proposed WMATA budget

JBG SMITH

Crystal City East Entrance

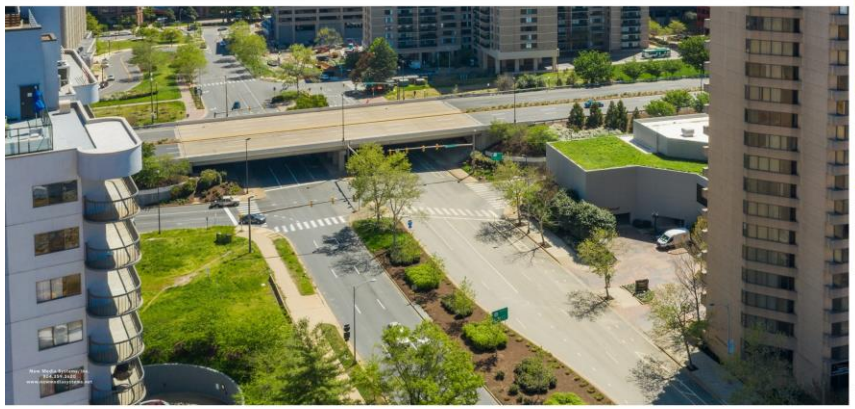




New entrance to Crystal City Station will expand access and reduce crowding

Route 1 Boulevard





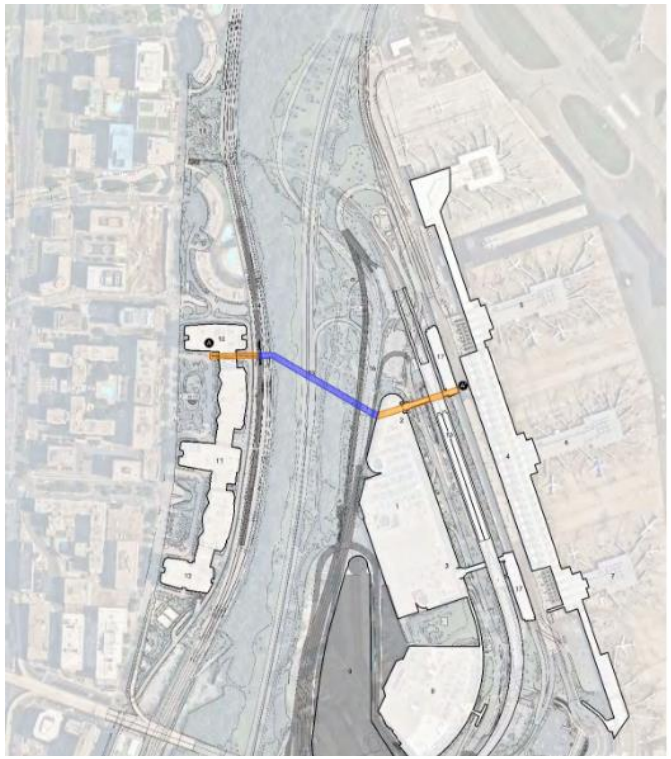
Existing



Proposed

- Convert existing elevated highway into at-grade, urban boulevard
- VDOT finalized initial recommendation October 2021
- Expected to complete Phase 2 study this spring.
- Project would “create” over 5 acres for new development

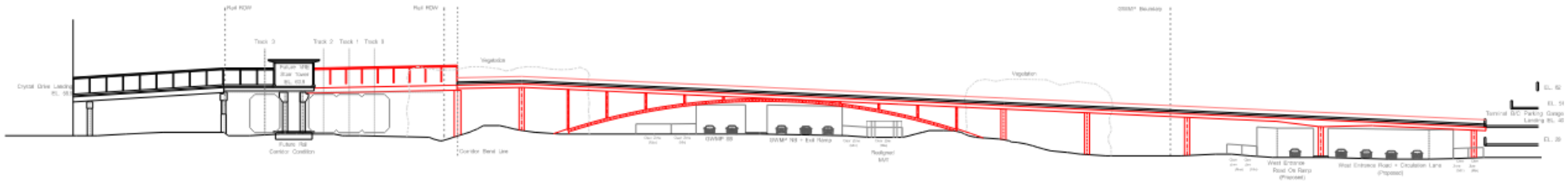
CC2DCA







- Preferred Alternative Selected.
- Final NEPA approval expected this summer
- Projected to deliver in 2028



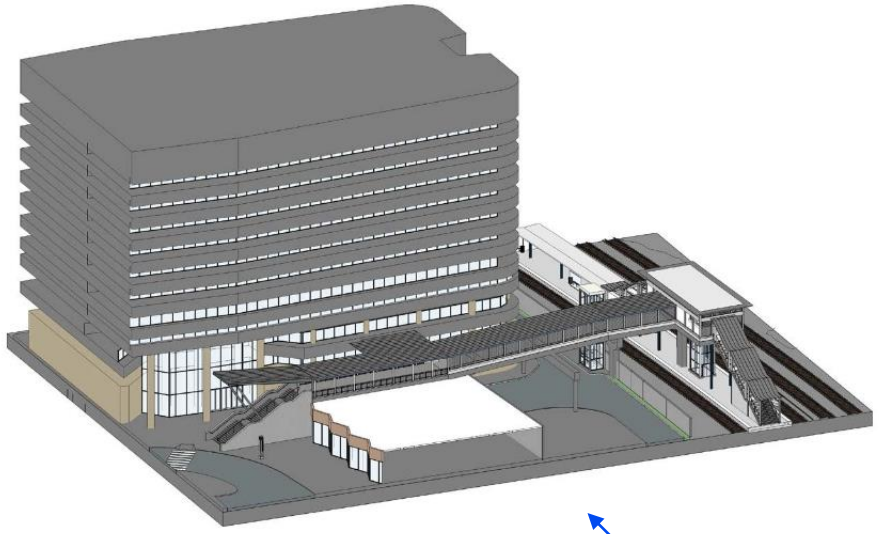
Rail Corridor

GW Parkway

DCA Roadways

JBG SMITH

VRE Crystal City Station



South entrance



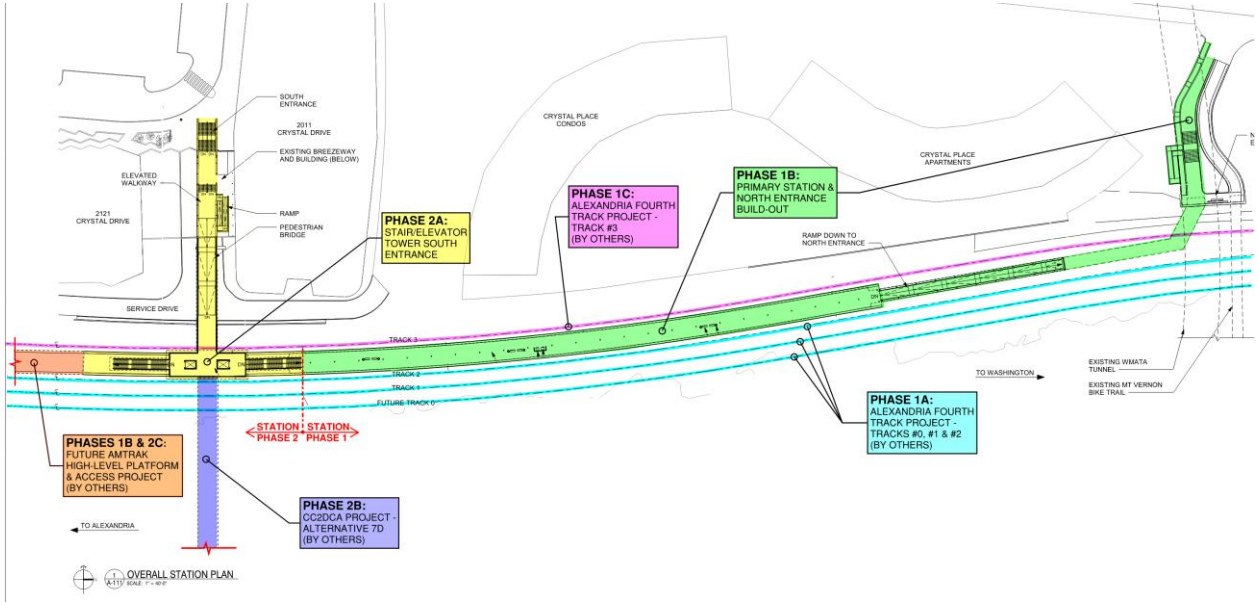
North entrance



- Coordinating with CSX and VPRA on track alignment.
- Set to begin 60% design once 4th track alignment is set, expected in March.

VRE Crystal City Station + CC2DCA





VRE and Arlington are continuing coordination efforts on design criteria related to the VRE Crystal City Station and CC2DCA to determine the feasibility of delivering the VRE Crystal City Station in a single phase

Impact: New Connections

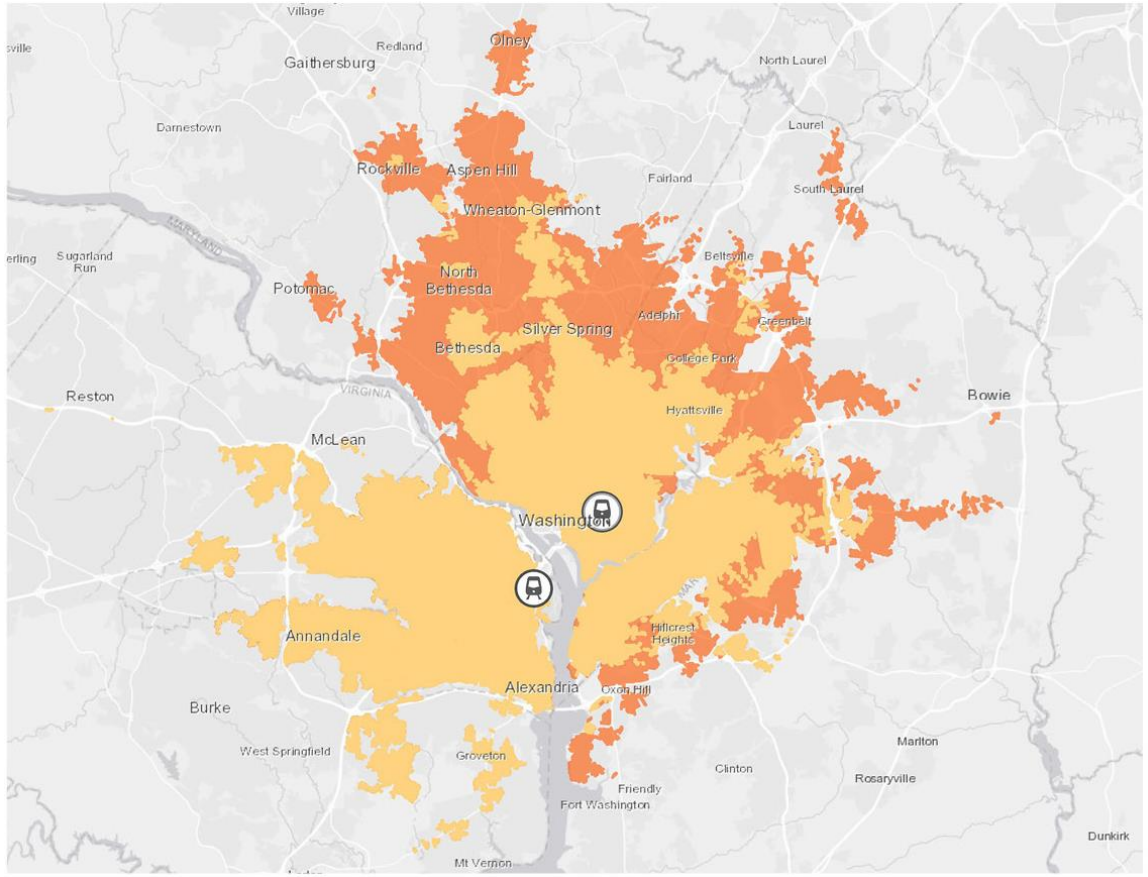
Through-running as a reality = Access to quality talent + housing

765,000 additional people within commuting distance

38% are college educated

59% are people of color

97,000 additional homes within commuting distance



NEW MARKETS OPENED WITH THROUGH-RUNNING*

KEY

- Within 60 minutes by transit to National Landing in AM peak, **without** through-running
- Within 60 minutes by transit to National Landing in AM peak, **with** through-running

*Using GTFS data, commuting time is determined by current and modeled transit schedules. One hour refers to the transit plus walking time to reach a destination.

Estimates based on GIS analysis using US Census Bureau data. Results assume all three MARC lines serve L'Enfant, Crystal City, and Alexandria stations.



Impact: Economic Development



NATIONAL LANDING PIPELINE DEVELOPMENT

$8.5B
private-sector investment in the pipeline

8,000+
residential units

8M
SF of office space

505K
SF of retail space

70
hotel rooms

95,700
Jobs
(Direct, Indirect, Induced)
(35% of Arlington)

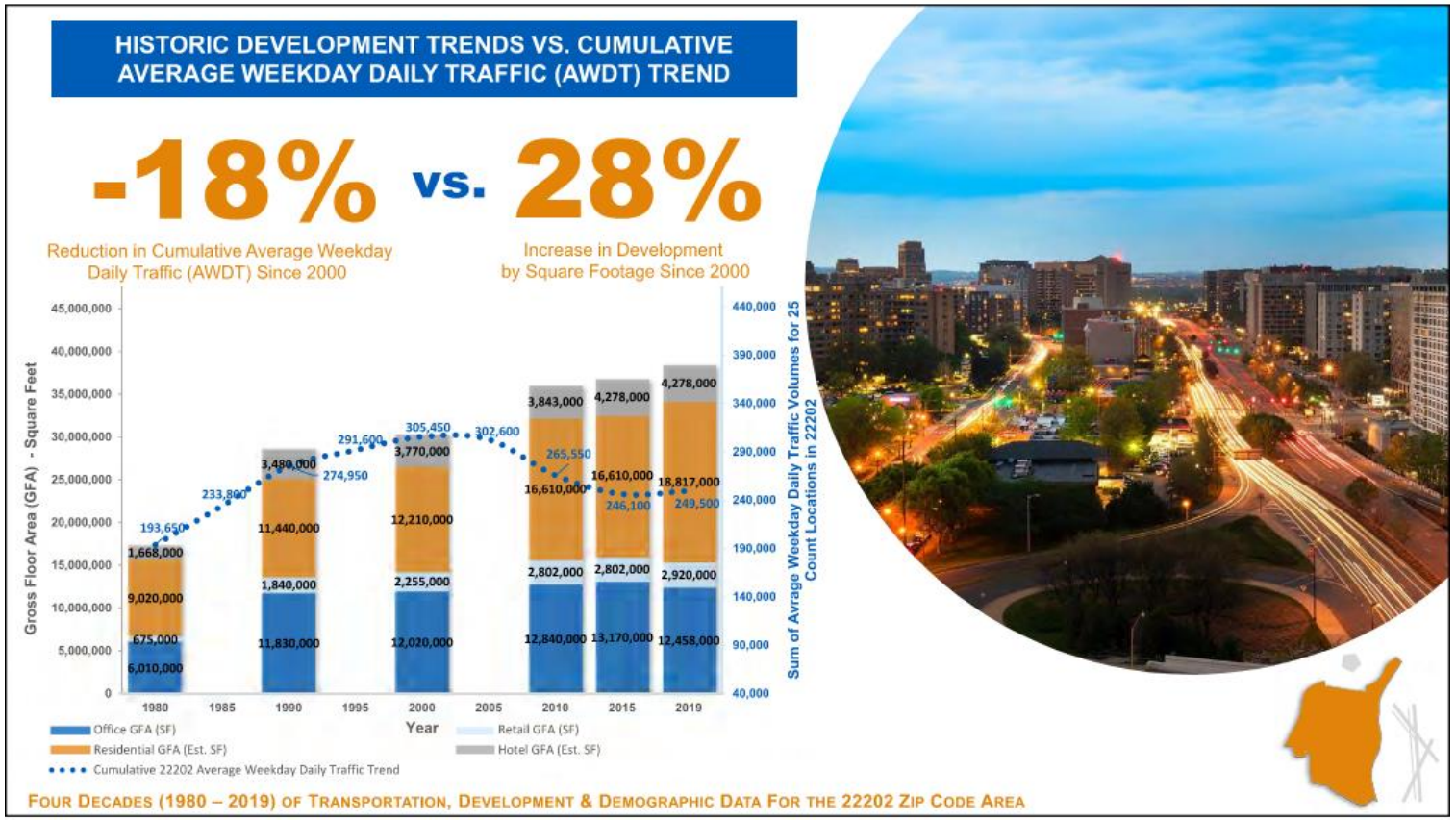
$26B
Economic Impact (Output)

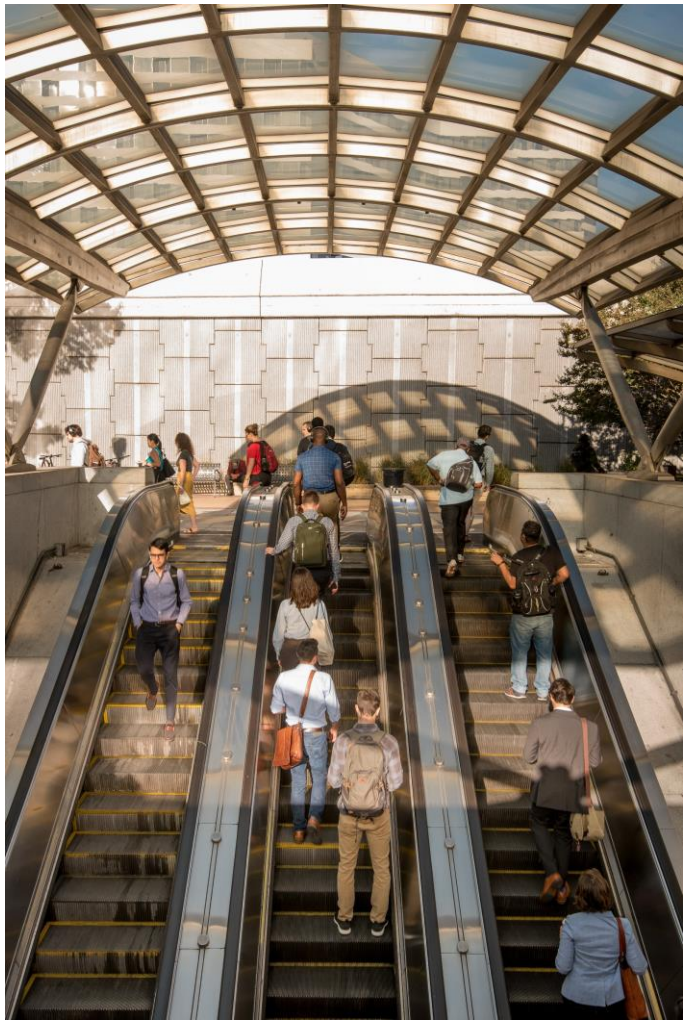
$364M
Annual Tax Revenue
(24% of Arlington)

$172M
Net Fiscal Impacts

SOURCE: IMPLAN, HR&A Advisors

Impact: Reduced Congestion





JBG SMITH


QUESTIONS?

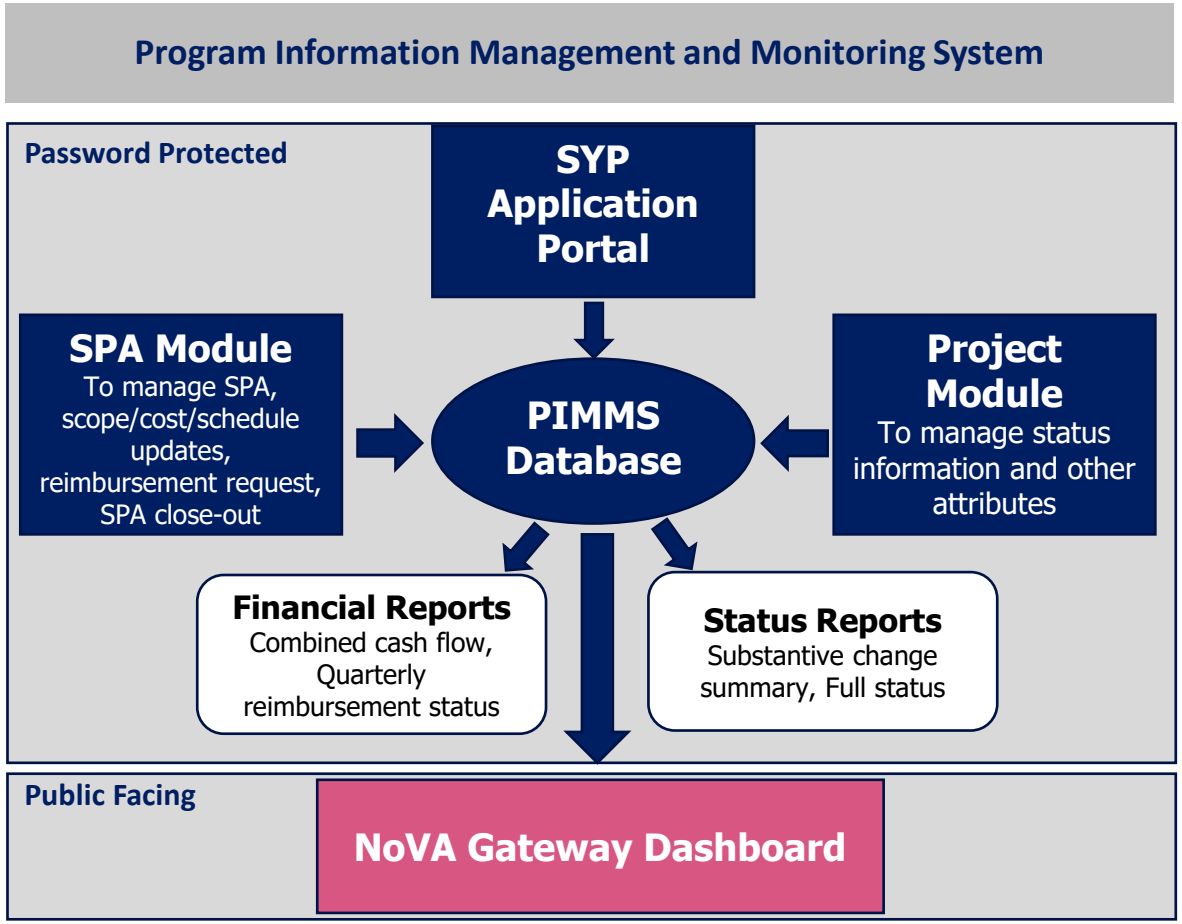
NoVA Gateway Dashboard Update

February 9, 2023

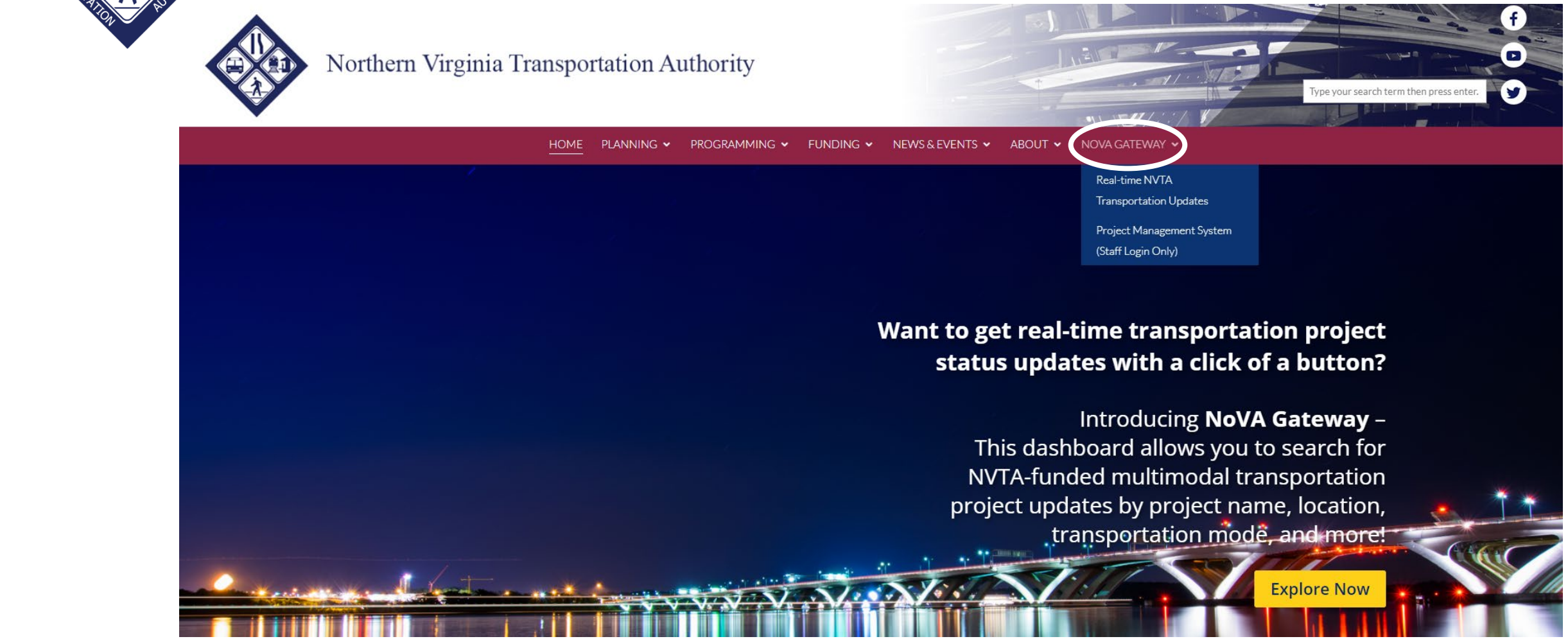
Presented by:
Keith Jasper, Principal, Northern Virginia Transportation Authority

Program Information Management and Monitoring System (PIMMS) 'Architecture'





NoVA Gateway Dashboard

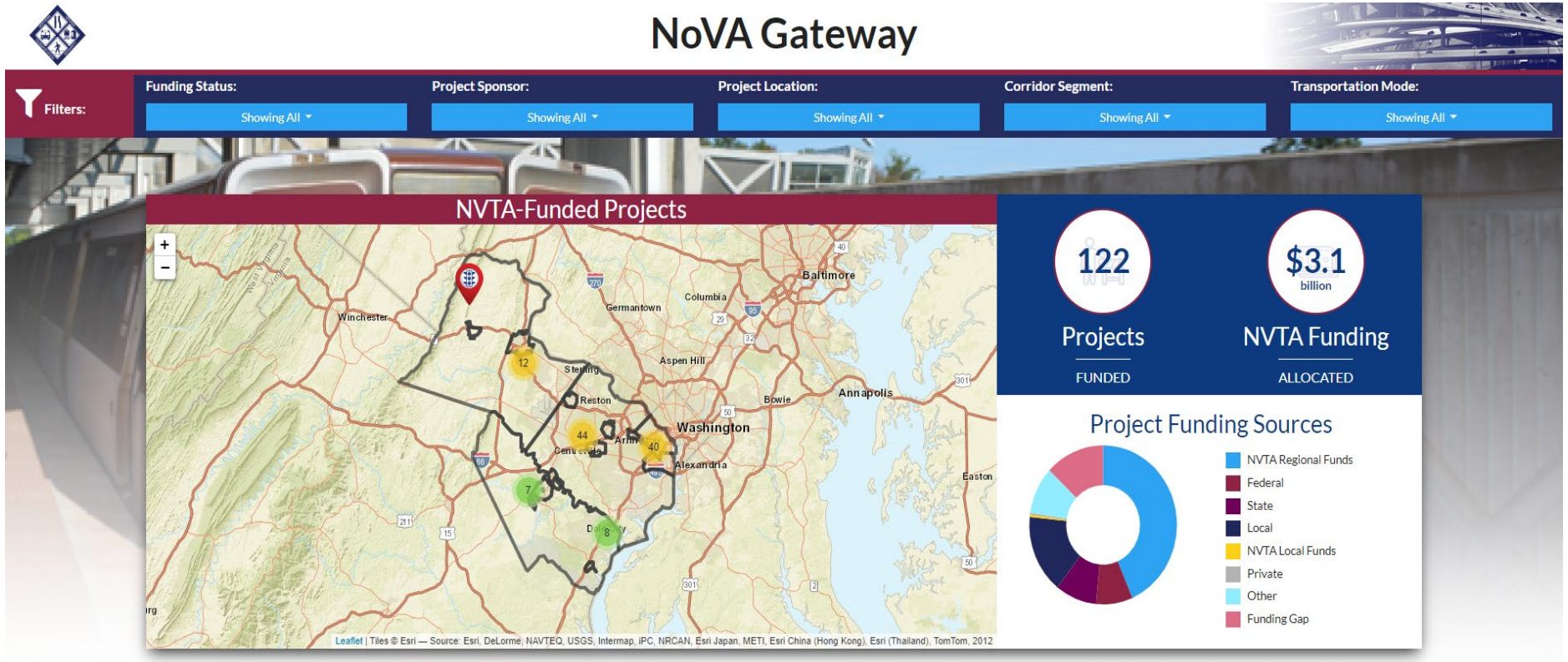


NoVA Gateway Dashboard



NoVA Gateway Dashboard

NoVaGateway.org



Features:

- Search by:
  - Funding Status
  - Project Sponsor
  - Project Location
  - Corridor Segment
  - Transportation Mode
- Project Descriptions
- Tabulation of All NVTA Regionally-Funded Projects with Real-Time Status Updates

NoVA Gateway Dashboard

Charts | Tabular

Project Status

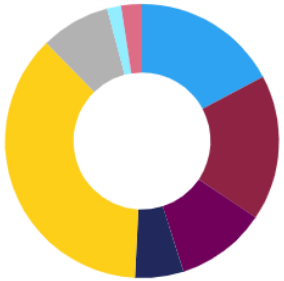


Count | Funding

Shows the activity status of all NVTA-funded projects

- Project Complete
- Project Underway
- Not Yet Started

Transportation Mode



Count | Funding

NVTA funding makes a multi-modal future in Northern Virginia possible

- Bus
- Intersection / Interchange
- Rail
- Transportation Technology (e.g. ITS)
- Roadway
- Bike and Pedestrian
- Pedestrian only
- Park and Ride

NVTA Funding Status



Amount of NVTA funds allocated and spent

- NVTA Funds Spent
- Remaining NVTA Funds Appropriated
- Funds not Appropriated Yet

NoVA Gateway Dashboard



Charts | Tabular

Showing 1 to 10 of 122 entries

Previous 1 2 3 4 5 ... 13 Next

	Title	Sponsor/Jurisdiction	Total Cost	Location(s)	Segment	Approved NVTA Amount	Primary Mode	Current Status	Anticipated Completion Date
Details	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail	City of Alexandria	$5,500,000	City of Alexandria	1	$5,000,000	Bike and Pedestrian	Not Yet Started	June 30, 2027
Details	Alexandria Bus Network ITS	City of Alexandria	$150,000	City of Alexandria	3	$150,000	Transportation Technology (e.g. ITS)	Project Complete	September 30, 2020
Details	Alexandria Duke St Transitway	City of Alexandria	$114,800,000	City of Alexandria	2	$87,000,000	Bus	Project Underway	June 30, 2026
Details	Alexandria ITS Projects	City of Alexandria	$1,195,491	City of Alexandria	3	$1,195,491	Transportation Technology (e.g. ITS)	Project Complete	November 30, 2020
Details	Arlington W&OD Trail Enhancements	Arlington County	$5,646,000	Arlington County	1	$650,000	Bike and Pedestrian	Not Yet Started	June 30, 2025
Details	ART Operations and Maintenance Facilities	Arlington County	$88,903,000	Arlington County	1	$39,027,000	Bus	Project Underway	September 30, 2023
Details	Ballston Metrorail Station West Entrance	Arlington County	$150,000,000	Arlington County	1	$92,000,000	Rail	Project Underway	June 30, 2027

Planned Dashboard Enhancements



- Add basic information on projects funded using NVTA's Local Distribution Fund (aka 30% revenues), such as:
  - Geo-coded location
  - Project sponsor
  - Primary transportation mode
  - Funding
- Multimodal Capacity Expansion information for projects using NVTA's Regional Revenue Fund (aka 70% revenues) and/or NVTA's Local Distribution Fund (aka 30% revenues)
  - Added lane miles by mode

Thank you!



TheNoVaAuthority.org and NVTATransAction.org

Northern Virginia Transportation Authority

@TheNVTA

@NVTAuthority

@NVTAuthority

Subscribe to our newsletters at TheNoVaAuthority.org to stay in the know!

youtube.com/c/NorthernVirginiaTransportationAuthority

Explore NoVaGateway.org

Contact us at TheAuthority@thenovaauthority.org

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

SUBJECT: Approval of Prince William County's Construct Interchange at Prince William Parkway and Clover Hill Road SPA 2018-039-1

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Prince William County's Construct Interchange at Prince William Parkway and Clover Hill Road attached Standard Project Agreement (SPA) 2018-039-1.

2. **Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2018-039-1, Prince William County (Construct Interchange at Prince William Parkway and Clover Hill Road), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*

3. **Background:** This project was adopted as part of the FY2018-2023 Six Year Program and received FY2023 appropriation approval on April 21, 2022, for an amount of $1.9 million. The attached SPA presented by Prince William County is consistent with the project previously submitted by Prince William County and approved by the Authority.

   The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment Linked: Standard Project Agreement for NVTA Project Number 2018-039-1

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

SUBJECT: Approval of Prince William County's Summit School Road Extension and Telegraph Road Widening SPA 2020-036-2

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Prince William County's Summit School Road Extension and Telegraph Road Widening attached Standard Project Agreement (SPA) 2020-036-2.

2. **Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-036-2, Prince William County (Summit School Road Extension and Telegraph Road Widening), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*

3. **Background:** This project was adopted as part of the FY2020-2025 Six Year Program and received FY2023 appropriation approval on April 21, 2022, for an amount of $24 million. This project had also previously received funding of $11 million. The attached SPA presented by Prince William County is consistent with the project previously submitted by Prince William County and approved by the Authority.

   The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment Linked: Standard Project Agreement for NVTA Project Number 2020-036-2

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

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

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.

2. **Suggested Motion:** *I move Authority approval of the Letter of Endorsement for Loudoun County's Rebuilding American Infrastructure with Sustainability and Equity application.*

3. **Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from regional agencies and local jurisdictions embraced by the Authority. To help fund their transportation projects, these regional agencies and local jurisdictions pursue sources of funding through federal grants and programs. Per Code of Virginia, NVTA will serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments. NVTA has received a request for endorsement from Loudoun County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

   A. Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant
   The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for $1.5 billion in grant funding through the RAISE grants. The original notice was amended on January 3, 2023, to reflect additional funding made available. In total, the Department now has at least $2.275 billion (but no more than $2.299 billion) available for the FY2023 RAISE Grant Program. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59:59 Eastern on February 28, 2023.

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

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

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

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

4. Project Scope Under Loudoun County's RAISE Application

Loudoun County will construct a grade separated overpass for bicyclists and pedestrians where the Washington and Old Dominion (W&OD) Trail crosses Sterling Boulevard. The W&OD Trail is a significant regional trail in Northern Virginia that starts at Shirlington Road, Arlington County and ends east of North 21st Street in the Town of Purcellville, Loudoun County. The 45-mile-long paved trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. The westernmost 23 miles of the W&OD Trail are located within Loudoun County. The regional trail has 41 public road crossings within Loudoun County, of which 25 are at-grade intersections. This project will enhance access to pedestrian and bicycle facilities which links to the non-motorized network, improve access to the W&OD trail, and will enhance connectivity to Loudoun's Ashburn Regional Activity Centers along the corridor.

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

Attachments:

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

ATTACHMENT A

LOUDOUN COUNTY VIRGINIA | Transportation and Capital Infrastructure

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

January 12, 2023

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

RE: Request for NVTA Endorsement of Loudoun County's 2023 RAISE Grant Applications for the W&OD Overpass of Sterling Boulevard

Dear Ms. Backmon,

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

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

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

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

Sincerely,

DocuSigned by:
Nancy Boyd
1B3421C5D74C484...

Director

Cc: Tim Hemstreet, County Administrator

ATTACHMENT B

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

February 9, 2023

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

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

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Loudoun County's 2023 RAISE grant program application. Funding from this grant for this project will improve active transportation options, environmental sustainability, quality of life, and multimodal connectivity while also partnering and collaborating with other Northern Virginia active transportation network stakeholders.

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

Trail users have expressed safety concerns regarding several existing at-grade road crossings. In response to these concerns, the Loudoun County's Department of Transportation and Capital Infrastructure (DTCI) created a prioritization of safety improvements for the at-grade crossings within the County. Crossings were prioritized by the number of potential conflicts at each location, based on the number of trail users and vehicles passing the location. This project location was identified as the number one priority in Loudoun County with 222 potential conflicts. This project is in an Equity Emphasis Area; and will improve access to this area. The project will also enhance access to pedestrian and bicycle facilities which links to the non-motorized network and encourage use of non-motorized vehicles. The encouragement of non-motorized vehicle use will help to reduce congestion and Greenhouse Gas Emissions. All these project impacts align well with NVTA's core values of Safety, Equity, and Sustainability.
Thank you for your consideration of the Loudoun County's RAISE grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

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

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

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

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Arlington County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.

2. **Suggested Motion:** *I move Authority approval of the Letter of Endorsement for Arlington County's Rebuilding American Infrastructure with Sustainability and Equity application.*

3. **Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from regional agencies and local jurisdictions embraced by the Authority. To help fund their transportation projects, these regional agencies and local jurisdictions pursue sources of funding through federal grants and programs. Per Code of Virginia, NVTA will serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments. NVTA has received a request for endorsement from Arlington County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

   A. Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant
   The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for $1.5 billion in grant funding through the RAISE grants. The original notice was amended on January 3, 2023, to reflect additional funding made available. In total, the Department now has at least $2.275 billion (but no more than $2.299 billion) available for the FY2023 RAISE Grant Program. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59:59 Eastern on February 28, 2023.

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

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

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

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

4. Project Scope Under Arlington County's RAISE Application

The Arlington Memorial Trail will construct a ten-foot-wide pedestrian and bicycle trail on the west side of Richmond Highway (VA 110), connecting Memorial Avenue with Columbia Pike. The Arlington Memorial Trail provides a direct connection to the Arlington Cemetery Metrorail station. North of Memorial Avenue, a trail along VA 110 already exists to connect non-motorized travelers to the National Marine Corps Memorial ("Iwo Jima" Memorial) complex, where further connections can be made to the robust bicycle and pedestrian network of the Rosslyn-Ballston (R-B) Corridor.

In addition, at the southern end of the Arlington Memorial Trail, cyclists and pedestrians will be able to connect to Columbia Pike and connect to Pentagon City via South Joyce Street following the reconstruction of the Columbia Pike/VA 27/Joyce Street interchange. The Arlington Memorial Trail will provide a missing link in the regional non-motorized network that will complete a safe bicycle and pedestrian connection between all three of the County's major development and transit corridors.

Attachments:

A. Arlington County's Request for Endorsement Letter
B. Draft Letter of Endorsement for Arlington County's RAISE Application

ATTACHMENT A

ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3640 www.arlingtonva.us

January 24, 2023

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

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of Arlington County's project application to the United States Department of Transportation for the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program for the Arlington Memorial Trail, previously known as the Arlington National Cemetery (ANC) Wall Trail.

The Arlington Memorial Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Richmond Highway (VA 110), connecting Memorial Avenue with Columbia Pike. The project is included the Authority's TransAction long range plan (Project ID: 72) and constructing it will advance the Authority's goal of implementing multimodal transportation improvements across Northern Virginia. The Arlington Memorial Trail provides a direct connection to the Arlington Cemetery Metrorail station. North of Memorial Avenue, a trail along VA 110 already exists to connect non-motorized travelers to the National Marine Corps Memorial ("Iwo Jima" Memorial) complex, where further connections can be made to the robust bicycle and pedestrian network of the Rosslyn-Ballston (R-B) Corridor.

In addition, at the southern end of the Arlington Memorial Trail, cyclists and pedestrians will be able to connect to Columbia Pike and connect to Pentagon City via South Joyce Street following the reconstruction of the Columbia Pike / VA 27 / Joyce Street interchange, which is proceeding as part of the Defense Access Roads (DAR) project associated with the ANC Southern Expansion. Accordingly, the Arlington Memorial Trail is providing a missing link in the regional non-motorized network that will complete a safe bicycle and pedestrian connection between all three of the County's major development and transit corridors.

This project is currently in design and has a cost estimate of $25 million. Since the County's FY 2022 RAISE application, the County has continued advancing design of the Arlington Memorial Trail using local funding. A RAISE award on the project would accelerate the construction timeline.

Thank you very much for your time and consideration of this request. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or rroisman@arlingtonva.us.

Sincerely,

Hui Wang
Deputy Director of Transportation and Development Services

ATTACHMENT B

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

February 9, 2023

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

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

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Arlington County's 2023 RAISE grant program application. Funding from this grant for this project will improve active transportation options, environmental sustainability, quality of life, and multimodal connectivity while also partnering and collaborating with other Northern Virginia active transportation network stakeholders.

The Arlington Memorial Trail project ("Project") provides a missing link in the regional non-motorized network that will complete a safe bicycle and pedestrian connection between all three of the County's major development and transit corridors. It will construct a ten-foot-wide pedestrian and bicycle trail on the west side of Richmond Highway (VA 110), connecting Memorial Avenue with Columbia Pike, and a direct connection to the Arlington Cemetery Metrorail station. North of Memorial Avenue, a trail along VA 110 already exists to connect non-motorized travelers to the National Marine Corps Memorial ("Iwo Jima" Memorial) complex, where further connections can be made to the robust bicycle and pedestrian network of the Rosslyn-Ballston (R-B) Corridor. The Arlington Memorial Trail will provide a missing link in the regional non-motorized network that will complete a safe bicycle and pedestrian connection between all three of the County's major development and transit corridors.

The project is included the Authority's TransAction long range plan (Project ID: 72) and constructing it will advance the Authority's goal of implementing multimodal transportation improvements across Northern Virginia. Thus, reducing dependance on vehicular travels, and provide travel options that are safe, equitable, and sustainable. All these project impacts align well with NVTA's core values of Safety, Equity, and Sustainability.

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

Best Regards,

Phyllis J. Randall
Chair

Cc: Hui Wang, Deputy Director, Transportation and Development Services, Arlington County
Monica Backmon, Chief Executive Officer, NVTA

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

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

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of City of Manassas Park's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) application.

2. **Suggested Motion:** *I move Authority approval of the Letter of Endorsement for City of Manassas Park's Rebuilding American Infrastructure with Sustainability and Equity application.*

3. **Background:** As is customary among NVTA partnerships, requests for the Authority's endorsement are received from regional agencies and local jurisdictions embraced by the Authority. To help fund their transportation projects, these regional agencies and local jurisdictions pursue sources of funding through federal grants and programs. Per Code of Virginia, NVTA will serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments. NVTA has received a request for endorsement from the City of Manassas Park on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

   A. Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant
   The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for $1.5 billion in grant funding through the RAISE grants. The original notice was amended on January 3, 2023, to reflect additional funding made available. In total, the Department now has at least $2.275 billion (but no more than $2.299 billion) available for the FY2023 RAISE Grant Program. RAISE was formerly known as BUILD and TIGER. Application deadline is 11:59:59 Eastern on February 28, 2023.

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

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

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

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

4. Project Scope Under City of Manassas Park's RAISE Application

The City of Manassas Park is pursuing funding through the RAISE grant program to implement Complete Streets recommendations in Park Central. The Project implements speed management tactics, mid-block crossing treatments that represent crash reduction countermeasures, and a new street design that aligns vehicle speed with the downtown walkable environment. The project includes sustainable stormwater management design and other green infrastructure along Manassas Drive, and LED streetlight technology that dramatically reduces energy use and aligns with Dark-sky initiatives by virtually eliminating light pollution. This project is designed as a community-wide mobility project to ensure multiple forms of transportation are viable for all residents and to ensure that ongoing strategic efforts like Park Central are accessible to job seekers, families, and all residents. This project directly targets improving the mobility of the surrounding neighborhoods and disadvantaged communities to the downtown via affordable modes of transportation. Lastly, this project will improve connectivity from the public schools to the downtown area.

Attachments:

A. City of Manassas Park's Request for Endorsement Letter
B. Draft Letter of Endorsement for City of Manassas Park's RAISE Application

ATTACHMENT A

CITY OF MANASSAS PARK

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

Mayor:
Jeanette Rishell

Vice Mayor:
Alanna Mensing

Council Members:
Haseeb Javed
Laura Hampton
Yesy Amaya
Darryl Moore

City Manager:
Laszlo A. Palko

City Clerk:
Lana A. Conner

City Attorney:
Dean Crowhurst

January 23, 2023

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

RE: Request for NVTA Endorsement of the City of Manassas Park's US DOT RAISE Application

Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Manassas Park's forthcoming application under the United States Department of Transportation's (US DOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Programs.

The City is requesting RAISE funding through the US DOT to implement Complete Streets recommendations in Park Central. The City hired a private consultant with expertise in the field to complete an assessment that was finalized in October 2022. Recommendations in the realm of pedestrian safety, improving travel speeds, enhancing the streetscape, implementing wayfinding plans, and addressing gaps in connectivity have been made in a five-year horizon starting immediately.

The City believes the Complete Streets improvements exceed in each of the eight (8) categories of merit criteria RAISE seeks to address. The project implements speed management tactics, mid-block crossing treatments that represent crash reduction countermeasures, and a new street design that aligns vehicle speed with the downtown walkable environment. The project includes sustainable stormwater management design and other green infrastructure along Manassas Drive, LED streetlight technology that (a) dramatically reduces energy use; and (b) aligns with Dark-sky initiatives by virtually eliminating light pollution and possesses very low-cost maintenance. This project is designed as a community-wide mobility project to ensure multiple forms of transportation are viable for all residents – and to ensure that ongoing strategic efforts like Park Central are accessible to job seekers, families, and all residents. This project directly targets improving the mobility of the surrounding neighborhoods and disadvantaged communities to the downtown via affordable modes of transportation. In addition to connecting the surrounding residential neighborhoods, this project will improve connectivity from the public schools to the downtown area. With walking, bicycling, and transit being the priority modes of transport, the surrounding communities will have improved connectivity by all modes of travel.

These projects are local priorities that will provide benefits on a local and regional scale. Thank you for your consideration of support and if you have any questions regarding this request, please contact me at (703)-335-8809.

Sincerely,

Laszlo Palko
City Manager

ATTACHMENT B

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

February 9, 2023

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

Re: NVTA Endorsement of City of Manassas Park's RAISE Grant Program Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the City of Manassas Park's 2023 RAISE grant program application. Funding from this grant will allow the City to improve safety, environmental sustainability, quality of life, mobility and community connectivity as well as attain economic competitiveness and opportunity.

The Park Central project ("Project") applies speed management tactics, mid-block crossing treatments that represent crash reduction countermeasures, and a new street design that aligns vehicle speed with the downtown walkable environment. The Project includes sustainable stormwater management design and other green infrastructure along Manassas Drive, LED streetlight technology, and possesses very low-cost maintenance. The Project is designed as a community-wide mobility project to ensure multimodal transportation for residents as well as to ensure that ongoing strategic efforts provide accessibility to job seekers, families, and residents. In addition to these elements, the City's Park Central project will connect surrounding neighborhoods, public schools, and disadvantaged communities with affordable modes of transportation.

The City of Manassas Park's Park Central project will provide benefits on a local and regional scale through their strategic and innovative implementation of Complete Streets strategies and acute focus on safety, environmental sustainability, mobility and community connectivity, and quality of life for residents, particularly those from historically disadvantaged and underserved populations. All these project impacts align well with NVTA's core values of Safety, Equity, and Sustainability.

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

Best Regards,

Phyllis J. Randall
Chair

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

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 8, 2023

SUBJECT: Approval of Letter of Support for the Relocation of the Federal Bureau of Investigation (FBI) Headquarters to Springfield, Virginia

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the letter of support for the relocation of the Federal Bureau of Investigation (FBI) Headquarters to Springfield, Virginia.

2. **Suggested Motion:** *I move Authority approval of the Letter of Support for the Relocation of the Federal Bureau of Investigation (FBI) Headquarters to Springfield, Virginia.*

3. **Background:** The Virginia Economic Development Partnership has enlisted the help of PlusPR on the effort to attract the FBI Headquarters to Springfield, Virginia. Part of this effort is to provide the FBI and General Service Administration with letters of support from jurisdictions and agencies. NVTA has received a request from Fairfax County to support this effort by providing a letter of support for the relocation of the FBI to Springfield, Virginia.

   To date, NVTA has invested $63 million in the Springfield area, including $27 million for the Frontier Drive Extension & Interchange Improvements Project, $13 million to the Virginia Railway Express Franconia-Springfield Platform Improvements, and nearly $23 million on the Virginia Department of Rail and Public Transportation Franconia-Springfield Passenger Rail Bypass Project.

Attachment: Draft Letter of Support for the Relocation of the Federal Bureau of Investigation

ATTACHMENT

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

February 9, 2023

The Honorable Christopher Wray
Director of the Federal Bureau of Investigation
Federal Bureau of Investigation
935 Pennsylvania Avenue NW
Washington, DC 20535

The Honorable Robin Carnahan
Administrator
U.S. General Services Administration
1800 F Street, NW
Washington, DC 20405

Re: NVTA Support of the Relocation of the Federal Bureau of Investigation (FBI) Headquarters to Springfield, Virginia.

Dear Director Wray and Administrator Carnahan,

Given that every second counts during a national security emergency, the accessibility and resiliency of the transportation network surrounding the FBI's future headquarters will be of the utmost importance. Northern Virginia's regional safe, reliable, and efficient transportation network will help ensure an easier commute for Bureau employees from day one, and well into the future. The Northern Virginia Transportation Authority (NVTA) works to ensure reliability by adopting goals to increase accessibility, improve resiliency, and enhance mobility of the transportation network for Northern Virginia.

The NVTA is a regional body that delivers transportation solutions and value for Northern Virginia by coordinating among regional jurisdictions and agencies to plan and program multimodal transportation projects. We focus on relieving congestion and delivering value for the region's transportation dollars through our long-range transportation plan, called TransAction, and through our bi-annual funding programs, called the Six Year Program.

Northern Virginia offers multimodal and transit-friendly travel options that allow for a diversly connected region. The area's economic growth and global competitiveness are directly tied to the success of our region's transportation network and the collaboration, trust, and shared vision among the various jurisdictions and agencies.

To date, NVTA has invested $63 million in the Springfield area, including $27 million for the Frontier Drive Extension & Interchange Improvements Project, $13 million to the Virginia Railway Express Franconia-Springfield Platform Improvements, and nearly $23 million on the Virginia Department of Rail and Public Transportation Franconia-Springfield Passenger Rail Bypass Project. These projects, through NVTA's investments, will reduce congestion and enhance accessibility and connectivity to and from the Franconia-Springfield Metrorail Station, Springfield Town Center, and the Springfield Industrial Park, priming the area for additional economic growth.

DRAFT

The proposed Springfield site is strategically located near several key regional and interstate roadways, including I-66, I-95, I-395 and I-495. NVTA has collaborated with several regional entities, local governments, and the state by advancing solutions to decrease commute time and reduce traffic congestion in the area. Recent efforts seek to expand express lanes offering commuters access to carpooling, commuter buses and toll options. The Virginia Department of Transportation is also working on plans to expand express lanes further in Springfield in the coming years.

Additionally, the Springfield site's close proximity to several public transportation options including Washington Metropolitan Area Transit Authority rail and bus service and the Fairfax Connector bus system, will enable shorter commute times for many FBI employees and lower environmental impacts.

Given the solid foundation the region already has in terms of existing infrastructure, and, with more than $15 billion in planned investments to improve and upgrade the region's infrastructure well into the future, the proposed Springfield location delivers clear advantages for the Bureau; ones that will make FBI employees' jobs, commutes, and lives, easier.

The NVTA remains steadfast in its support of Virginia's partnerships to fully fund the entire transportation infrastructure upgrade package required for a successful FBI Headquarters relocation to the Springfield, VA., Fairfax County property.

We look forward to hopefully welcoming the FBI to the region in the near future. Please do not hesitate to contact us should you have any questions, or if we can be of any assistance on matters large or small.

Best Regards,

Phyllis J. Randall
Chair

Cc: Aaron Hassinger, Project Executive, U.S. General Services Administration
Monica Backmon, Chief Executive Officer, NVTA

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, Sr. Vice President, McGuire Woods Consulting, LLC

DATE: February 2, 2023

SUBJECT: Update on 2023 General Assembly Session

---

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on the 2023 General Assembly Session.

2. **Discussion:** This is the last full week before Crossover (February 7th) when the House and Senate must complete work on their bills. Committee meeting dockets were long and often loaded with more controversial bills.

   Update on major categories of policy or funding initiatives below:

   A. **Allocation Formula of State Funds for Virginia Railway Express (VRE) and State Allocation for Metro Local Subsidy and Additional Transparency** - SB 1079 and HB 1496
      a. Both bills have passed their respective bodies unanimously.

   B. **Expanding Use of Transit Ridership Incentive Program (TRIP)** bills are moving through the General Assembly with support of Department of Rail and Public Transportation (DRPT) Director DeBruhl. HB 2338 and SB 1326
      a. Both bills were reported from committees with strong bipartisan support and are now on the floor.
      b. The bills will expand use of the TRIP funds for transit facilities that support riders such as bus shelters, The Americans with Disabilities Act of 1990 (ADA) compliance projects, etc. The legislation also opens up zero or low emission vehicle transition activities to funding.
      c. These two categories are part of recommendations from the Transit Modernization and Equity Study completed in 2022.

   C. **Safety**
      a. The House Transportation Committee advanced bills that clarify and make it easier to prosecute those who pass stopped school buses. HB 1723 clarifies that a stopped bus with a warning device is prima facie evidence that passengers are boarding or leaving the vehicle and HB 1995 extends to 30 days the time to issue a summons for an alleged violation. Both bills are on the House floor.

b. HB 2104 passed the House 99-1 and is before the Senate Transportation Committee. It allows a school crossing sign to be placed as much as 750 feet from the school. The current limit is 600 feet. The bill initially would have applied to any locality but was amended to maintain the current restrictions on localities that can operate independently of Virginia Department of Transportation (VDOT).
c. The Senate has advanced bills that have failed in the House.
    i. SB 1293 The Senate passed the bill this week on a 24 -16 vote with spirited debate. It allows local government to adopt ordinances that permit bicyclists to proceed upon yielding at a red light or stop sign.
    ii. Over the objections of VDOT, SB 847 Substitute was reported 8-5 from subcommittee and is before Senate Finance and Appropriations Committee. The bill allows bicyclists and other motorized or semi-motorized conveyance to move in same direction as pedestrians with walk/no walk traffic controls.

D. Providing Transportation Infrastructure to Support Economic Development – HB 2302 and SB 1106 - **Transportation Partnership Opportunity Fund (TPOF)**

a. Members of the General Assembly generally support the idea of and need for flexible transportation funding that can be used to improve potential business sites and support imminent economic opportunities. However, there is equal member concern about transparency and accountability in the use of these funds.
b. Both bills have been amended to address these concerns.
    i. Both bills have removed the requirement that a governor include funding for TPOF in the introduced budget and have restored the oversight role of the Commonwealth Transportation Board.
    ii. HB 2302 now requires the Major Employment and Investment Commission (MEI) to approve use of funds greater than $35 million. The bill is before the House Appropriations Committee.
    iii. SB 1106 was reported out of the Senate Finance and Appropriations Committee with additional amendments that details what information about the use of funds must be reported to the General Assembly. The patron noted that more discussion will occur as both bills move through the process.

E. Expanding Ability to Hold All-Virtual Meetings – HB 2050 and SB 1351

a. The bills propose removing the cap for local and regional public bodies on how many all-virtual meetings can be held in one year. The current cap is no more than twice or 25% of meetings held per year. Also, any regulatory bodies are prohibited from having all-virtual meetings.
b. HB 2050 will not be moving forward this year. SB 1351 has passed the Senate on a 25 -14 vote. It revises the 2022 action to permit some virtual meetings.

i. State public bodies are still limited to no more than 2 or 25% of their all-virtual meetings.
ii. Local or regional public bodies would be permitted no more than 50% of their meetings all-virtual.
iii. New requirement that all public bodies must **annually** adopt a policy on virtual meetings before it can hold one. Even if no changes to the previous year policy is made.

c. Senator Deeds had a bill to allow all public bodies to meet in all-virtual structures as many times as they desired. The committee did not report the bill on a 9-6 vote.

Before the next Authority meeting, the House and Senate will have adopted their amendments to the FY 2023-2024 biennium budget. If necessary, at that time, McGuire Woods Consulting staff will provide a report.

Attachment: NVTA Legislation Master List as of February 2, 2023

NVTA Legislation Tracker

Bill #	Labels	Title	Description	Primary Sponsors	Last Action	Last Action Date	Status	NVTA Position
HB 1588	Electrification of Transportation	"Electric Vehicle Rural Infrastructure Program and Fund created."	Creates the Electric Vehicle Rural Infrastructure Program and Fund to assist private developers with non-utility costs associated with the installation of electric vehicle charging stations. The bill provides that a private developer is eligible to receive grants of 70 percent of such non-utility costs for electric vehicle charging stations installed in a city or county that meets the criteria of a distressed locality as provided in the bill and caps the total amount of grants awarded in any fiscal year at $25 million.	Rip Sullivan	House: Referred to Committee on Appropriations	2/1/2023	Reported & Referred to Appropriations	
HB 1790	Electrification of Transportation	"Tax credit for electric vehicle charging equipment."	Creates a tax credit for taxable years 2023 through 2027 for expenses incurred in connection with installing qualified electric vehicle charging equipment in the Commonwealth in an amount equal to 30 percent of the cost of purchasing and installing such equipment during the taxable year.	David Reid	House: Finance sub #3 recommends laying on the table	1/20/2023	Sub recommends laying on the table	Look for related budget amendment
SB 1312	Electrification of Transportation	"Electric vehicle charging stations; requirement for certain developments."	Provides that any locality may by ordinance require electric vehicle charging stations as part of subdivision or site plan approval for a development containing commercial, industrial, or multifamily residential uses with a density of seven residential dwelling units per acre or greater.	Jennifer Boysko	Senate: Engrossed by Senate as amended	2/1/2023	On Senate Floor	
HB 1487	FOIA/Meetings	"Local government; live broadcast and archive of meetings."	Requires localities to provide a live video broadcast of public meetings of the local governing body and to archive such broadcasts on their websites.	Marie March	House: Subcommittee recommends reporting with amendments (9-Y 0-N)	2/2/2023	Sub recommends reporting with amendments	Monitor for any changes that impact NVTA

HB 1738	FOIA/Meetings	"Virginia Freedom of Information Act; state public bodies; meetings; virtual public access."	Requires all state public bodies to provide public access to meetings through electronic communication means and to provide the public with the opportunity to comment at such meetings through such the use of such electronic communication means when public comment is customarily received. The bill contains technical amendments.	Betsy Carr	House: Read first time	2/1/2023	On House Floor	Applies only to state public bodies
HB 2006	FOIA/Meetings	"Virginia Freedom of Information Act; public records charges; electronic payment method"	Provides that any public body that charges for the production of public records pursuant to the Virginia Freedom of Information Act shall provide an electronic method of payment through which all payments for the production of such records to such locality may be made unless such locality lacks the necessary technology for receipt of such electronic payments.	Danica Roem	House: Printed as reengrossed	2/1/2023	On House Floor	Bill is now permissive, not requirement
HB 2007	FOIA/Meetings	"Virginia Freedom of Information Act; posting of fee policy"	Requires a public body to make available upon request and post on its website or otherwise publish a written policy (i) explaining how the public body assesses charges for accessing or searching for requested records and (ii) noting the current fee charged, if any, by the public body for accessing and searching for the requested records.	Danica Roem	House: VOTE: Block Vote Passage (100-Y 0-N)	2/1/2023	Passed first chamber	Unclear that NVTA must comply; Council of Counsels should review final version of the bill
HB 2050	FOIA/Meetings	"Virginia Freedom of Information Act; electronic meetings; local and regional public bodies"	Allows, with certain exceptions, local and regional public bodies to convene as many all-virtual public meetings as each such public body deems acceptable in its individual remote participation meeting policy, to be adopted at least once annually by recorded vote at a public meeting. Current law limits all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, and prohibits any such meeting from being held consecutively with another all-virtual public meeting.	Elizabeth Bennett-Parker	House: Assigned to Gen Laws Sub 4, Sub recommends laying on the table	1/24/2023	Sub recommends laying on the table	

SB 1309	FOIA/Meetings	"Virginia Freedom of Information Act; allows local public bodies to hold virtual meetings."	Allows local public bodies, except for boards with the authority to deny, revoke, or suspend a professional or occupational license, to hold all-virtual public meetings in accordance with the other provisions of the Virginia Freedom of Information Act. The bill limits the requirement that public bodies do not convene all-virtual public meetings consecutively or more than twice per year to state public bodies	Creigh Deeds	Senate: Passed by indefinitely in General Laws and Technology (8-Y 6-N)	2/1/2023	Failed	
SB 1351	FOIA/Meetings	"Virginia Freedom of Information Act; electronic meetings, local and regional public bodies."	Allows, with certain exceptions, local and regional public bodies to convene as many all-virtual public meetings as each such public body deems acceptable in its individual remote participation meeting policy, to be adopted at least once annually by recorded vote at a public meeting. Current law limits all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, and prohibits any such meeting from being held consecutively with another all-virtual public meeting.	Dave Marsden	Senate: Read third time and passed Senate (25-Y 14-N)	1/31/2023	Passed first chamber	Local and regional public bodies may hold up to 50% meetings all-virtual; state public bodies limited to 25%

HB 2302	Funding Transportation for Economic Development	"Transportation Partnership Opportunity Fund; funds for transportation projects."	Requires the Governor to include in the Budget Bill an appropriation of up to $200 million, limited to $100 million each year, from the Commonwealth Transportation Fund to maintain a minimum available balance of $300 million in the Transportation Partnership Opportunity Fund (the Fund). The bill authorizes the Governor to direct funds from the Fund to the Commonwealth Transportation Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade; these directed funds do not have a specified limit. The bill also authorizes the Governor to use funds from the Fund to enhance the economic development opportunities of the Commonwealth's transportation programs.	Les Adams	House: Assigned App. sub: Compensation and Retirement	1/312023	Reported & Rereferred	Ongoing amendments to increase transparency and accountability to the General Assembly
SB 1106	Funding Transportation for Economic Development	"Transportation Partnership Opportunity Fund."	Requires the Governor to include in the Budget Bill an appropriation of up to $200 million, limited to $100 million each year, from the Commonwealth Transportation Fund to maintain a minimum available balance of $300 million in the Transportation Partnership Opportunity Fund (the Fund). The bill authorizes the Governor to direct funds from the Fund to the Commonwealth Transportation Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade; these directed funds do not have a specified limit.	Steve Newman	Senate: Reported from Senate Transportation Committee & rereferred to Finance & Appropriations	1/26/2023	Reported	Ongoing amendments to increase transparency and accountability to the General Assembly

HB 2034	Regional Transportation Authorities	"Joint transportation meeting; National Capital Region Transportation Planning Board"	Directs the Commonwealth Transportation Board to invite the National Capital Region Transportation Planning Board (NCRTPB) to participate in and present information at the joint transportation meeting held annually concerning projects in Planning District 8. The bill clarifies that the NCRTPB is not required to participate in the meeting. The bill requires the meeting to be made available online in a manner that allows the public to contemporaneously view and hear the meeting.	Briana Sewell	Senate: Assigned Transportation Committtee, Sub 2 recommends reporting with amendments	1/31/2023	Reported & Referred to Appropriations	Monitor
SB 1137	Regional Transportation Authorities	"Creation of Fredericksburg Transportation Authority; funding; recordation tax."	Creates the Fredericksburg Area Transportation Authority, comprising the counties and cities located in Planning District 16. The Authority will administer transportation funding generated through the imposition of (i) an additional transportation improvement grantor's fee at a rate of $0.06 per $100 of the consideration for the conveyance and (ii) a local transportation transient occupancy tax at a rate of one percent of the amount of the charge for the occupancy of any room or space occupied in any county or city in Planning District 16.	Jeremy McPike	Senate: Reported from Finance and Appropriations (16-Y 0-N)	2/1/2023	Reported	Monitor
HB 1589	Safety	"Pedestrian control signals; applicability to persons riding bicycles and other devices."	Allows persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, or motorized skateboards or scooters to follow the pedestrian Walk signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill provides that a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter may not start to cross a highway in the direction of a Don't Walk signal, but such person who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.	Rip Sullivan	House: Transportation Sub #3 recommends laying on the table	1/25/2023	Sub recommends laying on the table	

HB 1723	Safety	"Passing stopped school buses; purpose of stop; prima facie evidence."	Makes evidence that a bus was stopped with at least one warning device activated prima facie evidence that the bus was stopped for the purpose of taking on or discharging children, the elderly, or mentally or physically handicapped persons.	Shelly Simonds	House: Read third time and passed House (99-Y 1-N)	2/1/2023	Passed first chamber	Monitor
HB 1773	Safety	"Exception to stopping requirement; bicycle, electric personal assistive mobility device."	Authorizes the operator of a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or motorized skateboard or scooter to yield instead of stop at an intersection of two highways controlled by a stop sign if (i) each intersecting highway has no more than three motor vehicle travel lanes; (ii) the operator is at least 15 years old or accompanied by an adult; (iii) the operator slows to a speed reasonable for the existing conditions; (iv) before proceeding into the intersection, the person yields the right-of-way to any pedestrian lawfully within the crosswalk and to the driver of another vehicle approaching or entering such intersection from another direction; and (v) the stop sign is not marked as a full-stop stop sign.	Betsy Carr	House: Transportation Sub #3 recommends laying on the table	1/25/2023	Sub recommends laying on the table	
HB 1785	Safety	"Speed limit in residence"	Authorizes the governing body of any city to reduce the default speed limit on any highway maintained by the city that is located in a residence district to less than 25 miles per hour unless otherwise indicated by a sign and to adopt increased penalties for operation of a motor vehicle 15 miles per hour or more above the posted speed limit in a residence district. Current law authorizes the increased penalties in the Cities of Falls Church and Manassas. The bill clarifies that the requirement for signage for a conviction of a speeding violation does not apply to ordinances adopted setting a default speed limit as provided in the bill.	Betsy Carr	House: Assigned Transportation sub #2 recommends laying on the table	1/24/2023	Sub recommends laying on the table	Support

HB 1939	Safety	"Powers of local authorities; reducing speed limits; highways in the primary and secondary state"	Authorizes the governing body of any locality to reduce to less than 25 miles per hour, but not less than 15 miles per hour, the speed limit of highways that are part of the primary and secondary state highway systems located in a business district or residence district within the locality's boundaries, provided that the reduced speed limit is indicated by lawfully placed signs. Current law only authorizes the governing body of a locality that maintains its own roads to make such a reduction on highways in a business district or residence district within the locality's boundaries	Kenneth Plum	House: Assigned Transportation sub #2 recommends laying on the table	1/24/2023	Sub recommends laying on the table	Support
HB 1995	Safety	Passing stopped school buses; rebuttable presumption.	Extends from 10 days to 30 business days the deadline for issuing a summons for an alleged violation of passing a stopped school bus in order for proof that the motor vehicle passed a stopped school bus and that the defendant was the registered owner of the vehicle to give rise to a rebuttable presumption that the owner of the vehicle was the operator during the violation.	Paul Krizek	House: Read third time and passed House (98-Y 2-N)	2/1/2023	Passed first chamber	Monitor
HB 2104	Safety	"School crossing zones; local gov't authorized to place "school crossing" sign at any location."	Authorizes the local governing body of a county, city, or town to place a "school crossing" sign at any location within the locality. Current law authorizes such placement by the council of the city or town or board of supervisors of a county maintaining its own system of secondary roads. The bill increases the default boundaries of a school crossing zone from 600 feet to 750 feet from the limits of school property and authorizes the governing bodies of cities, towns, and counties in Planning District 8 to decrease the speed limit in school crossing zones below 25 miles per hour without an engineering and traffic investigation, provided that such decreased speed limit is indicated by appropriate signs.	Jeff Bourne	Senate: Referred to Committee on Transportation	1/26/2023	Passed first chamber	

HB 2119	Safety	"Photo speed monitoring devices; locality-designated highway segments."	Authorizes any locality to authorize, by ordinance, its local law-enforcement agency to place and operate photo speed monitoring devices in certain locations named in the ordinance, provided that (i) the highway has a posted speed limit of 35 miles per hour or greater; (ii) the ordinance identifies the locality-designated speeding offense to be enforced by the photo speed monitoring device; (iii) speeding, crash, or fatality data supports the need for stronger enforcement against speeding; and (iv) in counties and towns whose roads are subject to the control and jurisdiction of the Department of Transportation, the locality-designated highway segment is in the secondary state highway system. The bill directs the locality to also identify the speeding violations that may be enforced by photo speed monitoring device. Current law authorizes the use of photo speed monitoring devices in highway work zones and school crossing zones.	Sally Hudson	House: Subcommittee failed to recommend reporting	1/26/2023	Failed	
HB 2379	Safety	"Virginia Highway Safety Improvement Program; surplus funds."	Provides that for any fiscal year, beginning in fiscal year 2024, in which there is a surplus, the Governor shall include in his proposed budget an appropriation of 10 percent of such surplus for the Virginia Highway Safety Improvement Program for the purpose of funding projects consistent with the objectives of the Program.	Danica Roem	House: Referred to Committee on Transportation, Sub 2 recomends laying on the table	1/24/2023	Sub recommends laying on the table	

SB 847	Safety	Pedestrian control signals; applicability to persons riding bicycles and other devices	Allows persons riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter to follow the pedestrian control signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill specifies that such persons shall not start to cross the highway in the direction of such signal while the signal is solid, that pedestrians shall not start to cross the highway when such signal is solid or flashing, and that any person who has partially crossed the highway shall proceed to a sidewalk or safety island when the solid Don't Walk signal begins.	Barbara Favola	Senate: Rereferred to Finance and Appropriations	1/26/2023	Reported & Referred to Appropriations	Monitor
SB 1009	Safety	"Pedestrian control signals; applicability to persons riding bicycles and other devices."	Allows persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, or motorized skateboards or scooters to follow the pedestrian Walk signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill provides that a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter may not start to cross a highway in the direction of a Don't Walk signal, but such person who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.	Bill DeSteph	Senate: Incorporated into SB 847	1/12/2023	Failed	

SB 1069	Safety	"Drivers stopping for pedestrians; certain signs; stops."	Requires the driver of a vehicle on a highway approaching a pedestrian who is crossing such highway to stop for such pedestrian. Currently, a driver is required to yield the right-of-way to such pedestrian by stopping and remaining stopped. The bill also provides that localities that are already authorized to install signs directing motor vehicles to yield the right-of-way to pedestrians crossing or attempting to cross a highway may also install signs directing motor vehicles to stop for such pedestrians.	Dick Saslaw	Senate: Rereferred to Finance & Appropriations	1/24/2023	Reported	Fairfax County initiative to replace Yield to Pedestrian signs with Stop for Pedestrian signs
SB 1293	Safety	"Bicycles; exemptions to certain traffic control devices; local ordinances."	Authorizes the local governing body of any county, city, or town to by ordinance authorize a bicyclist to treat a stop light as a stop sign and a stop sign as a yield right-of-way sign, provided that certain safety measures are observed.	Creigh Deeds	Senate: Read third time and passed Senate	2/2/2023	Passed first chamber	Monitor
HB 1496	Transit	"Commonwealth Mass Transit Fund; 2.5 percent of Fund allocated to CROC for operating purposes."	Allocates 3.5 percent of the Commonwealth Mass Transit Fund (the Fund) to the Commuter Rail Operating and Capital Fund (CROC) for operating purposes. The bill creates a subfund called the Subfund within CROC for such funds. The bill decreases from 27 percent to 24.5 percent the allocation from the Fund to support the operating costs of transit providers and excludes the Virginia Railway Express from receiving such allocations. The bill requires the actual distribution of the 2.5 percent of the Fund to CROC to be based on service delivery factors established by the Commonwealth Transportation Board and reverts remaining funds to existing allocation for supporting the operating costs of transit providers.	Terry Austin	House: Reported from Appropriations	1/25/2023	Reported	Support concept and follow lead of VRE/NVTC/WMATA on any technical amendments

HB 1609	Transit	"Transit Ridership Incentive Program; on-demand microtransit operations."	Includes the development and implementation of on-demand microtransit operations, defined in the bill, to incentivize and promote transit ridership, as part of the goal of the Transit Ridership Incentive Program. The bill provides that an approved initiative or service is eligible to continue receiving funding for the duration of the Program on an annual basis, for up to 80 percent of costs, from funds that are available to the urbanized area in which the initiative or service is located.	Anne Ferrell Tata	House: Assigned Transportation sub #2 recommends striking from the docket	1/24/2023	Sub recommends striking from the docket	
SB 1079	Transit	"Commonwealth Mass Transit Fund."	Allocates 3.5 percent of the Commonwealth Mass Transit Fund (the Fund) to commuter rail systems jointly operated by transportation districts and excludes such commuter rail systems from receiving allocations pursuant to other distributions of the Fund. The bill requires such commuter rail systems to submit reports to the Commonwealth Transportation Board. The bill limits allocations by the Northern Virginia Transportation Commission (NVTC) for distribution to the Washington Metropolitan Area Transit Authority (WMATA) to 50 percent of the total operating assistance required to be provided by NVTC or other Virginia entities in the approved WMATA budget and establishes reporting requirements for NVTC.	John Cosgrove	Senate: Read third time and passed Senate (39-Y 0-N)	1/30/2023	Passed first chamber	Support concept and follow lead of VRE/NVTC/WMATA on any technical amendments
SB 977	Transit	"Transit Ridership Incentive Program; on-demand microtransit operations."	Includes the development and implementation of on-demand microtransit operations, defined in the bill, to incentivize and promote transit ridership, as part of the goal of the Transit Ridership Incentive Program. The bill provides that an approved initiative or service is eligible to continue receiving funding for the duration of the Program on an annual basis, for up to 80 percent of costs, from funds that are available to the urbanized area in which the initiative or service is located.	Monty Mason	Senate: Stricken from the docket	1/26/2023	Failed	

HB 2338	Transit	"Transit Ridership Incentive Program; use of funds, improving accessibility."	Directs the Commonwealth Transportation Board to use up to 30 percent of available funds in the Transit Ridership Incentive Program to support local, regional, and state entities in improving the accessibility of transit bus passenger facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure. The bill directs the Board to develop guidelines for applications for grants to any local, regional, or state public entity that supports a transit system.	Delores McQuinn	House: Referred to Committee on Appropriations	1/24/2023	Reported & Referred to Appropriations	
SB 1326	Transit	"Transit Ridership Incentive Program; use of funds, improving accessibility."	Directs the Commonwealth Transportation Board to use up to 30 percent of available funds in the Transit Ridership Incentive Program to support local, regional, and state entities in improving the accessibility of transit bus passenger facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure. The bill directs the Board to develop guidelines for applications for grants to any local, regional, or state public entity that supports a transit system.	Jenn McClellan, Jeremy McPike	Senate: Reported from Senate Transportation Committee	1/26/2023	Reported & Referred to Appropriations	
HB 1710	Transportation Funding	"Additional real property tax on commercial and industrial property in certain localities."	Authorizes counties and cities in Planning District 3, 4, 5, 6, or 7 to impose an additional real estate tax on commercial and industrial property at a rate of up to $0.10 per $100 of assessed value. Any revenue raised from such tax would be required to be used to pay for transportation costs. Under current law, only localities within the Northern Virginia Transportation Authority or the Hampton Roads metropolitan planning area are authorized to impose such tax. The bill contains technical amendments.	Dave LaRock	House: Referred to Committee on Finance, Sub 2, recommends laying on the table	1/24/2023	Sub recommends laying on the table	Monitor

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

SUBJECT: Chief Executive Officer's Report

---

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

A. SMART SCALE Survey

On January 12, Secretary of Transportation Sheppard Miller, provided a letter and survey link regarding SMART SCALE to collect feedback on how the process of SMART SCALE can be improved. This survey is part Secretary Miller's directive to the Office of Intermodal Planning and Investment (OIPI) to initiate a complete review of the SMART SCALE process. The survey and some initial jurisdiction's responses have been discussed at the January Regional Jurisdiction and Agency Coordinating Committee (RJACC) meeting. NVTA staff will complete the survey in two capacities. First, NVTA staff will provide a response as an eligible and previous applicant of SMART SCALE. Second, I have asked for members of the RJACC to provide their regional assessment on the process to enable me to complete the survey on behalf of the regional perspective. Responses to the survey are due February 15, 2023.

B. 8th Annual Northern Virginia Transportation Roundtable

The 8th Annual Northern Virginia Transportation Roundtable will be formally announced at a joint event hosted by the Intelligent Transportation Society of Virginia (ITSVA) and Virginia Department of Transportation (VDOT) in Richmond, on February 9th. On February 10th registration for the event will be opened to the public. Additional program details and registration information will also be announced soon.

The Roundtable will take place on Wednesday, March 22nd, 2023, and be held at the offices of the Northern Virginia Association of Realtors located at 8407 Pennell St, Fairfax, VA 22031 (across the street from NVTA offices) . This event will focus on a theme of "Building Momentum" and address topics related to NVTA's Core Values of Equity, Sustainability and Safety, as well as innovative transportation solutions.

C. Transportation Technology Strategic Plan (TTSP)

Staff continue to work to update NVTA's Transportation Technology Strategic Plan (TTSP) in accordance with the changes that were unanimously approved by the Authority in November 2022. A revised version of the Plan will be posted to NVTA's

Transportation Technology webpage upon completion. In the interim, efforts to implement the Plan continue to take place. These include coordination with external entities to learn more about operations in the region and outreach and education through the Driven By InNoVAtion (DBI) newsletter. In the first edition of DBI for 2023, staff make projections about areas of innovation in which they anticipate substantive developments in the coming 12 months and how these could relate to NVTA work products.

D. NVTA Travel Model Update

At the January Transportation Research Board annual meeting in Washington, D.C., federal transportation planners expressed interest to learn more about NVTA's innovative application of advanced model simulation techniques in travel pattern analyses. To follow up on this interest, NVTA staff are coordinating with the TransAction consultant team to hold an in-person workshop event on March 10, 2023, at NVTA offices. This workshop will cover the following topics: demonstrate theoretical advantage of NVTA's modeling approach, lessons learned from NVTA application, and recent advances in the model simulation field.

E. Washington Airports Task Force William Trophy Presentation

On January 20, I attended the Washington Airports Task Force William Trophy Presentation honoring the Counties of Fairfax and Loudoun, the Town of Herndon, Metropolitan Washington Airports Authority (MWAA), and Washington Metropolitan Area Transit Authority (WMATA) for their regional cooperation in fulfilling the Silver Line vision. Honorees were Phyllis Randall, Chair, Loudoun County Board of Supervisors and NVTA; Penelope Gross, Vice Chairman, Fairfax County Board of Supervisors; Sheila Olem, Mayor of the Town of Herndon; William Sudow, Chair, MWAA Board of Directors; and Paul Smedberg, Chair, WMATA Board of Directors. Jack Porter, President and CEO of MWAA provided opening remarks on the state of Dulles airport and Keith Meurline, President of Washington Airports Task Force provided a report of transportation needs of the region focusing on the needs of the American Legion Bridge.

F. Bisnow DC, Maryland and Virginia's Economic Forecast

On January 24, I participated in a panel discussion about advancing and connecting the greater Washington region with Jason Stanford, President, Northern Virginia Transportation Alliance; Bob Buchanan, Founding Principal, Buchanan Partners, and President, 2030 Group; Kathy Hollinger, CEO Greater Washington Partnership; and moderated by Maura Brophy, President and CEO, NoMa Business Improvement District. The panel discussed the importance of regional collaboration and ensuring economic growth for the region. I highlighted the importance of NVTA's congestion reducing, multimodal focus and the economic impact NVTA's investments produce.

G. A Toast to Chuck Bean

On January 25, I attended the farewell event for the outgoing Metropolitan Washington Council of Governments Executive Director Chuck Bean where remarks were provided on Mr. Bean's ten years of service.

H. Loudoun Chamber's Board of Supervisors Breakfast

On January 26, I attended the Loudoun Chamber's PolicyMaker Series Board of Supervisors Breakfast where featured speakers included Chair Phyllis Randall, Loudoun County Board of Supervisors and NVTA; Supervisor Mike Turner, Transportation and Land Use Committee Chair; and Supervisor Kristen Umstattd, Finance and Government Operations and Economic Development Committee Chair. Major topics included housing, land use, and transportation connectivity for the County.

I. Mobility Next Celebration

On January 31, NVTA staff attended National Landing Business Improvement District's celebration of the Mobility Next 2022 Report which highlighted transportation project in National Landing, a majority that NVTA is funding. Speakers included Katie Cristol, Board Member, Arlington County and NVTA Authority Member, and representatives from the People Before Cars Coalition, Arlington Families for Safe Streets, Washington Area Bicyclist Association, Sustainable Mobility for Arlington County, and Coalition for Smarter Growth.

2. Monthly Factoid Talking Point

A. NVTA has a total of $274 million invested in 18 projects located in the National Landing area and in supporting transit systems.

Project	NVTA 70% Funds
In National Landing Location	
Arlington	
1. ART Operations and Maintenance Facilities (2018-23 SYP)	$39,027,000
2. CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (2020-2025 SYP)	$18,000,000
3. Pentagon City Multimodal Connections and Transitway Extension (2018-23 SYP)	$28,850,000
4. Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements (2017 Program)	$11,600,000
5. Intelligent Transportation System Improvements (2018-23 SYP)	$10,000,000
6. Crystal City Metrorail Station East Entrance and Intermodal Connections (2018-23 SYP)	$5,000,000
7. Boundary Channel Drive Interchange (2014 Program)	$4,335,000
8. Crystal City Multimodal Center (2014 Program)	$1,500,000
9. Blue Silver Mitigation – Bus purchase (2014 Program)	$1,000,000
Alexandria	
10. Potomac Yard Metrorail Station (2014 Program: 2,000,000; 2015-16 Program: 1,500,000; 2017 Program: $66,000,000)	$69,500,000
11. Traffic Signal Upgrades/TSP - Route 1 and Duke St (2014 Program)	$850,000
WMATA	
12. 8-Car Train Traction Power Upgrades – Blue Line (2017 Program)	$17,443,951
VRE	
13. VRE Crystal City Station Improvements and Platform Extension ($400,000 in 2015-16; $4,000,000 in 2017; $15,800,000 in 2020-25)	$20,200,000
Total	**$227,305,951**
VRE System-wide	
14. Gainesville to Haymarket Extension/ Broad Run Expansion (2014 Program)	$1,500,000
15. Manassas Park Station Parking (2015-16 Program: $500,000; 2017 Program: $2,000,000)	$2,500,000
16. Franconia-Springfield Platform Expansion (2015-16 Program)	$13,000,000
17. Slaters Lane Crossover (2015-16 Program)	$7,000,000
18. Franconia-Springfield Passenger Rail Bypass (*DRPT received funding on this project) (2020-25 SYP)	$22,958,821
	$46,958,821
TOTAL: 18 Projects	**$274,264,772**

3. **Upcoming Events & Report Updates**
   A. **NVTA Standing Committee Meetings**
      - **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, March 9, 2023, at 5:30pm.
      - **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, March 9, 2023, at 6:00pm.

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

5. **Regional Projects Status Report**
   The updated Regional Projects Status Report (attached) 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. Reallocation of CMAQ funds for City of Alexandria
B. Regional Funding Program Projects Status Report

ATTACHMENT A

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

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

FROM: Monica Backmon, Chief Executive Officer

DATE: February 2, 2023

SUBJECT: Reallocation of Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the City of Alexandria

---

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the City of Alexandria.

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

   On January 26th, 2023, the City of Alexandria requested the following reallocation:

   - Transfer of $517,401 of CMAQ funds from UPC 111401 (Holmes Run Connector) to UPC 114864 (Mount Vernon North)

   The Holmes Run Connector project was cancelled due to a significant storm damaging the trail and therefore additional funds are available to be moved out of the project. The Mount Vernon North project is currently in concept phase; however, the project is not currently fully funded based on initial cost estimates. The requested funding transfer of $517,401 will help cover the projects overall funding deficit and allow the project to move forward into construction.

   At its meeting on January 26th, 2023, the RJACC approved this request.

Attachments:

- **A.** Request Letter from City of Alexandria
- **B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee

DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES
Room 4100 - City Hall
Alexandria, Virginia 22313
703-746-4025
alexandriava.gov

January 10, 2023

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

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

Dear Mr. Roisman and Mr. Belita:

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to move the remaining funds of $517,401 from the Holmes Run Connector project to the Mount Vernon North Project. The Holmes Run Connector project was cancelled due to a significant storm damanaging the trail, and therefore additional funds are available to be moved out of the project.

The Mount Vernon North project is currently in concept phase, however is in need of additional funds as the project is not current fully funded based on initial cost estimates. The requested funding transfer of $517,401 will help cover the projects overall funding deficit, and allow the project to move forward into construction.

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

Sincerely,

Hillary Orr
Deputy Director
Transportation & Environmental Services

CC: Yon Lambert, Director, Transportation & Environmental Services
Terry Suehr, Director, Department of Project Implementation
Tarrence Moorer, Assistant Director, Strategic Management Services
Christopher Ziemann, Division Chief of Transportation Planning
Christina Alexander, Capital Project Program Manager

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 9-Jan-23

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): UPC-111401- $517,894, UPC-115530 - $1,750,000

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
111401	Holmes Run Connector	CMAQ	N	FY23	$517,894.00	114864	Mount Vernon North	Y	FY18				

TOTAL OF TRANSFER $517,864.00

Attach Signed Request of Transfer Letter

February 9, 2023

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

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

Dear Mr. Lynch:

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

On January 26th, 2023, the City of Alexandria requested the following reallocation:

- Transfer of $517,401 of CMAQ funds from UPC 111401 (Holmes Run Connector) to UPC 114864 (Mount Vernon North)

The Holmes Run Connector project was cancelled due to a significant storm damaging the trail, and therefore additional funds are available to be moved out of the project. The Mount Vernon North project is currently in concept phase, however, is in need of additional funds as the project is not current fully funded based on initial cost estimates. The requested funding transfer of $517,401 will help cover the projects overall funding deficit and allow the project to move forward into construction.

The RJACC approved the request on January 26th, 2023, and the NVTA was informed at their February 9th, 2023, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA
Hilary Orr, Deputy Director, Transportation & Environmental Services

DRAFT

ATTACHMENT B

NVTA Funding Program Project Status

Summary Report

As of February 1, 2023.			
NVTA's Regional Fund Program FY2014 - FY2027			**Upcoming Public Information Meeting(s):**
Total Revenue Allocated		**$3,121,078,666**	
Total Amount Appropriated		**$1,983,135,169**	
Total Amount Reimbursed		**$690,265,742**	**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		**122**	For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Number of Standard Project Agreements (SPAs)	**162**	**Revenue Allocated**	
Closed out, project completed	42	$340,201,635	
Closed out, project ongoing	16	$84,539,752	
Executed, funded phase underway	51	$1,071,018,112	
Executed, funded phase not started	9	$431,971,000	
Appropriated, no SPA yet	8	$55,404,670	
Approved, no appropriation yet	36	$1,137,943,497	

Substantive Status Updates (during December 2022 - January 2023)**		
Project Title (program year)	**Updated Status**	**% Reimbursed**
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	All easement agreements and the VDOT license agreement are secured for Segment A West (S. Orme to S. Nash). Anticipate Notice to Proceed, spring 2023. Preconstruction meeting is planned for February 24, 2023.	10.0%
Intelligent Transportation System Improvements (FY2018-2023)	Phase II - There will be a pre-construction meeting of an intersection held at the end of January. Additional intersection for ITS upgrade added (along Crystal/Pentagon City corridor).	16.5%
Prince William County		
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Public Information Meetings in Prince William and Fairfax Counties are planned for late Spring 2023 to present preliminary design plans and findings.	FY 2015-16: 100% FY2018-23: 30.55%
Route 28 Widening: Route 234 Bypass to Linton Hall Road (FY2014/FY2015-16 FY2017/FY2018-23)	Shared use path completed and inspected by VDOT. Now anticipating VDOT final acceptance late January 2023.	FY2014: 100% FY2015-16: 100.0% FY2017: 28.7% FY2018-23:100.0%
No Updates in Current Cycle		
Project Title (program year)	**Last Update Received**	**% Reimbursed**
Arlington County		
Boundary Channel Drive Interchange (FY2014)	September 2022.	50.7%
Glebe Road Corridor ITS Improvements (FY2015-16)	September 2022.	31.2%
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	November 2022.	48.8%
Downtown Falls Church Multimodal Improvements (FY2020-25)	November 2022.	0.0%
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	November 2022.	0.0%
VRE		
Manassas Park Station Parking expansion (FY2015-16/FY2017)	October 2022.	FY2015-16: 100.0% FY2017: 41.5%

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