



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, January 12, 2023

Annual Organizational Meeting and Public Comment

7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. Call to Order

Chair Randall

2. Roll Call

Mr. Davis, Board Secretary

3. Public Comment

The public has been invited to provide comment. Public comments will be received until all registered in-person and remote commentors are heard.

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

Chair Randall

*Recommended Action: Approval of December 8, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

Presentations

5. 2022 Annual Report

Ms. Backmon, Chief Executive Officer
Ms. Hawksworth, Communications & Public Affairs Manager

6. Economic Impact Analysis

Dr. Nampoothiri, Senior Transportation Planner
Mr. Longhi, Chief Financial Officer

Action Items

7. Appointment of Chair and Vice Chair for CY2023

Nominating Committee

Recommended Action: Appointment of Chair and Vice-Chair

8. Appointment of Town Member for CY2023

Ms. Backmon, Chief Executive Officer

Recommended Action: Appointment of Town Member

9. Adoption of Meeting Schedule for CY2023

Ms. Backmon, Chief Executive Officer

Recommended Action: Adoption of Meeting Schedule

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](#).

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

Ms. Backmon, Chief Executive Officer

Recommended Action: Recommend Approval of Reallocation Request

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

Recommended Action: Approval of Letter of Endorsement

Discussion/Information Items

12. Governance and Personnel Committee Report

-Update on 2023 General Assembly Session

Chair Randall, Chair

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

i. Committee Appointments

Closed Session

(If needed)

15. Adjournment

Chair Randall

Correspondence

Next Meeting: February 9, 2023, at 7:00pm

NVTA Offices



SUMMARY MINUTES

Thursday, December 8, 2022

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 7:05PM ET and asked that the roll be called.

2. Roll Call

Mr. Davis, Board Secretary

- ✓ **Members: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder (Remote-Paris - Personal), Chairman Jeffrey McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Senator Jennifer Boysko (Remote-HI-Personal), Supervisor Pat Herrity (Remote-VA-Medical), Mayor Derrick Wood, Anthony Bedell, Mary Hynes (Remote-VA-Medical), Jim Kolb, John Lynch, and Todd Horsley.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Mike Longhi, Board Secretary Jonathan Davis, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, 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:** Rob Dickerson-Prince William County, MinhChau Corr-Arlington County (Remote), and Christina Zechman Brown-City of Alexandria.
- ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuireWoods Consulting, LLC., 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. Approval of November 10, 2022, Meeting Summary Minutes

Chair Randall

- ✓ Chair Randall received a motion from Board Chair Cristol who moved the approval of the November 10, 2022, meeting summary minutes, and seconded by Mr. Bedell. The motion was unanimously approved.
- ✓ **Point of Personal Privilege:** Chair Randall acknowledged Chief Executive Officer Monica Backmon, who received two awards since the last meeting. Ms. Backmon was named one of Washington Business Journal's Power 100 and she received the Woman of the Year award from the Washington DC Chapter of the Women's Transportation Seminar.

ACTION ITEMS

4. Adoption of TransAction Update

Mayor Wilson, Planning and Programming Committee Chair
Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon highlighted the TransAction Update timeline spanning over three years that involves work from staff and the Technical Advisory Committee, the Planning Coordination Advisory Committee, and the Planning and Programming Committee, which is chaired by Mayor Wilson. Ms. Backmon expressed her thanks to everyone, as 2022 included the adoption of the Six Year Program and culminating in the adoption of the update of the long-range plan, TransAction.
- ✓ Mayor Wilson echoed Ms. Backmon's comments and noted the significant work that was done by NVTa and member jurisdiction staff. He added that TransAction includes 424 multimodal projects of which incorporates \$44 billion in transit projects; \$28 billion in roadway, intersections and interchanges, and parking projects; \$1.5 billion in non-motorized projects; and a little less than \$1 million in technology and Transportation Demand Management. Mayor Wilson further noted that TransAction is a fiscally and geographically unconstrained plan, but it allows the listed projects to be candidates for future funding. He acknowledged other Authority committees' endorsement of the Plan and Project List and officially submitted the Planning and Programming Committee's recommendation to the Authority to adopt TransAction.
- ✓ Chair Randall received a motion from Mayor Wilson who moved the adoption of the TransAction Update and associated Project List, seconded by Chair Randall. Chair Randall opened the floor for discussion on the motion.
- ✓ Board Chair Cristol began the discussion by thanking staff and noted her reflections on the previous version of the Plan to the current version, expressed her appreciation for the authentic representation surrounding assumptions made on the projects' effects on emissions.
- ✓ Chair Randall added her thanks to staff on the Plan and Project List and expressed her appreciation to members of the public who shared in discussion and comments surrounding the fiscally and geographically unconstrained long-range plan.
- ✓ Chair Randall opened the floor for a vote on the motion to adopt the TransAction Update and associated Project List. The motion was unanimously approved.

5. Adoption of the 2023 NVTa Legislative Priorities

Ms. Backmon, Chief Executive Officer
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC.

- ✓ Chair Randall noted that the previous night, Chair Wheeler, Chairman McKay and she spoke at the Dulles Area Transportation Association (DATA) event where there was consenting discussion surrounding the protection of dedicated NVTa revenues and to have the nearly \$40 million (remaining balance to be restored) returned to the Authority. She also noted her attendance at the Board of Trade business meeting today

where there was support expressed on the Authority's position of protecting its dedicated funding and to recoup the funds that were diverted in 2018. She concluded her comments on the topic by expressing her appreciation to jurisdictions, partnering agencies and external organizations that have communicatively supported NVTAs mission in protecting its dedicated funding source and to recoup the funding that was diverted.

- ✓ Ms. Baynard reported on the draft 2023 NVTAs Legislative Priorities. She noted that protecting dedicated revenue sources and powers of the NVTAs remains a priority. She reminded Members that the 1.5% reduction in the sales and use tax on groceries and personal hygiene products starts January 1, 2023, and we will need to see what the long-term structural impact of that might be. Ms. Baynard continued her report by noting the other 3 priorities: Restore Long Term Funding to the Authority, Protect Virginias Transportation Funding, and Support the Use of Effective Transportation Technology.
- ✓ Mr. Bedell inquired if pushback is expected on Priority 4-Support the Use of Effective Transportation Technology. Ms. Baynard responded no and noted that the State of Virginia has a National Electric Vehicle Infrastructure Plan that is a living document that will continue to be updated by the Youngkin administration.
- ✓ Chairman McKay referenced yesterday's DATA meeting where there was discussion surrounded protecting dedicated NVTAs revenue sources and restoring lost revenue. He inquired if there has been any known discussion on the suspension of gas tax and Ms. Baynard noted that she is not hearing anything from the Youngkin administration regarding a gas tax holiday and would be surprised to hear of such considering the local and national decrease of gas prices as well as revenue projections showing an up-turn.
- ✓ Senator Boysko added to the discussion, noting that she does not anticipate any gas tax changes.
- ✓ Chair Randall moved the adoption of the 2023 NVTAs Legislative Priorities and seconded by Board Chair Cristol. The motion was approved unanimously.

6. Proposed Meeting Schedule for Calendar Year 2023 Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon shared the proposed meeting schedule for Calendar Year 2023, specifically noted that the NVTAs Bylaws require the Authority to adopt a meeting schedule at its Annual Organizational meeting in January.

7. Travel Trends Update

Ms. Backmon, Chief Executive Officer
Mr. Rashid, Regional Transportation Modeler

- ✓ Mr. Rashid reported that during the height of the pandemic in 2021, more than 50% of workers worked from home in the Washington D.C. Metro area and since then, highway traffic remains slightly below pre-pandemic levels. He added that there has been some substantive growth in local bus services, particularly the City of Alexandrias DASH, the City of Fairfax's CUE, and Fairfax County Connector bus services that have seen an

increase in ridership above pre-pandemic levels. Mr. Rashid suggested one of the reasons for the increase is due to the free fare service introduced in July 2022. He also highlighted an increase in ridership for Virginia Railway Express (VRE) and attributed this increase to the free fare service provided by VRE.

- ✓ Chairman McKay inquired if the statistics for Metro Bus and Metro Rail reflected the respective agency's entire system or only their systems in Virginia. Mr. Rashid clarified that the data is only reflective of the systems in Virginia.
- ✓ Chair Randall requested that data from trips throughout the day in addition to the AM or PM peaks be added to the data analysis in Chart 1 of the Travel Trends Update Report. Ms. Hynes advised that identifying who is providing free fare and for how long should also be data that we track as it could provide insight on how free fare or reduced fare may benefit riders, particularly those identified to be among low-income demographics.
- ✓ Chairman McKay concurred with Chair Randall and Ms. Hynes' suggested additions and clarified that the Fairfax County reduced fare program has yet to be implemented and whatever data that will result from the implemented program would likely be an added achievement for the Fairfax Connector. Chairman McKay noted that Fairfax County currently provides free fare for students and encouraged the region to identify its position on free fare for public and private middle and high school students given the preponderance of students already taking advantage of the free fare program. He continued noting the equity aspects related to students now having the opportunity to participate in things like afterschool programs that they wouldn't ordinarily participate in due to lack of transportation.
- ✓ Ms. Hynes concurred with Chairman McKay's comments and noted that because of increased ridership, an increased response in federal subsidies could be seen as well.
- ✓ Mayor Meyer noted the City of Fairfax's experience in providing free fare because of implemented Covid safety precautions. He noted that while ridership decreased, a baseline was formed which identified transit dependent riders who counted on the bus to get to locations within the city including work. He further noted that the City of Fairfax will likely continue to provide free fare for riders given farebox recovery of only 8%. In conclusion, Mayor Meyer noted that the guiding factor to provide free fare for all was of an equity focus that benefited lower income riders or riders who couldn't afford standard fare rates.
- ✓ Mayor Wilson noted that the discussion on utilizing free fare for middle and high school students presents the next level of discussion in leveraging an opportunity to relieve some burden on the school bus system. He added that it is not enough to just talk about free fare but also important to add to the discussion route options and reliable services.
- ✓ Board Chair Cristol referenced Mayor Wilson's and Mayor Meyer's comments on transportation funding, economic values, federal subsidies received, and route

adjustments from transit tracking and added that Northern Virginia Transportation Commission (NVTC) announced it will be unveiling its NoVA Transit Tracker on December 17, 2022. The tracker will provide real time dashboard information on all NVTC's bus systems. Board Chair Cristol added that NVTC conducted a study to identify what the options might look like in providing no fare or low fare and found that the regional average (excluding metro bus) for farebox recovery is 23% and commuter bus is 65%. She noted that fare price recovery matters and while the federal government abdicated the operating cost of transit, it does offer Smart Benefits. In conclusion, Board Chair Cristol noted that she agrees with Chairman McKay's comments regarding free fare for middle and high school students and added that her cautionary comments are to look realistically across the region with the understanding that what may work for one bus system may not work for another.

- ✓ Chair Wheeler noted that OmniRide instituted free fare on Local and - Express bus services while keeping commuters on OmniRide Express buses using their SmartTrip card.
- ✓ Chairman McKay added that once you flip the switch on fare reduction, there is almost no way to anticipate the demand. He offered the perspective that for a system as big as Fairfax County's, there is a concern to ensure high quality service and further added that the County's forthcoming reduced fare program is a needs-based program.
- ✓ Chair Randall ended the discussion by noting her intent to reach out to Authority Members through the remainder of the year to ask questions and share in discussions about local and regional bus transit services. Mr. Horsley noted that the Virginia Department of Rail and Public Transportation has just announced it is accepting FY2023 grant applications for the Transit Ridership Incentive Program (TRIP) which includes provisions for zero fare and low-income projects that help reduce barriers to transit use for low-income individuals through the Commonwealth of Virginia.

8. Governance and Personnel Committee Report

Chair Randall

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

- ✓ Chair Randall noted the previous discussion regarding the 2023 NVT Legislative Priorities and moved to the next order of business.

9. Finance Committee Report

Mayor Rishell, Chair

Mr. Longhi, Chief Financial Officer

- ✓ Mayor Rishell advised that the Finance Committee last met on November 10, 2022, just prior to the Authority meeting that evening. She noted that the focus of the meeting was preparation of the FY2024 Operating, Regional Revenue and Local Distribution Budgets and added that the Committee received information for new initiatives proposed for FY2024 which include:
 - Regional Bus Rapid Transit Preliminary Deployment Plan
 - NoVA Gateway Dashboard Enhancements

- Website Modernization and Consolidation
- Contracted Legal Services
- Investment Consultant
- Offsite Storage

10. Planning and Programming Committee Report

Mayor Wilson, Chair

- ✓ Mayor Wilson submitted the written Planning and Programming Committee Report as seen in the meeting packet.

11. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

- ✓ Chair Randall directed Members to Mayor Colbert's Planning Coordination Advisory Committee Report as seen in the meeting packet.

12. Technical Advisory Committee Report

Mr. Boice, Chair

- ✓ Chair Randall directed Members to Mr. Boice's Technical Advisory Committee Report as seen in the meeting packet.

13. Transportation Technology Committee Report

Vice Chair Snyder, Chair

- ✓ Vice Chair Snyder noted that the written Transportation Technology Committee Report is submitted in the meeting packet and added that it is important that the Authority coordinate with NVTC on the Regional Bus Rapid Transit Preliminary Deployment Plan. Board Chair Cristol echoed Vice Chair Snyder's comments and added that NVTC would like to partner with the NVTa on this effort.

14. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon expressed her excitement for new hire, Griffin Frank, who joined staff as a Regional Transportation Planner and further expressed her excitement for TransAction being adopted.

15. Chair's Comments

Chair Randall

- ✓ Chair Randall acknowledged the nominating committee members and confirmed that the Authority could anticipate a report from the committee at the January 12, 2023, meeting. She noted that tonight is Mayor Meyer's last meeting as an Authority Member and offered him the floor to share his comments on his years of service as a Member.
- ✓ Mayor Meyer expressed his appreciation to everyone, both in-person and virtually attending, and noted that transportation is a critical component to the work required of an elected official given the impact transportation has on the lives of the electorate. He noted that transportation must be equitable and ensure accessibility to every person regardless of their economic background, characterizing it as a moral issue and not an issue of party affiliation or a matter between jurisdictions that are inside or outside the beltway. Mayor Meyer referenced NVTa's enabling legislation which he

noted provides the tools necessary to invest in Northern Virginia. He shared reflections from his childhood growing up in the region where he saw large lots of land being purposed for highways with no thought about sidewalks, alternative transportation, the environmental impacts, or where the roads would eventually run through often including the neighborhoods and homes of people of color, and even adversely affected people who didn't have the right to vote. Mayor Meyer noted that Northern Virginia has come a long way in the arch of its history and yet still has a lot more to do. He praised TransAction as NoVA's unconstrained plan and expressed his hope that the region will make wise choices. In conclusion, Mayor Meyer expressed his pleasure in working with colleagues and friends and offered his help on future initiatives.

- ✓ Chair Randall presented Mayor Meyer with a plaque in appreciation for his service to the Northern Virginia Transportation Authority.

16. Adjournment

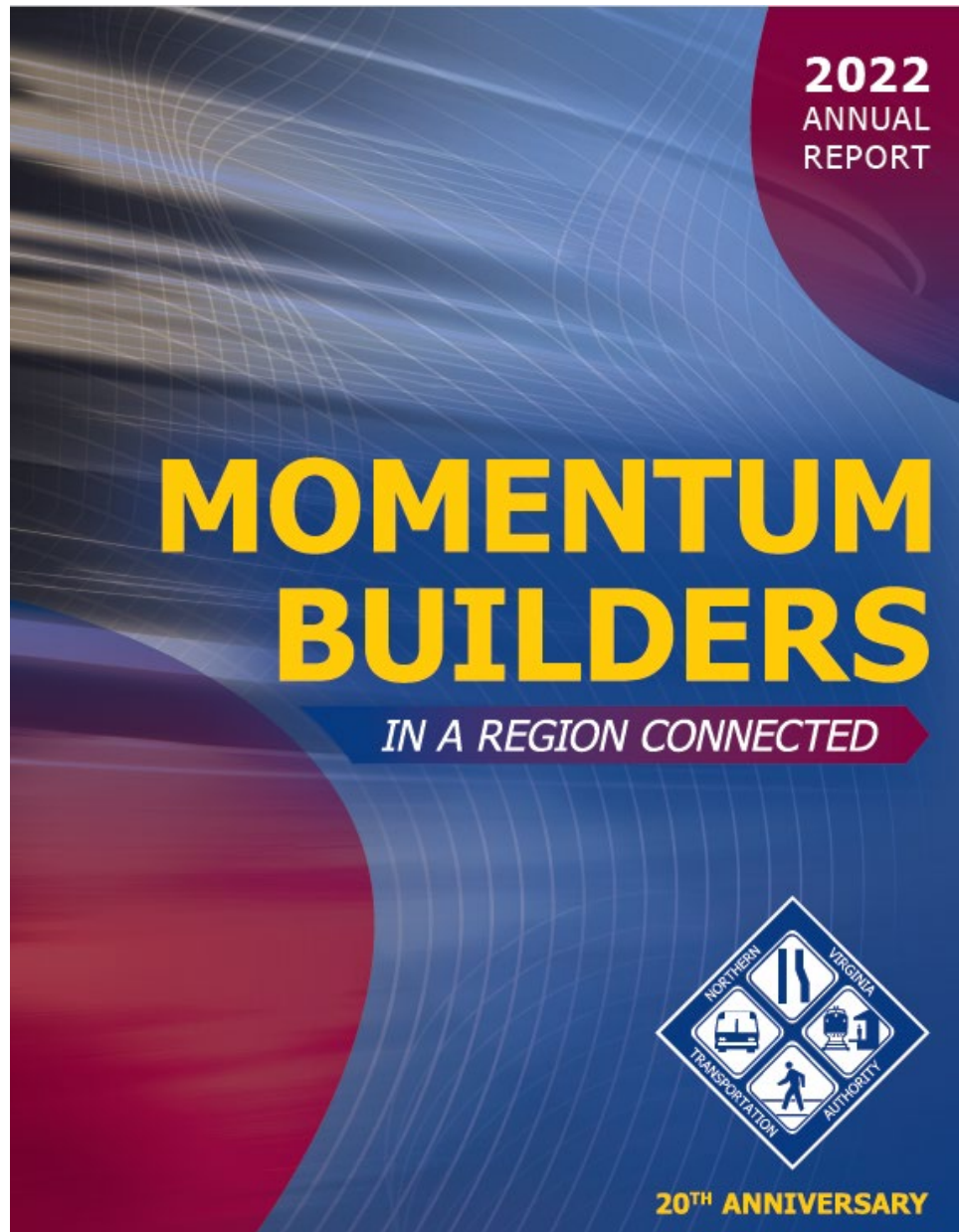
Chair Randall

- ✓ Seeing no further order of business, Chair Randall adjourned the meeting at 7:55 PM.

Next Meeting: Annual Organizational Meeting
January 12, 2023, at 7:00PM
NVTA Offices

NVTA 2022 ANNUAL REPORT

Presentation:
A Year in Review





BUILDING MOMENTUM IN A REGION CONNECTED

REGIONAL INVESTMENT OF

$$\begin{array}{l}
 \text{\$3.1 BILLION}^2 \text{ in 122 multimodal regional projects has triggered another} \\
 + \text{\$3 BILLION}^3 \text{ in additional committed investments} \\
 = \text{\$6.1 BILLION in critical transportation projects to NoVA}
 \end{array}$$



SAVING TRAVEL TIME

$$\begin{array}{l}
 \text{400 MILLION HOURS of TRAVEL TIME SAVED by 2035, or} \\
 \text{\$6 BILLION in MONETARY SAVINGS, giving Northern Virginia taxpayers more than} \\
 \text{190\% RETURN ON THE TAXES entrusted to NVT}^2
 \end{array}$$



CREATING JOBS

$$\begin{array}{l}
 \text{42,000 JOBS CREATED}^1 \text{ through NVT}^1 \text{ project funding,} \\
 \text{90\%}^1 \text{ are staying in NoVA, ensuring FUTURE ECONOMIC GROWTH and VITALITY of the region.}
 \end{array}$$

Economic Impacts of

\$7.1 BILLION

from Regional and Local Funding¹ through the

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

This study was completed by Richmond, VA-based Chmura Economics & Analytics. The study period analyzed is FY2014–FY2027.

¹ NVT FY2014-FY2027 Regional Revenues (3.1B) and Actual and Estimated Local Revenues (1.5B) totaling \$4.6 Billion

² Based solely on NVT Regional Revenue-funded projects. Does not include jurisdiction use of NVT Local Revenues.

³ \$3 Billion accounts for other funding sources, such as SmartScale and federal funding programs.



CHMURA
Economics & Analytics

The taxes paid by Northern Virginians to NVT benefit the entire Commonwealth through increased economic activity.

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Nominating Committee

DATE: January 5, 2023

SUBJECT: Appointment of Chair and Vice Chair for CY2023

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) appointment of the Authority Chair and Vice Chair for Calendar Year 2023.
2. **Suggested Motion:** *I move Authority appointment of Phyllis J. Randall as Chair and David Snyder as Vice Chair, of the Northern Virginia Transportation Authority, for Calendar Year 2023.*
3. **Background:** Per NVTa's Bylaws, the Authority shall elect from its voting members a Chair and Vice Chair. Additionally, the Chair shall appoint a nominating committee prior to the Annual Organizational Meeting, at which the nominating committee will submit the name(s) for each office and the election of officers will be held. At the November 10, 2022, Authority meeting, Chair Randall appointed Mayor Wilson, Chair Wheeler, and Board Chair Cristol as the nominating committee.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: January 5, 2023

SUBJECT: Appointment of Town Member for CY2023

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) appointment of the Town member to the Authority, for Calendar Year 2023.
2. **Suggested Motion:** *I move Authority appointment of Derrick Wood, Mayor of the Town of Dumfries, as the Town member of the Northern Virginia Transportation Authority for Calendar Year 2023.*
3. **Background:** As part of the composition of the Authority membership, there is a requirement that the Authority include the chief elected officer of one town in a county embraced by the Authority with a population of 3,500 or more. Per the NVTa Bylaws, the Town member is to be chosen by the Authority at the Annual Organizational Meeting and is a non-voting member.
4. **Town Member Recommendation:** The mayors of Dumfries, Herndon, Leesburg, Purcellville and Vienna were queried as to their interest in serving for Calendar Year 2023. The mayors confirmed the recommendation of Mayor Derrick Wood, Town of Dumfries, to serve as the Town member on the Northern Virginia Transportation Authority for Calendar Year 2023.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: January 5, 2023

SUBJECT: Adoption of Meeting Schedule for CY2023

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the NVTA meeting schedule for Calendar Year 2023.
2. **Suggested Motion:** *I move Authority adoption of the Meeting Schedule for Calendar Year 2023 as presented.*
3. **Background:** Per NVTA's Bylaws, the Authority shall adopt a schedule of times, dates, and places of its regular meetings for the calendar year at the Annual Organizational Meeting.
4. **Meeting Schedule for Calendar Year 2023:** Consistent with prior practice, the Authority will continue to meet on the second Thursday of each month at 7:00pm at the NVTA offices for Calendar Year 2023 as indicated below with noted exceptions:
 - January 12, 2023 at 7:00pm – Annual Organizational Meeting
 - February 9, 2023 at 7:00pm
 - March 9, 2023 at 7:00pm
 - April 13, 2023 at 7:00pm
 - May 11, 2023 at 7:00pm
 - June 8, 2023 at 7:00pm – NVTA 20th & 10th Anniversary Celebration, location TBD
 - July 13, 2023 at 7:00pm
 - **August - No meeting, unless special circumstances require.**
 - September 14, 2023 at 7:00pm
 - October 12, 2023 at 7:00pm
 - November 9, 2023 at 7:00pm
 - December 14, 2023 at 6:00pm
 - January 11, 2024 at 7:00pm – 2024 Annual Organizational Meeting

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: January 5, 2023

SUBJECT: Recommend Reallocation of Regional Surface Transportation Program (RSTP) funds for City of Alexandria

- 1. Purpose:** To seek Northern Virginia Transportation Authority recommendation of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Alexandria.
- 2. Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board, the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Alexandria.*
- 3. 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). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
City of Alexandria requested a transfer of \$500,000 from Transit Analysis Study Project (UPC 100492) to the Access to Landmark Project (UPC 115530).
The Transit Analysis Study Project has been completed; therefore, the remaining funds are available to be moved out of the Project. The Access to Landmark Project is currently in concept phase, however the Project went through a scope change this year and needs additional funds. The requested funding transfer of \$500,000 will cover the Project's funding deficit as a result of the scope change and allow the project to move forward. At its meeting on December 22, 2022, the RJACC recommended approval of the request.

Attachments:

- A.** City of Alexandria Request Letter
- 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

December 6, 2022

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 Regional Surface Transportation Program (RSTP) 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 \$500,000 from the Transit Analysis Study project to the Access to Landmark Project. The Transit Analysis Study project has been completed and therefore additional funds are available to be moved out of the project.

The Access to Landmark project is currently in concept phase, however the project went through a scope change this year and is in need of additional funds. The requested funding transfer of \$500,000 will cover the projects funding deficit as a result of the scope change and allow the project to move forward.

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,

A handwritten signature in blue ink, appearing to read "H. Orr", is written over a horizontal line.

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: 21-Jul-22

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): UPC-100492- \$500,000, UPC-115530 - \$6,334,640

From (Donor):

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)
100492	Transit Analysis Study	RSTP	Y		\$500,000.00	115530	Access to Landmark	N					

To (Recipient):

TOTAL OF TRANSFER \$500,000.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

January 12, 2023

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

Re: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for City of Alexandria

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

City of Alexandria requested a transfer of \$500,000 from Transit Analysis Study project (UPC 100492) to the Access to Landmark project (UPC 115530).

The Transit Analysis Study project has been completed and therefore additional funds are available to be moved out of the project. The Access to Landmark project is currently in concept phase, however the project went through a scope change this year and needs additional funds. The requested funding transfer of \$500,000 will cover the project's funding deficit as a result of the scope change and allow the project to move forward.

On January 12, 2023, the Authority approved the requests noted above. 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
Hillary Orr, Deputy Director of Transportation, City of Alexandria

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: January 5, 2023

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

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity program application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity program 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. NVTa has received a request for endorsement from Prince William County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant.

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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE was formerly known as BUILD and TIGER.

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.

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.

- The 2023 Notice of Funding builds on the success of the RAISE program by refining the rating rubric and continuing to give priority to safety, environmental sustainability, mobility and community connectivity, and quality of life.
- 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 Prince William County's RAISE Application

Prince William County is pursuing funding through the RAISE grant program for their Minnieville Road/Prince William Parkway Interchange project. The interchange is a high priority local project that will construct a Single Point Urban Interchange at the intersection to provide significant congestion reduction and safety and accessibility benefits to facilitate multimodal connectivity to the region. In addition to improving vehicle operations, the project will construct a sidewalk and shared use path facility for pedestrians and bicycle transportation and improve transit travel time reliability for OmniRide local bus service. The project is currently in design and has approximately \$13.5 million in NVTALocal Revenue (30%).

Attachments:

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



PRINCE WILLIAM COUNTY

Department of Transportation

Ricardo Canizales
Director of Transportation

December 12, 2022

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

RE: Request for NVTa Endorsement of Prince William County's RAISE Application for the Minnieville Road/Prince William Parkway Interchange

Ms. Backmon,

Monica

I am writing to request NVTa's endorsement of Prince William County's application for funding consideration under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant (RAISE) Program for the Minnieville Road/Prince William Parkway Interchange. This interchange a high priority local project that will provide significant congestion reduction and multimodal connectivity benefits to the region.

The Minnieville Road/Prince William Parkway Interchange has been adopted in NVTa's long range plan TransAction (ID 279) and has been previously endorsed by the Authority for application for federal discretionary grant funding. The project consists of constructing a Single Point Urban Interchange at the intersection that will provide significant congestion, safety, and accessibility benefits, with minimal right-of-way impact to facilitate an approved transit-oriented mixed-use development. In addition to improving vehicle operations, the project will construct sidewalk and shared use path facilities for pedestrian and bicycle transportation and improve transit travel time reliability for OmniRide local bus service.

The project is currently in design and has a planning level cost estimate of \$70 million. Approximately \$13.5 million in NVTa 30% local funds and federal Regional Surface Transportation Program (RSTP) funds has been allocated to the project. Federal funding through the RAISE program would greatly facilitate construction of this and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in black ink, appearing to read "Ricardo Canizales", written over a horizontal line.

Ricardo Canizales
Director of Transportation



January 12, 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 Prince William County's RAISE Grant Program Application

Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Prince William County's 2023 RAISE grant program application. Funding from this grant will allow the County to improve safety and accessibility benefits while providing significant congestion reduction.

The Minnieville Road/Prince William Parkway Interchange ("Project") consists of constructing a Single Point Urban Interchange at the intersection that will provide significant congestion, safety, and accessibility benefits with minimal right-of-way impact. This will facilitate a transit-oriented mixed-use development to provide multimodal connectivity benefits to the Northern Virginia region. In addition to improving vehicle operations, the project will construct a sidewalk and shared use path facility for pedestrians and bicycle transportation and improve transit travel time reliability for OmniRide local bus service.

Federal funding through the RAISE program would greatly facilitate construction of the Project to provide benefits to Prince William County citizens.

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

Best Regards,

Phyllis J. Randall
Chair

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

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: January 5, 2023

SUBJECT: Update on 2023 General Assembly Session

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the 2023 General Assembly Session.
2. **Discussion:** The Virginia General Assembly Session starts at noon on Wednesday, January 11, 2023, and proposed legislation and resolutions are slowly showing up in the legislative system. To date, only one bill related to an Authority priority has been filed.
 - A. House Bill 1496 (Attachment A) is the result of stakeholders identifying a predictable allocation of operating funds for the Virginia Railway Express (VRE). Like the Washington Metropolitan Area Transit Authority (WMATA), VRE would receive a set percentage from the Commonwealth Mass Transit Fund (Fund). For VRE that amount is defined as 2.5% of the Fund. The legislation further requires the Commonwealth Transportation Board to adopt service delivery metrics which must be met to receive the funds. It is likely further discussion and fine-tuning will be needed on this legislation. Staff recommends that the Authority work closely with VRE and the Northern Virginia Transportation Commission to secure a successful outcome of this effort.
 - B. Governor Youngkin submitted his proposed amendments to the FY2023-2024 Biennium Budget in December 2022. Attachment B includes a list of key initiatives related to transportation. There are two of particular interest.
 - Item 373 directs the Secretary of Natural and Historic Resources to conduct work to assess and develop a strategy for intergovernmental and inter-agency coordination for flood resilience planning and implementation. This could benefit all local and regional infrastructure in addition to transportation.
 - Item 452 Q and R provide \$300 million for the Transportation Partnership Opportunity Fund (TPOF). Created in 2005, through the TPOF the Governor can provide grants, revolving loans or other financing tools and equity contributions to an agency or locality to help provide transportation infrastructure in support of economic development opportunities.

Both initiatives may have merit. Speaking with the Administration, members of key

committees and the Northern Virginia delegation to assess the level of interest among legislators, are the recommended next steps.

- C. Attachment C provides a schedule of the 2023 General Assembly Session. Final approval of the schedule will take place when the legislature convenes.

Attachments:

- A. House Bill 1496
- B. Governor Proposed Initiatives Via Budget Language
- C. 2023 General Assembly Calendar and Special Dates

2023 SESSION

INTRODUCED

23101926D

HOUSE BILL NO. 1496

Offered January 11, 2023

Prefiled January 3, 2023

A BILL to amend and reenact §§ 33.2-1526.1 and 33.2-3500 of the Code of Virginia, relating to the Commonwealth Mass Transit Fund.

Patron—Austin

Committee Referral Pending

Be it enacted by the General Assembly of Virginia:

1. That §§ 33.2-1526.1 and 33.2-3500 of the Code of Virginia are amended and reenacted as follows:

§ 33.2-1526.1. Use of the Commonwealth Mass Transit Fund.

A. All funds deposited pursuant to § 33.2-1524.1 into the Commonwealth Mass Transit Fund (the Fund), established pursuant to § 33.2-1526, shall be allocated as set forth in this section.

B. From funds available pursuant to subsection D, beginning in fiscal year 2022, up to \$50 million shall be allocated to the Washington Metropolitan Area Transit Authority as matching funds to federal and other funds provided by the Federal Transit Administration, the District of Columbia, and the State of Maryland. However, such funds shall only be provided if the District of Columbia and the State of Maryland each provide an amount equal to one-third of the funding provided by the Federal Transit Administration to the Washington Metropolitan Area Transit Authority. The funds provided by the Commonwealth shall not exceed the funds provided by the District of Columbia or the State of Maryland.

C. The Board may establish policies for the implementation of this section, including the determination of the state share of operating, capital, and administrative costs related to mass transit. For purposes of this section, capital costs may include debt service payments on local or agency transit bonds. Funds may be paid to any local governing body, transportation district commission, or public service corporation for the purposes as set forth in this section. No funds from the Fund shall be allocated without a local match from the recipient.

D. Each year the Director of the Department of Rail and Public Transportation shall make recommendations to the Board for the allocation of funds from the Fund. Such recommendations, and the final allocations approved by the Board, shall adhere to the following:

1. ~~Twenty-seven~~ *Twenty-four and one-half* percent of the funds shall be allocated to support operating costs of transit providers and shall be distributed by the Board on the basis of service delivery factors, based on effectiveness and efficiency as established by the Board. Such measures and their relative weight shall be evaluated every three years and, if redefined by the Board, shall be published and made available for public comment at least one year in advance of being applied. The Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Railway Express shall not be eligible for an allocation of funds pursuant to this subdivision.

2. Eighteen percent of the funds shall be allocated for capital purposes and distributed utilizing the transit capital prioritization process established by the Board pursuant to § 33.2-214.4. The Washington Metropolitan Area Transit Authority shall not be eligible for an allocation of funds pursuant to this subdivision.

3. Forty-six and one-half percent of the funds shall be allocated to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance, as determined by the Commission.

4. Six percent of the funds shall be allocated by the Board for the Transit Ridership Incentive Program established pursuant to § 33.2-1526.3.

5. Two and one-half percent of the funds shall be allocated for special programs, including ridesharing, transportation demand management programs, experimental transit, public transportation promotion, operation studies, and technical assistance, and may be allocated to any local governing body, planning district commission, transportation district commission, or public transit corporation. Remaining funds may also be used directly by the Department of Rail and Public Transportation to (i) finance a program administered by the Department of Rail and Public Transportation designed to promote the use of public transportation and ridesharing throughout the Commonwealth or (ii) finance up to 80 percent of the cost of development and implementation of projects with a purpose of enhancing the provision and use of public transportation services.

6. *Two and one-half percent of the funds shall be allocated for operating purposes to the Commuter*

INTRODUCED

HB1496

59 *Rail Operating and Capital Fund established pursuant to § 33.2-3500. The actual distribution of such*
60 *funds shall be based on service delivery factors established by the Board, which shall be based on*
61 *effectiveness and efficiency. Such factors and their relative weights shall be evaluated every three years.*
62 *If the actual distribution is less than the amount allocated pursuant to this section, the Board shall*
63 *allocate the remaining funds as provided in subdivision D 1.*

64 E. The Board may consider the transfer of funds from subdivisions D 2 and 5 to subdivision D 1 in
65 times of statewide economic distress or statewide special need.

66 F. The Department of Rail and Public Transportation may reserve a balance of up to five percent of
67 the Fund revenues in order to ensure stability in providing operating and capital funding to transit
68 entities from year to year, provided that such balance shall not exceed five percent of revenues in a
69 given biennium.

70 G. The Board may allocate up to 3.5 percent of the funds set aside for the Fund to support costs of
71 project development, project administration, and project compliance incurred by the Department of Rail
72 and Public Transportation in implementing rail, public transportation, and congestion management grants
73 and programs.

74 H. Funds allocated to the Northern Virginia Transportation Commission (NVTC) for WMATA
75 pursuant to subdivision D 3 shall be credited to the Counties of Arlington and Fairfax and the Cities of
76 Alexandria, Fairfax, and Falls Church. Beginning in the fiscal year when service starts on Phase II of
77 the Silver Line, such funds shall also be credited to Loudoun County. Funds allocated pursuant to this
78 subsection shall be credited as follows:

79 1. Local obligations for debt service for WMATA rail transit bonds apportioned to each locality
80 using WMATA's capital formula shall be paid first by NVTC, which shall use 95 percent state aid for
81 these payments.

82 2. The remaining funds shall be apportioned to reflect WMATA's allocation formulas by using the
83 related WMATA-allocated subsidies and relative shares of local transit subsidies. Capital costs shall
84 include 20 percent of annual local bus capital expenses. Local transit subsidies and local capital costs of
85 Loudoun County shall not be included. Hold harmless protections and obligations for NVTC's
86 jurisdictions agreed to by NVTC on November 5, 1998, shall remain in effect.

87 I. Appropriations from the Fund are intended to provide a stable and reliable source of revenue, as
88 defined by P.L. 96-184.

89 J. Notwithstanding any other provision of law, funds allocated to WMATA may be disbursed by the
90 Department of Rail and Public Transportation directly to WMATA or to any other transportation entity
91 that has an agreement to provide funding to WMATA.

92 K. In any year that the total Virginia operating assistance in the approved WMATA budget increases
93 by more than three percent from the total operating assistance in the prior year's approved WMATA
94 budget, the Board shall withhold an amount equal to 35 percent of the funds available under subdivision
95 D 3. The following items shall not be included in the calculation of any WMATA budget increase: (i)
96 any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any
97 capital project approved by the WMATA Board before or after the effective date of this provision; (iii)
98 any payments or obligations of any kind arising from or related to legal disputes or proceedings between
99 or among WMATA and any other person or entity; and (iv) any service increases approved by the
100 WMATA Board.

101 L. The Board shall withhold 20 percent of the funds available pursuant to subdivision D 3 if (i) any
102 alternate directors participate or take action at an official WMATA Board meeting or committee meeting
103 as Board directors for a WMATA compact member when both directors appointed by that same
104 WMATA compact member are present at the WMATA Board meeting or committee meeting or (ii) the
105 WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate
106 directors.

107 **§ 33.2-3500. Commuter Rail Operating and Capital Fund.**

108 A. The General Assembly declares it to be in the public interest that developing and continuing
109 commuter rail operations and developing rail infrastructure, rolling stock, and support facilities to
110 support commuter rail service are important elements of a balanced transportation system in the
111 Commonwealth and further declares that retaining, maintaining, improving, and developing commuter
112 rail-related infrastructure improvements and operations are essential to the Commonwealth's continued
113 economic growth, vitality, and competitiveness in national and world markets.

114 B. There is hereby created in the state treasury a special nonreverting fund to be known as the
115 Commuter Rail Operating and Capital Fund, referred to in this section as "the Fund." The Fund shall be
116 established on the books of the Comptroller and shall consist of funds deposited into the Fund pursuant
117 to § 58.1-2299.20 and other funds as may be set forth in a general appropriation act or allocated by the
118 Commonwealth Transportation Board. Such funds shall be paid into the state treasury and credited to the
119 Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any
120 moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert

121 to the general fund but shall remain in the Fund. The Comptroller shall disburse funds in the Fund
122 monthly to transportation districts established pursuant to Chapter 19 (§ 33.2-1900 et seq.) that on July
123 1, 2018, jointly operate a commuter rail system. The amount distributed to each transportation district
124 shall be determined by multiplying the total amount of funds available for disbursement by a fraction,
125 the numerator of which shall be such transportation district's share of funding for the commuter rail
126 service jointly operated by the two transportation districts and the denominator of which shall be the
127 total funding provided by both transportation districts for such commuter rail service.

128 C. If the transportation districts described in subsection B determine that such moneys distributed to
129 the districts exceed the amount required to meet the current capital and operating needs of the commuter
130 rail system, they may invest such excess moneys to the same extent as provided in subsection A of
131 § 33.2-1525 for excess funds in the Transportation Trust Fund.

132 D. *Within the Fund, there shall be established a separate subfund (the Subfund) into which revenues*
133 *dedicated to the Fund pursuant to § 33.2-1526.1 shall be deposited. Revenues deposited into the Subfund*
134 *shall be available for use by the Board for distribution to commuter rail systems for operating purposes*
135 *other than for the payment of, or security for, debt service on bonds or other indebtedness.*

136 E. The amounts deposited into the Fund and the distribution and expenditure of such amounts shall
137 not be used to calculate or reduce the share of federal, state, or local revenues otherwise available to
138 participating jurisdictions. Further, such revenues and moneys shall not be included in any computation
139 of, or formula for, a locality's ability to pay for public education, upon which appropriations of state
140 revenues to local governments for public education are determined. Any amounts deposited pursuant to
141 § 58.1-2299.20 shall be considered local funds when used to make a required match for state or federal
142 transportation grant funds.

**Transportation Initiatives Proposed by Governor in FY 23-24 Budget
December 15, 2022**

Item 125 – Airline Services Study -- VEDP

U. Out of this appropriation, \$1,200,000 the second year from the general fund is provided for a study to assess the viability of expanding airline services in the Commonwealth, of which \$200,000 shall be used to study how to increase capacity at the Roanoke Airport.

[link](#)

Item 373 – Fund Intergovernmental and Interagency Coordination for Flood Resilience Planning and Implementation – Secretary of Natural and Historic Resources

D. Included in the appropriation for this item is \$500,000 the first year and \$500,000 the second year from the general fund to consider and assess strategies and policies for the Commonwealth to improve intergovernmental and interagency coordination and to maximize federal funding opportunities in planning for and implementing flood resilience of both human and natural systems and infrastructures throughout the Commonwealth.

[link](#)

Item 434 B – Permit Use of GARVEE Bond Proceeds for IOEP Projects – Secretary of Transportation

10. The secretary shall ensure that any bonds issued pursuant to Article 4, Chapter 15 of Title 33.2 shall be programmed to eligible projects ~~eligible for funding selected and funded through the Interstate Operations and Enhancement Program or to the High Priority Projects Program pursuant to §33.2-370 or the Construction District Grant Program pursuant to §33.2-371. In any year such bonds proceeds are allocated to one or both of the programs, the secretary shall take all necessary action to ensure that each program is provided with the same overall amount of monies through the mix of bond proceeds, state revenues, and federal revenues provided to each program may vary as deemed appropriate by the secretary.~~

[link](#)

Item 452 – Study Use of P3 for I-81, Replenish Transportation Partnership Opportunity Fund – VDOT

M. Included in this Item, \$500,000 from the general fund in the second year is provided to study the use of a public private partnership to accelerate the completion of improvements to the Interstate 81 corridor.

Q. Out of the June 30, 2022, uncommitted balance in the Virginia Transportation Infrastructure Bank, \$100,000,000 shall be transferred to the Transportation Partnership Opportunity Fund to support the purposes of the Transportation Partnership Opportunity Fund's program.

R. The Commonwealth Transportation Board shall provide \$200,000,000 to the Transportation Partnership Opportunity Fund established pursuant to § [33.2-1529.1](#), Code of Virginia, out of the revenue increases identified in the December 2022 revenue forecast of the Commonwealth Transportation Fund in the Six-Year Improvement Program adopted prior to July 1, 2023, for fiscal years 2024 through 2029.
[link](#)

Updated 1-3-23

2023 General Assembly Calendar and Special Dates

January 6, 2023 By 5:00 pm	Deadline to submit further redraft requests for pre-filed bills
January 10, 2023 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 11, 2023 10:00 am	Deadline to prefile legislation
January 11, 2023 12:00 pm	Virginia General Assembly convenes
January 13, 2023 5:00 pm	Budget amendments from House and Senate members due
January 20, 2023 3:00 pm	Deadline to file a bill
February 5, 2023	House Appropriations and Senate Finance and Appropriations Committees finish work on their budget bills
February 7, 2023	Last Day for House and Senate to Finish Their Bills (Crossover) General Assembly budget amendments posted by noon
February 15, 2023	Deadline for putting Budget Bill in Conference
February 25, 2023	Virginia General Assembly Sine Die (projected)
TBD	Governor's Amendments Due by Midnight
April 12, 2023	Reconvened (Veto) Day – April

Bill Limits

- House – 15
- Senate – 26: Maximum 20 pre-filed/6 filed after opening day

TO: Chair Phyllis J. Randall and Members
Governance and Personnel Committee

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, McGuireWoods Consulting LLC

DATE: January 12, 2023

RE: Update on the 2023 Virginia General Assembly Session

The 2023 Virginia General Assembly has begun, committees are starting to hear testimony on bills and there still many, many bills yet to come. Legislators must submit their proposed amendments to the biennium budget by January 13, 2023. January 20, 2023 is the last day for legislators to submit bills..

Enclosed is a partial list of transportation related legislation with more to come. For purposes of the Authority the key legislation falls into five categories:

1. Allocation Formula of State Funds for Virginia Railway Express (VRE) – SB 1079 and HB 1496
 - a. VRE and the Department of Rail and Public Transportation (DRPT) agree that the current operating and capital expenses performance metrics for mass transit do not fully represent commuter rail.
 - b. These bills – which will be conformed to SB 1079 - provide two major changes for VRE
 - i. VRE will be allocated 3.5% of funding from the Commonwealth Mass Transit Fund
 - ii. The Commonwealth Transportation Board (CTB) must adopt service delivery factors such as efficiency and effectiveness. These factors will determine amount of funds given to VRE. The factors and their relative weights will be reviewed every three years
 - iii. VRE must submit a detailed annual operating budget and any proposed capital spending to CTB by February 1.
2. Capping State Fund Allocation Regarding Local Subsidy for Metro – SB 1079 and HB 1496
 - a. The bill creates an absolute cap on the state funding for Metro to assist payment of the local operating and capital subsidies. Metro will still receive 46.5% 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.
 - b. The bill also requires an annual address to the Commonwealth Transportation Board on its budget, system performance and how the Commonwealth's investment to Metro is utilized.

- c. The Northern Virginia Transportation Commission and Metro continue to analyze the proposal regarding how or if this changes the state funding for Metro compared to previous allocations.
- 3. Safety Measures – HB 1589, HB1773, HB1785, HB 1939, SB1009
 - a. Bills related to speed limits on local roads, ability of non-pedestrian travelers to travel in direction of walk signals and whether drivers should yield or stop for pedestrians are still being filed
 - b. HB 1785 and HB 1939 both permit all localities the option of lower speed limits to less than 25 mph but no lower than 15 mph.
- 4. Providing Transportation Infrastructure to Support Economic Development – SB 1106
 - a. Governor Youngkin continues efforts to have multiple agencies work in a more coordinated fashion to support economic development initiatives across the Commonwealth.
 - b. Transportation is a critical infrastructure need. The proposed legislation seeks to increase use of an existing funding program the Transportation Partnership Opportunity Fund (TPOF). TPOF was created to provide funding for specific transportation projects in support of job creation. It is not bound by mode or locality.
 - c. The bill creates an ongoing allocation to TPOF from the Commonwealth Transportation Fund – up to now funding has not be consistent.
- 5. Proposed Changes to FOIA fees and Expanding Ability to Hold Virtual Meetings – HB 2050
 - a. The legislation removes the cap for local and regional public bodies on how many virtual meetings can be held in one year. The current cap is no more than twice or 25% of meetings held per year.
 - b. The bill would allow a public body to designate a contact for the purpose of a member giving notice they wish to attend a meeting remotely instead of in person.

NVTA

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.	Delegate Rip Sullivan	House: Committee Referral Pending	Jan 06, 2023	Introduced	Look for related budget amendment
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.	Delegate David Reid	House: Committee Referral Pending	Jan 10, 2023	Introduced	Look for related budget amendment
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.	Delegate Marie March	House: Committee Referral Pending	Jan 02, 2023	Introduced	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.	Delegate Betsy Carr	House: Committee Referral Pending	Jan 09, 2023	Introduced	Monitor for any changes that impact NVTA
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.	Delegate Danica Roem	House: Committee Referral Pending	Jan 10, 2023	Introduced	Discuss

NVTA

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.	Delegate Danica Roem	House: Committee Referral Pending	Jan 10, 2023	Introduced	Discuss
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.	Delegate Elizabeth Bennett-Parker	House: Committee Referral Pending	Jan 10, 2023	Introduced	Discuss
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.	Senator Steve Newman	Senate: Referred to Committee on Transportation	Jan 10, 2023	Introduced	Tentative support once confirm Planning District 8 projects are also eligible
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.	Delegate Briana Sewell	House: Committee Referral Pending	Jan 10, 2023	Introduced	Monitor

NVTA

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.	Senator Jeremy McPike	Senate: Referred to Committee on Finance and Appropriations	Jan 10, 2023	Introduced	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.	Delegate Rip Sullivan	House: Committee Referral Pending	Jan 06, 2023	Introduced	Monitor; seek additional information on how would work with provisions of SB 1009
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.	Delegate Betsy Carr	House: Committee Referral Pending	Jan 10, 2023	Introduced	Monitor; seek additional information how would work with provisions of SB 1009

NVTA

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.	Delegate Betsy Carr	House: Committee Referral Pending	Jan 10, 2023	Introduced	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.	Delegate Kenneth Plum	House: Committee Referral Pending	Jan 10, 2023	Introduced	Support
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.	Senator Bill DeSteph	Senate: Referred to Committee on Transportation	Jan 06, 2023	Introduced	Monitor; seek additional information on how would work with provisions of HB 1773 and HB 1589

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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.	Senator Dick Saslaw	Senate: Referred to Committee on Transportation	Jan 09, 2023	Introduced	Monitor; seek additional information
HB 1496	Transit	"Commonwealth Mass Transit Fund; 2.5 percent of Fund allocated to CROC for operating purposes."	Allocates 2.5 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.	Delegate Terry Austin	House: Committee Referral Pending	Jan 03, 2023	Introduced	Bill will be conformed to SB 1079; Support concept and follow lead of VRE/NVTC/W MATA 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.	Delegate Anne Ferrell Tata	House: Committee Referral Pending	Jan 06, 2023	Introduced	Tentative Support; need to clarify legislation is needed
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.	Senator Monty Mason	Senate: Referred to Committee on Transportation	Jan 06, 2023	Introduced	Tentative Support; need to clarify legislation is needed

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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.	Senator John Cosgrove	Senate: Referred to Committee on Finance and Appropriations	Jan 09, 2023	Introduced	Support concept and follow lead of VRE/NVTC/WMATA on any technical amendments
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.	Delegate Dave LaRock	House: Committee Referral Pending	Jan 09, 2023	Introduced	Monitor

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: January 5, 2023

SUBJECT: Chief Executive Officer's Report

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

A. Regional Multi-Modal Mobility Program (RM3P) Update

The first launch of a RM3P Program Element took place in November of 2022 with a virtual ribbon cutting for the Data-Exchange Platform (DEP). Development/ deployment are expected to begin for the remaining three Program Elements: AI-Based Decision Support System (DSS), Dynamic Incentivization (DI) and Commuter Parking Information System (CPIS) later this year. Discussions are also underway on future stewardship and sustaining RM3P beyond its initial phase.

B. Transportation Technology Strategic Plan (TTSP)

In November 2022 the Authority unanimously approved an update to the Transportation Technology Strategic Plan (TTSP) which included expansion of two existing strategies and the addition of one new strategy. NVTA staff are now working on related content and an updated version of the Plan will be posted to NVTA's Transportation Technology webpage upon completion.

Efforts to implement the TTSP also continue to be undertaken including outreach and education initiatives such as a three-session pilot of an InNoVation Lunch and Learn series. The final session of the pilot took place in December and NVTA staff are now evaluating the series to make recommendations for its future.

C. NVTA Travel Model Development

In December, NVTA staff worked closely with consultant staff to conduct a training session on Long Term Benefit Analysis and hands-on operation instruction to run the macro-simulation part of NVTA's travel model tool-set. With knowledge exchanges in training sessions, NVTA staff have been conducting various in-house analyses.

D. Project Information Management and Monitoring System (PIMMS)

In December, staff and developers worked on a Cash Flow Report currently maintained by the finance team. To prepare for the next Call for Regional Transportation Projects for the FY2024-2029 Six Year Program, developers are currently working on adding an

administrative function to update candidate Project List from the latest TransAction update adopted in December 2022.

E. 8th Annual Northern Virginia Transportation Roundtable

The 8th Annual Northern Virginia Transportation Roundtable will take place on Wednesday, March 22, 2023. We look forward to hosting this event in-person at the offices of the Northern Virginia Association of Realtors. This event will focus on a theme of “Building Momentum” and address topics related to NVTAs Core Values of Equity, Sustainability and Safety, as well as innovative transportation solutions. Additional program details and registration information will be announced soon.

F. Northern Virginia Transportation Commission & Potomac and Rappahannock Transportation Commission Annual Legislative Forum

On December 5, I attended the Northern Virginia Transportation Commission (NVTC) & Potomac and Rappahannock Transportation Commission (PRTC) Annual Legislative Forum where Department of Rail and Public Transportation (DRPT) Director Jennifer DeBruhl provided a keynote address about the successes of DRPT in 2022. Additionally, Washington Metropolitan Area Transit Authority (WMATA) CEO Randy Clark, Virginia Railway Express CEO Rich Dalton, and OmniRide Executive Director Bob Schneider spoke on a panel about the challenges each of their organizations face and their vision of the future.

G. Heavy Construction Contractors Association Leadership Institute Presentation

On December 7, I presented to the Heavy Construction Contractors Association Leadership Institute class. I discussed the origin and funding structure of NVTAs transportation planning and programming process, and projects NVTAs has funded around the region with emerging leaders in the construction industry. Jason Stanford, Executive Director of the Northern Virginia Transportation Alliance also presented to the class.

H. Northern Virginia Transportation Alliance’s Future of Transit in NoVA

On December 16, I attended the Northern Virginia Transportation Alliance’s Future of Transit in NoVA event. Loudoun County Supervisor and WMATA Board Member Matthew Letourneau and DRPT Director Jennifer DeBruhl, spoke on a panel discussing the issues transit faces after the “post”-pandemic. The discussion centered on WMATA ridership, service and funding, and the unique challenges commuter rail faces in a post-COVID environment.

2. Monthly Factoid Talking Point

- A.** NVTAs allocated \$838K toward Phase II of NVTC’s Transit Alternatives Analysis Study in the Envision Route 7 Corridor as part of the FY2014 Funding Program. On June 30, 2017, Phase II was completed with NVTAs providing a total of \$834,665 toward the project. The project is currently in Phase IV.

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, February 9, 2023, at 5:30pm.
- **Finance Committee:** The NVTa Finance Committee is scheduled to meet Thursday, February 9, 2023, at 6:00pm.

4. 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/>

Attachment: Regional Funding Program Projects Status Report

NVTA Funding Program Project Status

Summary Report

As of January 3, 2023.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Revenue Allocated	\$3,120,908,894	
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$674,861,224	
Total Number of Individual Projects	122	
SPAs	162	
Currently Active	63	
Completed	55	
Not Yet Executed	44	
Substantive Status Updates (during November-December 2022)**		
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 in spring 2023.	10.0%
ART Operations and Maintenance Facilities (FY2018-23)	Construction underway. Design team responding to RFIs. Site lighting and utilities disconnected and caped. Pile installation along the channel wall has started. Coordination continues with Dominion Energy for temporary and permanent power supply.	7.5%
Fairfax County		
Innovation Center Metrorail Station (FY2014/FY2015-16)	The facilities opened when Silver Line Phase 2 revenue service started on November 15, 2022.	FY2014: 92.2% FY2015-16: 99.4%
Prince William County		
North Woodbridge Mobility Improvements (FY2020-25)	VDOT comments on 70% Design Plan are being addressed. Field-work and boring plans are complete.	0.0%
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Transportation Tuesday to update project status and next steps was held in December 13, 2022.	FY205-16: 100.0% FY2018-23: 0.0%
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.	44.4%
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.