



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### **AGENDA**

Thursday, June 10, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted on WebEx and Live Streamed via YouTube

1. **Call to Order** Chair Randall
2. **Roll Call** Margaret Duker, Clerk
3. **Adoption of Resolution 21-06 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** Chair Randall  
*Recommended action: Adoption of Resolution 21-06 for Electronic Meetings During COVID-19 Pandemic*
4. **Minutes of the May 13, 2021 Meeting**  
*Recommended action: Approval [with abstentions from those who were not present]*

### **Presentation**

5. **Travel Trends in Northern Virginia: Impacts of COVID-19 Pandemic**  
Mr. Rashid, Transportation Planner

### **Action Items**

6. **Approval of the Call for Regional Transportation Projects for the FY2022-FY2027 Six Year Program**  
Mr. Jasper, Principal, Transportation Planning and Programming  
*Recommended Action: Approval of the Call for Projects*
7. **Approval of Revisions to Policy Number 26 – Electronic Participation in Meetings** Mr. Longhi, CFO  
*Recommended Action: Approval of Revisions*
8. **Approval of First Required Reading of Bylaws Correction** Mr. Longhi, CFO  
*Recommended Action: Approval of First Review*

**9. Approval of the Reallocation of Highway Infrastructure Program (HIP) funds and Regional Surface Transportation Funds (RSTP) for Loudoun County**

Ms. Backmon, Executive Director

*Recommended Action: Approval of Reallocation*

**10. Approval of the Programming of Additional RSTP funds and the Transfer of HIP/CRRSA Funds**

Dr. Nampoothiri, Senior Transportation Planner

*Recommended Action: Approval of Programming and Transfer*

**11. Approval of Endorsement for Arlington and Prince William Counties and the Virginia Railway Express' Applications to the USDOT for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Applications**

Ms. Backmon, Executive Director

*Recommended Action: Approval of Letters of Endorsement*

**Discussion/Information Items**

**12. Governance and Personnel Committee Report**

Chair Randall, Chair

**13. Transportation Planning Board's Visualize 2045 Update and Proposed Resolution for Alternate Build Scenario**

Ms. Backmon, Executive Director

**14. Executive Director's Report**

Ms. Backmon, Executive Director

**15. Chair's Comments**

**Closed Session**

**16. Adjournment**

**Correspondence**

**Next Meeting: July 8, 2021 at 7:00pm**  
NVTa Offices

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****RESOLUTION 21-06 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF EMERGENCY DURING COVID – 19 PANDEMIC****JUNE 10, 2021 MEETING ELECTRONICALLY**

June 10, 2021

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Northern Virginia Transportation Authority hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Authority to assemble in a single location on June 10, 2021, to discuss and transact the business of the Authority listed on the June 10, 2021 Authority Meeting Agenda; and

**BE IT FURTHER RESOLVED**, that the Authority hereby finds that meeting by electronic means is authorized because the items on the June 10, 2021 Authority Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

**BE IT FURTHER RESOLVED**, that the items on the June 10, 2021 Authority Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 10th day of June, 2021.



## Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

4.

### MINUTES

Thursday, May 13, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted on WebEx and Live Streamed via YouTube

#### 1. Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:00pm.

#### 2. Roll Call

Margaret Duker, Clerk

- ✓ Voting Members: Chair Randall; Council Member Snyder; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Wilson; Mayor Rishell; Mayor Meyer; Senator Boysko; Delegate Watts; Delegate Roem; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mayor Burk; Ms. Sinner (on behalf of Acting DA Mr. Lynch); Mr. Horsley.
- ✓ Mayor Davis-Younger joined at 7:57pm.
- ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Mackenzie Love (Regional Transportation Planner); Dev Sen (Financial Analyst); Margaret Duker (Board Clerk).
- ✓ Other Attendees: Rob Dickerson (Council of Counsels); Joanna Anderson (Council of Counsels); Daniel Robinson (Council of Counsels); MinhChau Corr (Council of Counsels); Tracy Baynard (McGuire Woods Consulting LLC).

#### 3. Adoption of Resolution 21-05 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic

Chair Randall

*Recommended action: Adoption of Resolution 21-05 for Electronic Meetings During COVID-19 Pandemic*

- ✓ Chair Randall made the motion to adopt Resolution 21-05 to Find Need to Conduct a Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic; seconded by Chairman McKay. Motion passed by 13-0-1 as one Member was yet to join the meeting.

#### 4. Minutes of the April 8, 2021 Meeting

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

- ✓ Mayor Wilson moved for the acceptance of the April 8, 2021 meeting minutes; seconded by Senator Boysko. Motion passed by 13-0-1 as one Member was yet to join the meeting.

## **Presentation**

### **5. Transportation Technology Strategic Plan and Action Plan**

Councilmember Snyder, Chair, Transportation Technology Committee

Mr. Keith Jasper, Principal, Transportation Planning and Programming

Ms. Mackenzie Love, Regional Transportation Planner

- ✓ Councilmember Snyder, Chairman of the Transportation Technology Committee (TTC), commenced the presentation noting that under the excellent leadership of Ms. Backmon, the Transportation Technology Committee was created. Councilmember Snyder thanked the Authority members that serve on the TTC, Mayor Rishell, Mr. Kolb.
- ✓ As Chairman of the Committee, Councilmember Snyder noted the TTC includes an elected official from Fairfax County Board—Supervisor Foust, renowned technology company executives and consultants from both the public and Private sectors in the region.
- ✓ He noted that with equity, safety and sustainability as its major goals, the TTC was tasked with looking at how best to maximize the use of technology to boost transportation in the region.
- ✓ This culminated in the Transportation Technology Strategic Plan (TTSP) and Action Plan, a report which lays out tools for the region to use in conducting regional analysis, regional coordination and regional implementation of technology in a way that maximizes the transportation system and services for the benefit of the people in the region.
- ✓ With that, Mr. Jasper, Principal, Transportation, Planning and Programming of NVTa, took over the presentation, with a special thanks to the TTC members who worked diligently over a two-year period to make the TTSP a reality.
- ✓ Mr. Jasper reviewed the timeline of certain notable world innovations like how Apple evolved with the introduction of the iPhone, Apps; and how ecommerce emerged with Amazon; and how webinars evolved through apps like Zoom and WebEx among others.
- ✓ Mr. Jasper highlighted that as with the ever-changing technology world, the region must also adapt and evolve and be ready for what is next.
- ✓ He added that the Transportation Technology Strategic Plan is a living document which will be updated as transportation technologies evolve.
- ✓ Mr. Jasper noted that the TTSP is a tool which will inform a proactive approach to the adoption of transportation technology in the region, noting this will be a needs-driven approach and not technology-driven approach.
- ✓ He also noted that the TTSP fits with NVTa's primary responsibilities regarding TransAction and funding transportation projects in the Six Year Program and the core values of equity, sustainability and safety.
- ✓ Some expected benefits of the TTSP include:
  - The ability to leverage transportation technologies that support NVTa's vision and mitigate those which do not, through planning, policy, advocacy, funding and other means.

- Support data-driven decision making by the Authority with regards to the TransAction update and the future project selection for funding programs.
  - Additionally, the TTSP will enable a consistent approach to NVTAs transportation technology investments, increasing synergies and maximizing return on investments and tax payer dollars.
  - Enhanced multimodal travel choices and better travel experiences for Northern Virginians, through coordinated planning, deployment and operations, enabled by secure, real time information.
  - A stronger regional approach to transportation technologies, through the open and regular exchange of ideas between NVTAs staff and jurisdiction/agency staff.
- ✓ Further, he noted that the TTSP includes Eight Strategies and up to nine roles for each strategy and incorporates an Action Plan that enables NVTAs to think big, start small and build momentum with respect to adoption of transportation technologies in the region.
  - ✓ To answer the question of how the TTSP will be used in the region, Ms. Love (NVTAs Transportation Planner) took over the presentation and proceeded to highlight two examples demonstrating NVTAs approach to evaluating technologies, and potential actions that could follow using the Electric, Autonomous Transit Shuttle and the Personal, Electric Autonomous Auto.
  - ✓ She expanded on how the TTSP uses the core values and eight strategies to derive ratings, based on informed decisions or potential recommended actions which can be made regarding any technology.
  - ✓ Chair Randall commented on how enlightening the presentation was and invited Authority members to ask questions or provide feedback.
  - ✓ Board Member Cristol expressed her appreciation of the presentation, citing the example of when scooters started showing up on the streets, pointed out how important it is to be prepared for this era of emerging technology as it evolves so rapidly.
  - ✓ She noted that one of the things that her County had to quickly develop was a framework to evaluate whether the technology was a good thing to have or not. Board Member Cristol noted that with the TTSP, the framework is ready to apply to the rapidly changing technology like autonomous vehicles which will soon be on the roads in the not-too-distant future and that she noted she appreciates the work done.
  - ✓ Delegate Watts also expressed appreciation for the comprehensive presentation and its vision, noting the need to keep in mind what NVTAs was created to do, that is the mission to reduce congestion and improve mobility, and the duties of planning and the allocation of funding.
  - ✓ Delegate Roem commented that as an outreach strategy, there could be public/private partnerships with local gas stations which have space available to establish a network of charging station infrastructure noted such models have worked great in different parts of the region.

- ✓ Ms. Hynes also lauded the presentation, and asked whether any aspect of it will require funding, keeping in mind what Delegate Watts had pointed out about NVTAs mission. She added that the Transportation Planning Board (TPB) has a fund through which projects can be piloted and tested for applicability and wondered whether that is possible in Northern Virginia also.
- ✓ Mr. Kolb thanked Ms. Love and the members of the TTC Committee for the great work that went into developing the TTSP, and Ms. Backmon for her foresight as well as Councilmember Snyder, for his leadership.
- ✓ Chair Randall also noted how fascinating the presentation was and very enlightening. With regards to the points raised by Delegate Watts and Ms. Hynes, Chair Randall noted that yes, the Authority always has to analyze all its activities through the lens of what it was ultimately created for - its mission.
- ✓ In response to Delegate Watts and Ms. Hynes comments, Ms. Backmon added that there are technology projects in TransAction, which have been funded previously by the Authority meeting the congestion reduction requirement. Adding that Authority staff understands that there are limitations to what the Authority can fund under its statutes which is why the TTC is comprised of people from both the private and public sector, the industry and the Commonwealth at large, because Committee members, jurisdictions and agencies can advocate and also help with the implementation of the Strategies and Action Plan in various ways.

### **Action Items**

#### **6. Adoption of the Eight Strategies and Implementation of the Action Plan in the Transportation Technology Strategic Plan**

Councilmember Snyder, Chair, Transportation Technology Committee

*Recommended Action: Adoption of the Eight Strategies and implementation of the Action Plan in the Transportation Technology Strategic Plan*

- ✓ Councilmember Snyder noted that the first strategy under the Eight Strategies in the Action Plan addresses Delegate Watt's point raised as it aims to reduce congestion and increase throughput in addition to the other strategies.
- ✓ Delegate Roem pointed out that she has no objection to voting for the adoption of the Action Plan so far as it did not have a contingency which requires NVTAs funding to be allocated to it.
- ✓ Chair Randall noted that the motion at hand did not require any commitment of NVTAs funds to it.
- ✓ Mayor Rishell added that she thoroughly enjoyed being part of the TTC, noting that her two motivating reasons for participating was:
  - Her primary concern for equity.
  - Her interest in technology and safety.
- ✓ She stated that technology has a tendency to widen the transportation divide thus the need to be vigilant in that regard, but overall noted that it was an absolute pleasure working with all the Committee members.



- ✓ Councilmember Snyder moved adoption of the Eight Strategies contained in the Transportation Technology Strategic Plan and implementation of the TTSP Action Plan; seconded by Mayor Rishell. Motion passed 13-0-1 as one member had not yet joined the meeting.

**7. Approval of the Reallocation of Regional Surface Transportation Program Funds for Prince William County** Ms. Backmon, Executive Director

*Recommended Action: Approval of Reallocation*

- ✓ Ms. Backmon informed the Authority that Prince William County is seeking approval to transfer \$200,000 from the Route 28 Phase I Project to the Gemini Way Pedestrian Improvement Project in Prince William County.
- ✓ She noted that the Route 28 Phase I Project is completed and has residual funds which can cover the increased cost of the Gemini Way Project and help keep it on schedule for construction advertisement in the Spring.
- ✓ Chair Wheeler added that the recipient project has federal funding on it for sidewalk improvements and thus this transfer will help to keep it on schedule.
- ✓ Delegate Roem also noted that this transfer is not about defunding a project but rather transferring funds from a project which came in under budget, to another project which would benefit from the remaining federal funds.
- ✓ Chair Wheeler moved approval of the transfer of \$200,000 in RSTP funds from Route 28 Phase I (UPC 92080) to Gemini Way Pedestrian Improvement Project (UPC 113609), in Prince William County; seconded by Delegate Roem. Motion passed by 13-0-1 as one member had not yet joined the meeting.

**8. Approval of the Reallocation of Congestion Mitigation and Air Quality Program Funds for VDOT** Ms. Backmon, Executive Director

*Recommended Action: Approval of Reallocation*

- ✓ Ms. Backmon informed the Authority that VDOT has some donor projects which are complete and have leftover CMAQ (Congestion Mitigation and Air Quality) program funds.
- ✓ She added that the recipient projects which are Northern Virginia emissions reduction-projects, are in need of the additional funds and per Authority approval, VDOT would seek to transfer the remaining CMAQ funds to the recipient projects.
- ✓ Senator Boysko moved approval of the transfer of \$39,741 in CMAQ funds from Commuter Connections Operations Center FY1999-2018 (UPC 52726) and \$884,563 from Commuter Connections and Endzone Partners (UPC 52724) to the Northern Virginia TERMS – FY2019-2023 (UPC 106474) as requested by the Virginia Department of Transportation (VDOT); seconded by Board Member Cristol. Motion passed by 13-0-1 as one member had not yet joined the meeting.

**9. Appointment of MinhChau Corr, Acting County Attorney for Arlington County to the Council of Counsels** Ms. Backmon, Executive Director

*Recommended action: Appointment of Ms. Corr to the Council of Counsels*

- ✓ Board Member Cristol informed the Authority that this appointment was necessitated by the transitioning of Council of Counsels member, Mr. Steve MacIsaac, from Arlington County to Virginia Railway Express (VRE) at the end of the month.
- ✓ She added that Mr. MacIsaac has been with Arlington County for 21 years and worked with the Authority since its creation.
- ✓ She noted that Mr. MacIsaac also helped form the Council of Counsels and NVTA has benefited from his counsel, time, expertise and passion over the years and he will be greatly missed on the team.
- ✓ Board Member Cristol moved approval of the appointment of MinhChau Corr, Acting County Attorney for Arlington County, to the NVTA Council of Counsels; seconded by Mayor Meyer. Motion passed unanimously.

### **Discussion/Information Items**

#### **10. Governance and Personnel Committee Report**

Chair Randall, Chair

- ✓ Chair Randall provided an update of the GPC meeting noting that one of the main discussions was the assessment and evaluation of Ms. Backmon, Executive Director of NVTA. She pointed that it has come to light that the title of Ms. Backmon will need to be corrected and will defer to Mr. Longhi to provide more details about that.
- ✓ Mr. Longhi explained to Authority Members that the Code of Virginia stipulates that the Authority shall have a 'Chief Executive Officer', however NVTA's Bylaws refers to the position as 'Executive Officer'.
- ✓ As agreed at the GPC meeting, Mr. Longhi noted that changing the bylaws requires two readings prior to a vote. Based on GPC guidance these readings will occur in June and July. Action can then be taken at the July meeting if the Authority desires.
- ✓ Chair Randall continued to update Authority Members that feedback is being requested from everyone for the annual performance evaluation of Ms. Backmon and directed all to send their input by May 30<sup>th</sup> to Mr. Longhi who will consolidate everything for review by the Governance and Personnel Committee.
- ✓ Chair Randall also informed Members that along with doing the compensation review, the Authority would also like to conduct a position assessment to determine whether the current role of the Executive Director need any changes.
- ✓ The changes would be discussed in the June and July meetings with any changes going into effect from July.

#### **11. Planning and Programming Committee Report**

Mayor Wilson, Chair

- ✓ Mayor Wilson noted that Members of the PPC were also briefed on the TTSP and it was a great presentation.

#### **12. Planning Coordination Advisory Committee Report**

Councilwoman Miles, Vice-Chair

- ✓ No verbal report given.

**13. Technical Advisory Committee Report**

Mr. Boice, Chair

- ✓ No verbal report given.

**14. Executive Director's Report**

Ms. Backmon, Executive Director

- ✓ Ms. Backmon informed the Authority that the region will be receiving some HIP (Highway Infrastructure Program) funding and federal stimulus CRRSAA funds (Coronavirus Response and Relief Supplemental Apportionments and Allocations) funding and will be working with the RJACC to develop recommendations for the programming of those funds for Authority consideration at the June Authority meeting.
- ✓ Ms. Sinner noted that there is an estimated \$20 million to be programmed.

**15. Chair's Comments**

- ✓ Chair Randall informed members that Delegate Roem requested to share some information before close of the meeting.
- ✓ Delegate Roem shared with Members that OmniRide is still experiencing the effects of the pandemic on its ridership.
- ✓ However, with things gradually getting back to normal, it will be helpful for members and regional leaders to communicate with the public about the safety of riding public transit again. She also noted that OmniRide is embarking on various messaging campaigns in this regard.

**16. Adjournment**

- ✓ The meeting adjourned at 8:10pm.

**Next Meeting: June 10, 2021 at 7:00pm**

**NVTA Offices**



STAY SAFE  
STOP THE SPREAD  
STAY AT HOME

# Travel Trends in Northern Virginia – Impacts of COVID-19 Pandemic

*June 10, 2021*

Presented by:

Harun Rashid

Transportation Planner, Northern Virginia Transportation Authority



# National Highlights

- FHWA reported the lowest vehicle miles of travel in the United States in 2020, since 2002.
- Compared to other large metropolitan areas, the Washington D.C. area had the highest percentage of telecommuting during the pandemic (**59.5%**).
- INRIX, a 'Big Data' traffic analytics company, reported that the Washington D.C. area experienced the largest decline in highway congestion (**77%** decline in traffic delay).



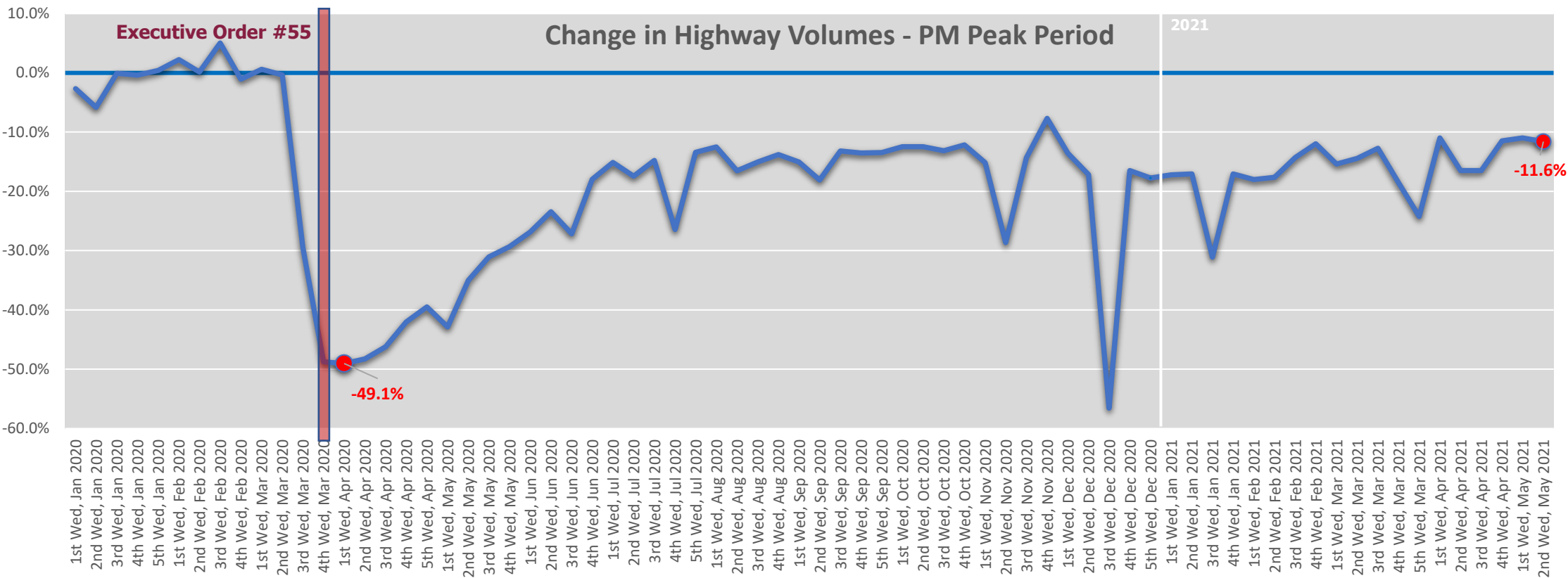
# Context

- **Objectives:** To analyze travel impacts caused by the pandemic specific to Northern Virginia, and to inform the TransAction planning process.
- **Data Comparison:** January 2020 - May 2021 metrics compared with corresponding weeks/months in 2019.
- **Data Sources:** Highway traffic volumes (VDOT), Highway travel speeds (RITIS-INRIX), and Transit ridership (NVTC).



# Highway Travel Volumes in Northern Virginia

- After the Governor’s stay-at-home order on March 30, 2020, there were significant reductions in traffic volumes.
- In the first week of April 2020, there was a region-wide average **volume reduction of 49%** (PM Peak period).
- In May 2021, travel volumes have stabilized to a level **about 12% lower** than pre-COVID conditions (PM Peak period).

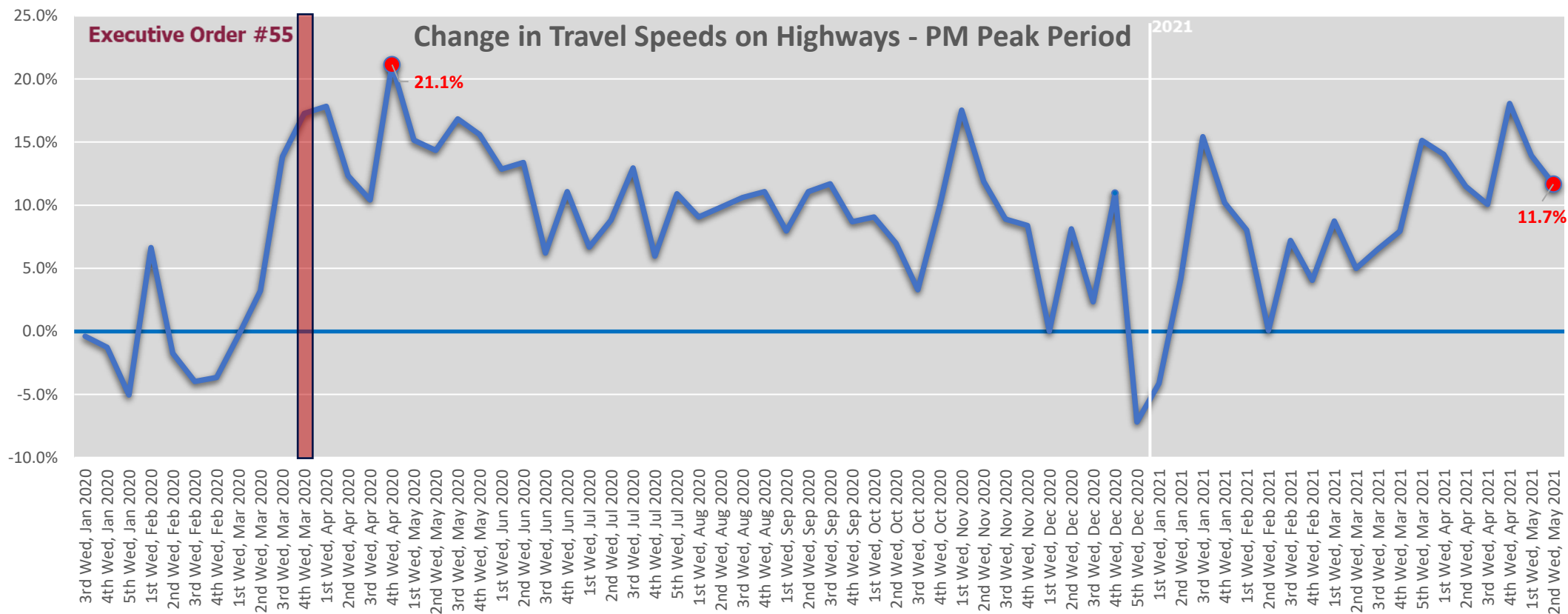


Data Source: VDOT traffic count program – COVID-19 Tableau application.



# Highway Travel Speeds in Northern Virginia

- In the last week of April 2020, there was an **21% increase** in average travel speeds (PM Peak period).
- As highway travel is trending back to pre-COVID levels in May 2021, there was an average speed **increase of 12%.**
- Travel speeds are still faster than pre-COVID conditions.



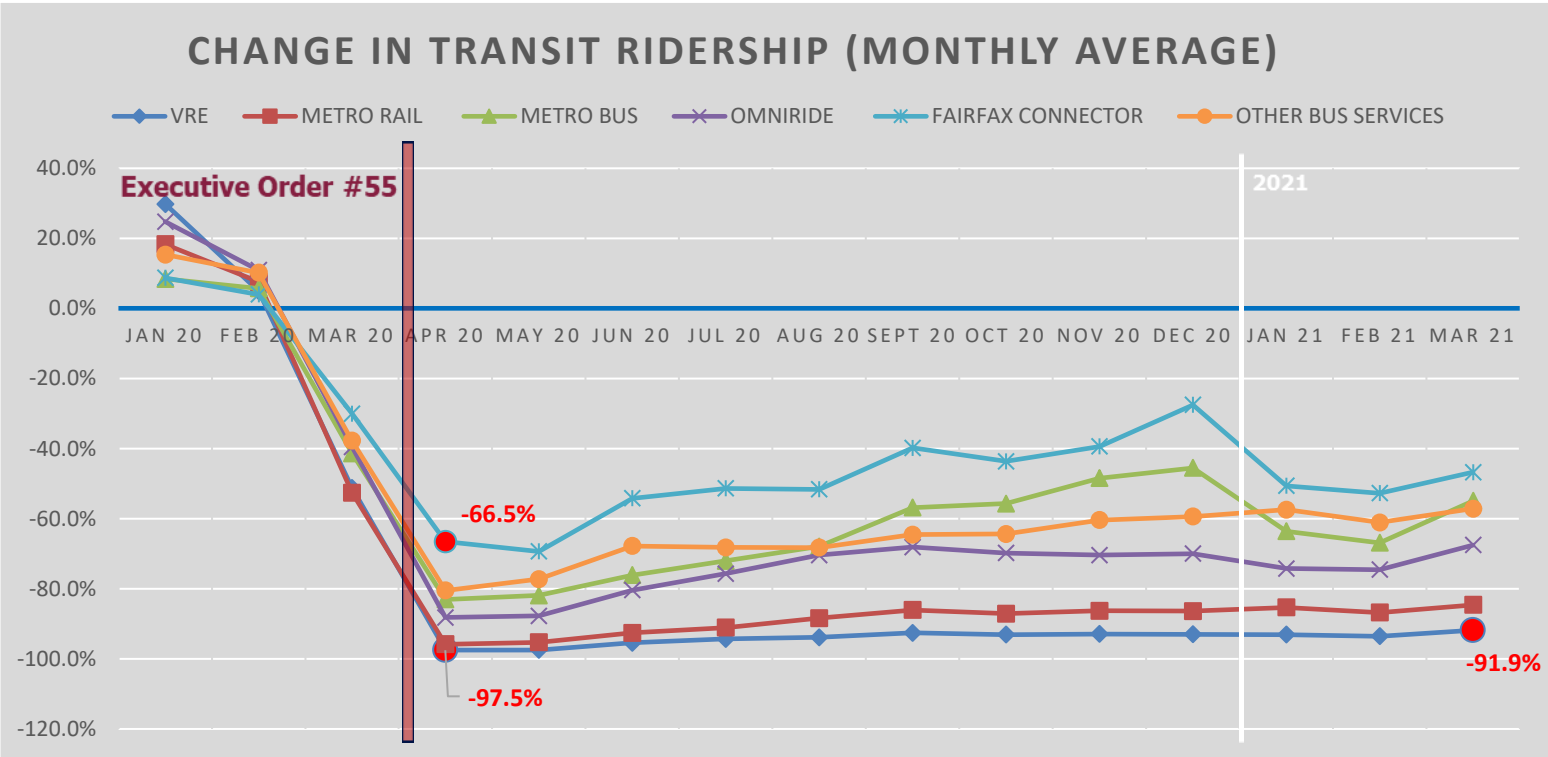
**Data Source:** INRIX data extracted from UMD CATT Lab RITIS platform





# Transit Ridership in Northern Virginia

- In mid-April 2020, most local buses experienced at least a **66% reduction** in ridership.
- Rail ridership experienced an even greater decline – **VRE : 97%; Metrorail: 96%**
- Local bus ridership is recovering slightly faster than VRE and Metrorail services. VRE and Metrorail remain 85% - 92% lower than pre-COVID levels.



**Data Source:** Monthly ridership reports from NVTC.



## Other Recent Trends

- **Coronavirus cases/vaccination rates ([NVRC dashboard](#)):**
  - 7-day moving average, cases daily per 100,000: On January 20, 2021 - **64.3** → On June 1, 2021: **1.7**
  - Population fully vaccinated (12 years and older): June 1, 2021 – **53.0%**
- **VRE resumed its full-service schedule** on Tuesday, June 1, increasing commuting options for passengers - under the full-service schedule, VRE will operate 32 daily trains on its two lines.
- **June 2 WMATA Finance and Capital Committee** meeting agenda: Potential service improvements: 12 minutes or better service on six rail and 20 bus lines; additional improvements to base service levels on other bus lines; rail service to midnight seven days a week.
- Other transit agencies that have **resumed regular/full services**: Fairfax Connector, CUE.

# Next Steps

A black and white photograph of a highway. In the foreground, a large electronic message board is suspended over the road, displaying the text "STAY SAFE STOP THE SPREAD STAY AT HOME" in a pixelated font. The road has several lanes with dashed white lines. In the distance, a few cars are visible on the road. The background shows trees and a cloudy sky.

STAY SAFE  
STOP THE SPREAD  
STAY AT HOME

## Continue trend monitoring:

- To inform TransAction scenario/sensitivity analyses.
- To research on-going travel impacts related to COVID-19 pandemic.

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

**FOR:** Members, Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Executive Director

**DATE:** June 3, 2021

**SUBJECT:** Approval of the Call for Regional Transportation Projects for the FY2022-2027 Six Year Program Update

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1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of the Call for Regional Transportation Projects (CfRTP) for the FY2022-2027 Six Year Program (SYP) Update.
2. **Suggested Motion:** *I move approval of the Call for Regional Transportation Projects for the FY2022-2027 Six Year Program Update.*
3. **Background.** At its July 9, 2020 meeting, the Authority adopted its FY2020-2025 Six Year Program (SYP) following the adoption of inaugural SYP in 2018. The SYP is updated on a two-year cycle alternating with the Commonwealth's Smart Scale Program, which is also on a two-year cycle. Development of the Authority's FY2022-2027 SYP Update, using FY2026 and FY2027 regional revenues will follow a similar version of the process used for the previous SYPs, initiated by a CfRTP that is targeted at eligible jurisdictions and agencies.
4. **Discussion.** NVTa staff has developed a CfRTP, largely based on that used for the previous SYPs. Once again, the CfRTP encourages applicants to consider how well candidate projects support the regional coherence philosophy integral to TransAction. In anticipation of a high demand for regional revenues, the CfRTP further encourages applicants to highlight how well their candidate projects complement one another and those in adjacent jurisdictions.

Once again, applicants will use the password-protected Project Information Management and Monitoring (PIMMS) online portal to prepare and submit applications. A briefing on the SYP and refresher training for using the application portal was held on May 6, 2021 for jurisdiction and agency staff.

The CfRTP is attached to this memorandum. Subject to Authority approval, the CfRTP will be posted on July 1, 2021.

5. **Six Year Program Evaluation Process.** Applicants are encouraged to consider NVTa's core values of equity, sustainability, and safety when submitting applications. All projects

considered for regional revenues are subject to a comprehensive regional evaluation process that uses multiple inputs and does not rely on a single metric:

- a. **Eligibility.** Projects must be included in TransAction (may be a subset), and must be wholly (or substantially) located in Northern Virginia;
- b. **Quantitative Analyses.**
  - i. **Congestion Reduction Relative to Cost (CRRC).** As required by Virginia Code, the Authority must give priority to projects with the highest CRRC ratios;
  - ii. **TransAction Ratings.** Project level ratings based on technical analyses from the current TransAction (adopted in October 2017). These ratings have previously been referred to as HB599 project ratings. The FY2022-2027 SYP Update will continue the process with NVTa having full autonomy over HB599 project ratings, following passage of SB1468 (2019);
  - iii. **Long Term Benefit (LTB).** The FY2022-2027 SYP Update will continue to consider Long Term Benefit as a factor. NVTa staff will apply the LTB Principles approved by the Authority in December 2014. The LTB analysis will complement, but not replace, 'geographic balance' that has been used as a qualitative consideration in previous funding programs;
- c. **Qualitative Considerations.** Takes into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, and past performance. Past performance using NVTa regional revenues in previous funding programs will be an especially important consideration;
- d. **Public Comment.** An NVTa Public Hearing/Open House will be held, with a period for public comment, Town Hall meetings, etc.

This will be the last SYP for which the current TransAction Project List (adopted in 2017) will be used. The new model being developed as part of the current TransAction Update will be validated and used for model-based evaluations for the FY2022-2027. The SYP schedule may potentially be affected by any delays in TransAction model development. Upon Authority approval of call for projects, the latest information will be available on the NVTa website, under the Programming tab, FY2022-2027 Six Year Program:

<https://thenovaauthority.org/fy2022-2027-six-year-program/>.

- 6. **Next steps.** Subject to Authority approval of the CfRTP, NVTa staff will **post the CfRTP on July 1, 2021**. Subsequent milestones include:
  - a. **October 1, 2021 at 5:00 pm:** Application deadline, followed by project evaluations by NVTa staff;
  - b. **December 3, 2021 at 5:00pm:** Deadline for Governing Body and any supporting resolutions;
  - c. **March 2022:** Authority approval of date for NVTa Public Hearing/Open House
  - d. **March 2022:** Commencement of Technical Advisory Committee (TAC), Planning Coordination and Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews;

- e. **March – April 2022:** Staff submission of funding availability recommendations to the Finance Committee
- f. **April 2022:** Release of candidate project list and evaluations by the Authority;
- g. **April – May 2022:** Public comment period, NVTa Public Hearing/Open House, jurisdictional Town Hall meetings;
- h. **June 2022:** Release of NVTa staff project recommendations for review by TAC, PCAC, and PPC;
- i. **July 2022:** Authority adoption of FY2022-2027 SYP

Attachments:

- Call for Regional Transportation Projects for the FY2022-2027 Six Year Program Update
- Sample project application form

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTa)

### Call for Regional Transportation Projects for the FY2022-2027 Six Year Program

#### Summary

The purpose of this call is to solicit applications for NVTa's FY2022-2027 Six Year Program (SYP). NVTa's 70% regional revenues for FY2026 and FY2027 are to be awarded on a competitive basis for multimodal transportation infrastructure projects that will have a significant regional impact. Eligible applicants include the region's counties, cities, five largest towns, transit agencies, and other state/regional governmental entities.

#### Dates

July 1, 2021 at 9:00 am: Application portal opens

October 1, 2021 at 5:00 pm: Application deadline

December 3, 2021 at 5:00pm: Deadline for Governing Body and supporting resolutions

July 2022: Anticipated Authority adoption of FY2022-2027 SYP

#### Address

Applications must be submitted through the online portal

<https://novagateway.org/Identity/Account/Login?ReturnUrl=%2Fhome>

#### Contacts

For further information, contact Sree Nampoothiri ([sree.nampoothiri@thenovaauthority.org](mailto:sree.nampoothiri@thenovaauthority.org)) or Keith Jasper ([keith.jasper@thenovaauthority.org](mailto:keith.jasper@thenovaauthority.org)). For the latest information and updates, visit:

<https://thenovaauthority.org/fy2022-2027-six-year-program/>.

#### Funds Available

This SYP cycle will use 70% Regional Revenues from FY2026 and FY2027. The NVTa Finance Committee will make a recommendation to the Authority on revenue projections and PayGo in Spring 2022. The last SYP cycle (FY2020-2025) approved projects worth \$539 million.

#### Evaluation Process

Applicants are encouraged to consider NVTa's core values of equity, sustainability, and safety when submitting applications. All projects considered for regional revenues are subject to a comprehensive regional evaluation process that uses multiple inputs and does not rely on a single metric:

- **Eligibility.** Projects must be included in the current TransAction [project list](#) adopted in 2017 (may be a subset), and must be wholly (or substantially) located in Northern Virginia;
- **Quantitative Analyses**
  - a. **Congestion Reduction Relative to Cost (CRRC).** As required by Virginia Code, the Authority must give priority to projects with the highest CRRC ratios;
  - b. **TransAction Ratings.** Project level ratings based on technical analyses from the current TransAction (adopted in October 2017). These ratings have previously been referred to as HB599 project ratings;
  - c. **Long Term Benefit (LTB).** The FY2022-2027 SYP Update will continue to consider Long Term Benefit as a factor. NVTa staff will apply the LTB Principles approved by the Authority in December 2014. The LTB analysis will complement, but not replace, 'geographic balance' that has been used as a qualitative consideration in previous funding programs;
- **Qualitative Considerations.** Takes into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, and past performance.

Past performance using NVTAs regional revenues in previous funding programs will be an especially important consideration;

- **Public Comment.** An NVTAs Public Hearing/Open House will be held, with a period for public comment, Town Hall meetings, etc.



5/17/2021

APPLICATION #: VTA-020 - nvta-pmms

Attachment B.

APPLICATION #: VTA-020

Date Submitted: N/A

Application Status

Pending

Application Status Notes

Enter Application Status Notes Here

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200 character limit

SAVE

REQUEST CLARIFICATION

Local Priority:

[View related applications](#)

☐ Lock Application

1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

1.2: Secondary TransAction IDs

1.3: What is the primary TransAction corridor segment in which this project is physically located?

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

1.6: Project Subtitle

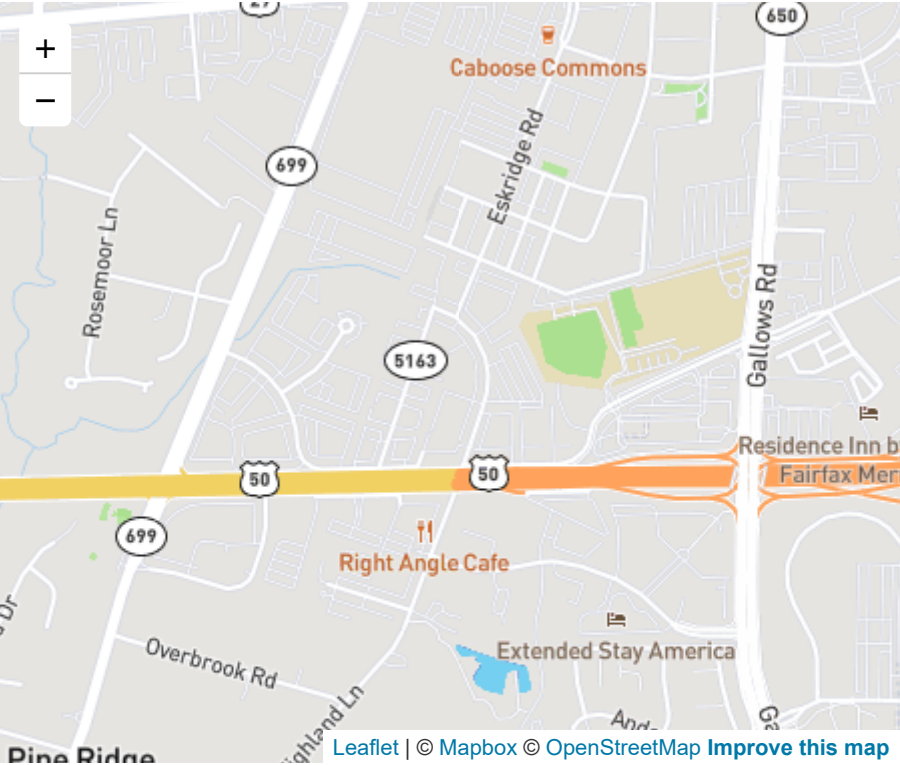
1.7: Primary Supported Mode

1.8: Secondary Supported Modes

1.9: Project Description

1.10: Project Location Text

1.11: Project Location Map



1.12: Local Priority

1.13: Does this project support Metro or VRE core capacity?

1.14: Project URL

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study	YYYY	YYYY
Design/Engineering/Environmental	YYYY	YYYY
ROW and Utilities	YYYY	YYYY
Construction	YYYY	YYYY
Asset Acquisition	YYYY	YYYY

2.2: Potential Delay Risk Factors

2.3: For Design-Build project, estimated date for funding verification

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

Please complete Section 2.1 and save your application to generate the total project cost table.

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Please complete Section 2.1 and save your application to generate the total project cost table.

3.3: Other Secured Funding Sources

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
TOTAL COST	\$	\$	\$	\$	\$	\$
NVTA FUNDS APPLIED	\$	\$	\$	\$	\$	\$
TOTAL OTHER	\$	\$	\$	\$	\$	\$
GAP	\$	\$	\$	\$	\$	\$

3.4: Other Sources Applied for But Not Yet Secured

3.5: Other Sources under consideration for applying for any gap remaining

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

4.2: What congestion problem does the project address and how will it reduce congestion?

4.3: Provide current and forecasted traffic/ridership data with and without the project.

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

5/17/2021

APPLICATION #: VTA-020 - nvta-pmms

4.5: How will the project improve integration between modes & systems?

4.6: Is safety the primary purpose of this project?

Yes/No

4.7: How will the project improve safety?

4.8: What synergies exist between this project and other projects **your jurisdiction/agency** is applying for this SYP update cycle?

4.9: What synergies exist between this project and other projects **other jurisdictions/agencies** is applying for this SYP update cycle?

4.10: What synergies exist between this project and other projects **previously approved** for NVTa regional revenues?

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?

Yes/No

5.2: Title of the project in CLRP

5.3: CLRP ID

5.4: Project VDOT UPC Number, if existing

5.5: Project DRPT Number, if existing

5.6: Is this project included in the current TIP?

Yes/No

5.7: Title of the project in TIP?

5.8: TIP ID

5.9: List internet links to any additional information in support of this project

6: ATTACHMENTS

Attachments

7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

Submitter has not agreed to all terms yet

7.2: Staff Point of Contact

Name:  
Title:  
Email:  
Phone:

7.4: Digital Signature

7.5: Date

7.3: PIO Point of Contact

Name:  
Title:  
Email:  
Phone:

RESOLUTIONS

ADD RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

Supporting - Signed copy of Board/Council resolution in support of the application

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, CFO

**DATE:** June 3, 2021

**SUBJECT:** Update to Policy 26 – Electronic Participation in Meetings

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1. **Purpose:** The Northern Virginia Transportation Authority (NVTA) policy related to electronic participation in meetings requires updating due to changes to the Code of Virginia approved by the 2021 General Assembly.
2. **Suggested Motion:** *I move Authority adoption of the changes to Policy 26 – Electronic Participation in Meetings, as delineated in the attached draft, to be effective July 1, 2021.*
3. **Background:** The 2021 General Assembly approved changes to the Code of Virginia related to electronic participation in meetings. The following is a recap of the attached draft policy:
  - a. A physically assembled quorum is required, at the advertised location, for action to be taken at any Authority or Committee meeting.
  - b. The policy applies to participation at Authority and Committee meetings with each meeting type tracked separately.
  - c. Requests to attend electronically must be made by notifying the Authority or Committee Chair on or before the day of the meeting, and;
    - i. Provide the reason for the request, either III. A. 1 or 2.
    - ii. Provide the remote location from which the Member will attend electronically.
  - d. The Member(s) attending virtually will be noted at the Roll Call, with the reason for electronic participation and the location from which the Member is participating.
  - e. If a request for electronic participation is denied, the disapproval will be noted in the meeting minutes.
  - f. Member electronic participation under III. A. 1. Emergency or Personal Matter, is limited to 2 meetings or 25% of the total meetings in a calendar year, with Authority and each Committee meeting counted separately.

**Coordination:** Council of Counsels

**Attachment:** Draft: Policy 26 – Electronic Participation in Meetings

## **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

### **Policy Number 26 – Electronic Participation in Meetings**

- I. Purpose.** The purpose of this policy is to provide governance for Authority Member electronic participation in Northern Virginia Transportation Authority (NVTA) meetings and meetings of Authority Committee's (meeting).
- II. General.** Occasions may arise when an Authority Member (member) is unable to be physically present at a meeting. Under certain circumstances, Virginia law permits members to participate in meetings through electronic means such as telephone and video conferencing. The law limits the instances in which this may occur, prescribes procedures that must be followed when a member participates in a meeting through electronic means, and requires that a written policy governing such participation be adopted. This [Policy](#), as hereafter set forth, sets forth the instances when a member may participate in a meeting electronically and the procedures that apply.
- III. Circumstances When Electronic Participation Is Permitted**
  - A.** An NVTA member may participate in a meeting through electronic means from a remote location not open to the public under the following circumstances:
    1. **In event of an emergency or personal matter:** A member shall notify the chair on or before the day of the meeting that such member is unable to attend the meeting due to an emergency or personal matter, and shall identify with specificity the nature of the emergency or personal matter.
      - a. The Authority shall record in its minutes the specific nature of the emergency or personal matter and the remote location from which the member participated. If the member's participation from a remote location is disapproved because such participation would violate the provisions of this [Policy](#), such disapproval shall be recorded in the minutes.
      - b. Such participation by the member shall be limited each calendar year to two meetings or 25 percent of the meetings of the Authority and committee meetings [held per calendar year rounded up to the next whole number, whichever is greater, whichever is fewer.](#)
      - c. The electronic participation at Authority meetings and meetings of each committee (since a member may serve on more than one committee) during the calendar year, shall be counted separately.
    2. **In event of a temporary or permanent disability or other medical condition:** A member shall notify the chair that such member is unable to attend a meeting due to [\(a\) a temporary or permanent disability or other medical condition that prevents the member's physical attendance or \(b\) a family member's medical condition that required the member to provide care for such family member, thereby preventing the member's physical attendance.](#) The Authority shall record this fact and the remote location from which the member participated in its minutes.

2.3. The chair noted above is the Authority Chair for meetings of the Authority or committee chair for a meeting of an Authority committee.

#### **IV. Procedural Requirements**

**A.** Participation by a member of the Authority as authorized above shall be only under the following conditions:

1. A quorum of the Authority is physically assembled at the primary or central meeting location.
2. The Authority makes arrangements for the voice of the member who is participating remotely to be heard by all persons at the primary or central meeting location.
3. This Policy shall be applied strictly and uniformly, without exception, to all members and without regard to the identity of the member requesting to participate remotely or the matters that will be considered or voted on at the meeting.

**Approved by Northern Virginia Transportation Authority:** June 9, 2016

**Amended:** January 12, 2017

**Amended: June 14, 2021; Effective July 1, 2021**

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, CFO

**DATE:** June 3, 2021

**SUBJECT:** Bylaws Correction

---

1. **Purpose:** The Northern Virginia Transportation Authority (NVTa) Governance and Personnel Committee (GPC) is charged in the Authority Bylaws with the periodic review and procedural amendments to the Bylaws (Article V, C., 1., a.). In May 2021, the GPC became aware of an inconsistency between the Code of Virginia chapter which created the NVTa and the NVTa Bylaws. The GPC affirmed that the Authority's Bylaws and the Code of Virginia should be consistent and requested staff prepare the attached draft for consideration by the Authority.
2. **Suggested Motion:** *I move Authority approval of this first of two required readings to amend the NVTa Bylaws as noted in the attached draft.*
3. **Background:** The inconsistency noted above is in the title Executive Director (Bylaws) and Chief Executive Officer (Code of Virginia).
  - a. Specific references are presented below (underline added).
    - i. **Code of Virginia, § 33.2-2503. Staff.** The Authority shall employ a chief executive officer and such staff as it shall determine to be necessary to carry out its duties and responsibilities under this chapter. No such person shall contemporaneously serve as a member of the Authority. The Department of Transportation and the Department of Rail and Public Transportation shall make their employees available to assist the Authority, upon request.
    - ii. **NVTa Bylaws, Article VII, Administration. A. Executive Director.** The Authority shall employ an Executive Director who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The Executive Director shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The Executive Director shall propose activities to the Authority and shall carry out policies, programs and projects



approved by the Authority, and shall be responsible for preparing and presenting the annual budget. The Executive Director may not contemporaneously serve as a member of the Authority.

- 4. Next Steps:** Achieving this consistency will necessitate amending the Bylaws as presented below:
- a.** The Bylaws (Article IX, Amendments) require that any amendment be read at two meetings with action permitted after the second reading, in the second meeting.
  - b.** Any additional amendments other than those noted in the attached draft, would be required to go through a subsequent first and second reading.
  - c.** The Bylaws currently contain 12 references to Executive Director which are proposed to be amended to Chief Executive Officer. No other revisions are proposed in the attached draft.
  - d.** With Authority approval of the first reading of the proposed draft in June, the draft can be re-presented at the July meeting for a second reading and the consideration for adoption by the Authority.

**BYLAWS  
OF  
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**ARTICLE I**

**POWERS AND DUTIES**

The Northern Virginia Transportation Authority, (the “Authority or NVTA”) shall have all of the rights, powers and duties, and shall be subject to the limitations and restrictions, set forth in Chapter 25 of Title 33.2 of the Code of Virginia, the Northern Virginia Transportation Authority Act, §§ 3.2-2500 *et seq. Va. Code Ann.*, as such may be amended from time to time.

**ARTICLE II**

**MEMBERSHIP**

A. **Jurisdictions Embraced by Authority.** The Authority shall embrace the counties of Arlington, Fairfax, Loudoun, and Prince William, and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.

B. **Authority Members.** The Authority shall consist of seventeen (17) members as follows:

- (1) The chief elected officer of the governing body of each of the counties and cities embraced by the Authority. The chief elected officer may, in his or her discretion, appoint a designee upon written notice signed by the chief elected officer provided to the Chairman, which designee shall be a current elected officer of the same governing body as the chief elected officer, to serve as a member of the Authority in the place and stead of the chief elected officer and who shall serve until the designee resigns as the designee or ceases to be an elected officer of the governing body, the chief elected officer making the appointment leaves office, the chief elected officer replaces the designee, or the duration of the designation expires.

The chief elected officer may, in his or her discretion, appoint one secondary designee in accordance with procedures established by the Authority.

Two members of the House of Delegates who reside in different counties or cities embraced by the Authority. The House members shall be appointed to the Authority by the Speaker of the House and shall be, to the extent practicable, from

the membership of the House Committee on Appropriations, the House Committee on Finance, or the House Committee on Transportation.

- (2) One member of the Senate who resides in a county or city embraced by the Authority. The Senate member shall be appointed by the Senate Committee on Rules and shall be, to the extent practicable, from the membership of the Senate Committee on Finance and the Senate Committee on Transportation.
- (3) Two citizens appointed by the Governor. One of the citizens shall be a member of the Commonwealth Transportation Board who resides in a county or city embraced by the Authority. The other citizen appointed by the Governor shall be a person who has significant experience in transportation planning, finance, engineering, construction, or management who resides in a county or city embraced by the Authority but who is not a resident of the same county or city as the other citizen appointed by the Governor to the Authority. The gubernatorial appointee who is not a member of the Commonwealth Transportation Board shall serve for a term of four years.
- (4) The Director of the Virginia Department of Rail and Public Transportation, or his or her designee, shall be a non-voting member of the Authority.
- (5) The Commonwealth Commissioner of Highways, or his or her designee, shall be a non-voting member of the Authority.
- (6) The chief elected officer of one town in a county which the Authority embraces to be chosen by the Authority shall be a non-voting member of the Authority. The Town member shall be selected at the annual meeting and shall be rotated on an annual basis.

### ARTICLE III

#### OFFICERS AND DUTIES

- A. **Officers.** The Authority shall annually elect from its voting members a Chairman and a Vice Chairman. The Authority may further elect such other subordinate officers from among its voting members as it may from time to time deem appropriate. The election of officers shall be conducted in accordance with the voting procedures set forth in Article IV, section L.
- B. **Terms of Office.** Officers of the Authority shall be elected at the annual organizational meeting of the Authority to serve for a term of one (1) year, unless sooner removed by the Authority, the officer ceases to be a member of the Authority, or until a successor is elected. All officers shall be eligible for re-election. Any

vacancy occurring in an office will be filled for the unexpired term by the Authority at the next regular meeting following the occurrence of such vacancy.

- C. **Nominating Committee.** At a regular meeting held preceding the annual organizational meeting at which the election of officers will be held, the Chairman shall appoint a nominating committee. At the annual organizational meeting, the nominating committee shall submit the name or names of one or more persons for each office to be filled. Further nominations may be made by any voting member at the annual meeting.
- D. **Chairman.** The Chairman shall preside over all meetings of the Authority at which he or she is present, and shall vote as any other member. The Chairman shall be responsible for the implementation of the actions taken and policies established by the Authority, shall have all of the powers and duties customarily pertaining to the office of Chairman, including the appointment of committee chairs, and shall perform such other duties as may from time to time be established by the Authority.
- E. **Vice Chairman.** In the event of the absence of the Chairman, or the inability of the Chairman to perform any of the duties of the office or to exercise any of the powers thereof, the Vice Chairman shall perform such duties and possess such powers as are conferred on the Chairman, and shall perform such other duties as may from time to time be assigned to the Vice Chairman by the Chairman or be established by the Authority.

## **ARTICLE IV**

### **MEETINGS**

- A. **Annual Organizational Meeting.** The Authority hereby establishes as its annual organizational meeting the first meeting held by the Authority in the month of January.
- B. **Public Notice.** All meetings of the NVTa, other than special meetings, shall be preceded by public notice of at least three (3) business days. Public notice shall include, as a minimum, providing the date, time and place, as well as the agenda, for all meetings on the NVTa website and available in the office of the ~~Executive Director~~ Chief Executive Officer.
- C. **Regular Meetings.** At its annual organizational meeting, the Authority shall adopt a schedule of times, dates, and places of its regular meetings for the relevant calendar year, and shall assess the need for adoption of, or revisions to, meeting procedure rules for the Authority.
- D. **Changing Meetings.** The Authority may change the date, time, or place of any regular meeting to another, when such change is deemed necessary by the Authority,

or it may establish additional regular meetings in any month. The Authority may eliminate any regular meetings shown on its annual schedule of meeting dates in the event that it determines that it can successfully complete its work in fewer meetings.

- E. **Special Meetings.** Special meetings shall be held when requested by two or more Authority members. Such request shall be in writing, addressed to the Chairman, and shall specify the matter(s) to be considered at the meeting. Upon receipt of such request, the Chairman shall immediately ensure the necessary coordination for a meeting site and time and cause notice to be provided to each member of the Authority to attend the special meeting at the time and place specified. Such notice shall specify the matter(s) to be considered at the meeting, and shall be sent by electronic (e.g., email) or telephonic means. No matter not specified in the notice shall be considered at such meeting unless all of the members of the Authority are present.
- F. **Adjourned Meetings.** Any regular or special meeting may be adjourned to a date and time certain.
- G. **Public Hearing.** Public hearings may be held at the direction of the Authority and shall, unless otherwise required by law or specified by the Authority or these Bylaws, be upon notice provided on the NVTa website and in a newspaper or newspapers having general circulation in the geographic area encompassed by the Authority.
- H. **Open Meetings.** All Authority meetings shall be open to the public in accordance with The Virginia Freedom of Information Act (§§ 2.2-3700 *et seq.* Va. Code Ann.), provided that the Authority may meet in closed session for those purposes authorized by, and held in accordance with, the requirements of The Virginia Freedom of Information Act, to include requirements for public notice.
- I. **Quorum.** A majority of the Authority, which majority shall include at least a majority of the representatives of the counties and cities embraced by the Authority and a majority of the members of the Authority, shall constitute a quorum. The three nonvoting members of the Authority shall be included for purposes of constituting a quorum. In the event the Authority adopts a written policy permitting a member to participate in meetings through electronic means in accordance with § 2.2-3708.1 Va. Code Ann., members may be allowed to participate in meetings through electronic means from remote locations in accordance with the Authority's policy and all applicable laws.
- J. **Temporary Absence.** No decision shall be made by the Authority unless a quorum is present; provided, however, that the temporary absence from the meeting room of members sufficient to constitute a quorum shall not be deemed to prevent the hearing of presentations or the discussion of matters submitted to the Authority. The Chairman or any other Authority member may suggest the absence of a quorum prior to the taking of any action by the Authority, but a failure to suggest the absence of a

quorum shall not be deemed to alter the effect of this rule requiring a quorum as a prerequisite to any decision.

**K. Decisions of the Authority.** The Authority shall act in one of the following ways:

- (1) Resolution - The Authority may act upon adoption of a resolution.
- (2) Motion - The Authority may act on an oral motion made by a voting member of the Authority.

**L. Voting.**

- (1) Votes - Votes shall be taken only upon motions made and seconded. Each member of the Authority, with the exception of the Director of the Virginia Department of Rail and Public Transportation, or his designee, the Commonwealth Commissioner of Highways, or his designee, and the town representative, shall be entitled to one (1) vote in all matters requiring action by the Authority. Decisions of the Authority shall require the affirmative vote of two-thirds of the Authority members present and voting, and two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least two-thirds of the population embraced by the Authority. However, no vote to fund a specific facility or service shall fail because of the aforesaid population criterion if such facility or service is not located or to be located, or provided or to be provided within the county or city whose representative's sole negative vote caused the facility or service to fail to meet the population criterion. For purposes of the foregoing, the population of the counties and cities embraced by the Authority shall be determined in accordance with Article VIII, section D of these Bylaws.
- (2) Methods of Voting - All voting shall be taken by voice or by roll call if requested by any voting member of the Authority.
- (3) Restating the Question - The Chairman, as needed, may restate the question prior to the taking of a vote, provided, however, that at the request of the Chairman, an Authority member may restate the question if it is the opinion of the Chairman that such procedure will expedite the decision of the question.
- (4) Reconsideration - Action on a resolution or motion may be reconsidered only upon motion of a member voting with the prevailing side on the original vote, which motion must be made at the same or immediately subsequent regular meeting. A motion to reconsider may be seconded by any voting member. Any such matter defeated by a tie vote may be reconsidered upon motion by any Authority member having voted to defeat the matter at the same or the next regularly scheduled meeting.

- M. **Commencement of Meetings.** At the times specified for the commencement of regular meetings, and at the hour specified for adjourned or special meetings, the Chairman shall call the meeting to order, and shall ensure that the presence or absence of Authority members is noted. A quorum shall be required for the commencement of any meeting. In the absence of a quorum, the Authority members present may receive informational presentations and discuss Authority business; however, no action may be taken.
- N. **Agenda.** The Chairman shall cause to have prepared an agenda for each meeting. Any member having matters to be considered by the Authority shall submit them to the Chairman for inclusion on an appropriate agenda. The agenda for an upcoming meeting and related materials prepared by the ~~Executive Director~~[Chief Executive Officer](#) and staff with any recommendations, to the extent available, shall be sent to the Authority members at least one (1) week prior to the meeting date. Members that wish to propose an alternative to a staff recommendation should whenever possible, give three (3) business days written notice to the Chairman of such prior to the meeting and provide the details of such alternative. This requirement shall not limit the Authority's ability to act in the manner it deems appropriate after consideration of a matter at the Authority's meeting.
- O. **Minutes.** Minutes of the meetings of the Authority shall be kept, which minutes shall be a public record, except closed sessions. Copies of the minutes shall be provided to each member of the Authority prior to the meeting at which the minutes are to be presented for approval by the Authority.
- P. **Closed Sessions.** If a closed session is required at a meeting, consistent with the purposes permitted by § 2.2-3711 Va. Code Ann., the agenda shall specify a time or position on the agenda, generally after all public business has concluded, for such a closed session properly called and conducted in accordance with the *Virginia Freedom of Information Act* § 2.2-3712 Va. Code Ann. When so requested, the Chairman may permit a closed session at any other time prior to consideration of any agenda item.

## ARTICLE V

### COMMITTEES

- A. **Open Meeting Requirement.** Consistent with § 2.2-3701 and § 2.2-3707 Va. Code Ann., all Authority-appointed committees and subcommittees of the Authority shall comply with the open meeting requirements of the Virginia Freedom of Information Act.
- (1) The Authority is required to have two Advisory Committees by statute:
- (a) Technical Advisory Committee

- (b) Planning Coordination Advisory Committee
- (2) The Authority shall have three standing committees:
  - (a) Finance Committee
  - (b) Planning and Programming Committee
  - (c) Governance and Personnel Committee
- (3) The Authority may appoint additional committees and subcommittees as necessary.
- (4) Unless otherwise specified in these Bylaws, all committees shall adhere to meeting procedures that are the same or similar to those used by the Authority as set forth in these Bylaws and comply with the Virginia Freedom of Information Act.
- (5) In no event shall review and recommendation by a committee or subcommittee be required before the Authority may act on a matter except as may be provided by law.
- (6) The Authority will strive in the appointment of members to committees that represent various perspectives.

#### **B. Finance Committee.**

- (1) Charge. This committee shall be responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the NVTA professional staff, including:
  - (a) Reviewing, commenting on, and recommending the annual budget presented by the ~~Executive Director~~[Chief Executive Officer](#)
  - (b) Reviewing, commenting on, and recommending any budget amendments presented by the ~~Executive Director~~[Chief Executive Officer](#)
  - (c) Overseeing the NVTA's financial policies (e.g., bond, investment, procurement, risk management) and making appropriate recommendations
  - (d) Monitoring contracts for incidental services, including incidental financial services, and recommending task orders
  - (e) Monitoring NVTA's expenditures for compliance with policies and guidance of the NVTA
  - (f) Reviewing annual revenue estimates



- (g) Approving the selection of an audit firm and audit work plan supporting the annual preparation of financial statements
- (h) Assisting with other financial activities as may be directed by the NVTA.
- (2) Membership. The Committee shall consist of five (5) members of the NVTA appointed by the Chairman for staggered two year terms.
- (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTA.
- (4) Staff Support. Staff support will be provided by the NVTA staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
- (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

**C. Governance and Personnel Committee (GPC).**

- (1) Charge. This committee shall be responsible for the following:
  - (a) Periodic review and procedural amendments to the Bylaws.
  - (b) Personnel issues including the review and recommendation of staff that report to the Authority.
  - (c) Review of the Authority's Legislative Program.
  - (d) Development of policies and procedures related to governance and personnel of the Authority such as a policy for participation by members of the Authority in meetings by electronic communication means "in accordance with the statute."
  - (e) Other special assignments as directed by the Chairman of the Authority.
- (2) Membership. The Committee shall consist of five (5) members of the NVTA appointed by the Chairman for staggered two year terms.
- (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTA.

- (4) Staff Support. Staff support will be provided by the NVTa staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
- (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

**D. Planning and Programming Committee (PPC).**

- (1) Charge. This committee shall be responsible for advising the Authority of planning and programming recommendations including TransAction, the Six Year Program, the Project Selection Process on projects within the Authority's adopted revenues.
- (2) Membership. The Committee shall consist of five (5) members of the NVTa appointed by the Chairman for staggered two year terms.
- (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTa.
- (4) Staff Support. Staff support will be provided by the NVTa staff. As requested by the committee chairman, additional support and participation may be provided by jurisdictional or agency staffs.
- (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

**E. Technical Advisory Committee (TAC).**

- (1) Charge. This committee of individuals with multi-modal expertise and regional focus shall be responsible for reviewing the development of major projects and potential funding strategies and providing recommendations to the NVTa. "Development of projects" means the identification of projects for the NVTa Long Range Transportation Plan and the NVTa Six Year Program, and the application of performance-based criteria to the projects identified.
- (2) Membership. The committee shall consist of nine (9) individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or

management. An effort shall be made to have multi-modal representation, to include highway, transit, pedestrian, and bicycle expertise as well as being balanced regionally. The NVTa will recommend a list of members each year and request that the chief elected officer from relevant jurisdictions appoint selected persons to the committee. Initially, half the locally appointed members will serve a one (1) year term. The other half will serve two (2) year terms. Subsequently, members will serve three (3) year terms. The chairman of the Commonwealth Transportation Board (CTB) will appoint three members to three (3) year terms. Locally appointed members may be removed by the Chairman of the NVTa for failure to attend three consecutive meetings or if the member no longer resides or is employed in an NVTa jurisdiction.

- (3) Chairman. The chairman and vice chairman shall be appointed by the Chairman of the NVTa.
- (4) Staff Support. Staff support shall be provided by NVTa professional staff.
- (5) Quorum and Voting. A quorum shall consist of a majority (5) of members. The committee shall strive for consensus when developing recommendations. If consensus cannot be achieved, majority and minority reports that identify issues that need to be addressed shall be presented to the NVTa.

#### **F. Planning Coordination Advisory Committee (PCAC).**

- (1) Charge. This committee shall provide recommendations to the NVTa on broad policy issues related to the periodic update of the NVTa's Long Range Transportation Plan (e.g., TransAction) and the rolling extension of the NVTa's Six Year Program. It may, from time to time, offer the NVTa advice on regional transportation issues and advise on the NVTa's annual legislative program.
- (2) Membership. Membership of the committee consists of 14 members representing the nine member localities and towns with populations of at least 3,500. All members shall be elected officials from jurisdictions embraced by the NVTa. Such membership shall include, as a minimum, one elected official from each town that is located in any county embraced by the NVTa and receives street maintenance payments.
- (3) Chairman. The chairman and vice chairman shall be appointed by the Chairman of the NVTa.
- (4) Staff Support. Staff support shall be provided by the NVTa staff. The chairman may request additional support from jurisdictional and agency staffs as needed.

Quorum and Voting. A quorum shall consist of five (5) committee members. The committee shall strive for consensus when developing recommendations. In the event that consensus cannot be attained, approval of an advisory

recommendation or other actions shall require the presence of a quorum and an affirmative vote by roll call of a majority of the members present. Recommendations made by the committee must be on the agenda and discussed at not less than two meetings.

- G. **Ad Hoc Committees.** As needed, the Chairman of the NVTa may appoint ad hoc committees to pursue specific tasks.

## ARTICLE VI

### **NVTA TRANSPORTATION PLAN**

- A. **NVTA Regional Transportation Plan.** The Authority shall adopt and periodically update the NVTA Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTA Long Range Transportation Plan and the NVTA Six Year Program.
- (1) **NVTA Long Range Transportation Plan.** The Authority shall adopt an unconstrained NVTA Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTA secure the formal approval of each of its member jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.
- (2) **NVTA Six Year Program.** The Authority shall adopt a NVTA Six Year Program for Northern Virginia that includes, but not necessarily be limited to, transportation improvements of regional significance and those improvements necessary or incidental thereto. The NVTA Six Year Program shall include all transportation improvements to be funded from NVTA-generated funding over a six (6) year period. The Authority shall from time to time, not less than annually, review and, as necessary, revise and amend the Six Year Program. The provisions of § 33.2-1928 Va. Code Ann. shall apply to preparation and adoption of the Six Year Program.
- B. **Procedure for Adoption and Amendment of Long Range Transportation Plan and Six Year Program.** The Long Range Transportation Plan and the Six Year Program, separately or at the same time, shall be adopted, altered, revised or amended only after a public hearing held upon thirty (30) days' notice consistent with the Act and the Authority's public notice procedures.

## ARTICLE VII

### ADMINISTRATION

- A. ~~Executive Director~~Chief Executive Officer. The Authority shall employ an ~~Executive Director~~Chief Executive Officer who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The ~~Executive Director~~Chief Executive Officer shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The ~~Executive Director~~Chief Executive Officer shall propose activities to the Authority and shall carry out policies, programs and projects approved by the Authority, and shall be responsible for preparing and presenting the annual budget. The ~~Executive Director~~Chief Executive Officer may not contemporaneously serve as a member of the Authority.
- B. **Staff.** The Authority may employ such staff of qualified professional and other persons as the Authority determines to be necessary to carry out its duties and responsibilities. Staff of the Authority may not contemporaneously serve as a member of the Authority.
- C. **Execution of Instruments.** The ~~Executive Director~~Chief Executive Officer, on specific authorization by the Authority, shall have the power to sign or countersign in its behalf any agreement or other instrument to be executed by the Authority including checks and vouchers in payment of obligations of the Authority.

## ARTICLE VIII

### FINANCES

- A. **Finances and Payments.** The monies of the Authority shall be deposited in a separate bank account or accounts in such banks or trust companies as the Authority designates, and all payments (with the exception of those from petty cash) shall be made in the most practicable manner as determined by the Authority. Checks and drafts shall be signed in the name of the Authority by the ~~Executive Director~~Chief Executive Officer or, in the ~~Executive Director~~Chief Executive Officer's absence, those authorized from time to time by vote of the Authority. An Authority financial policy shall be developed that prescribes threshold requiring any countersignatures.
- B. **Audits.** At least once each year, the Authority shall cause an audit to be made by an independent certified public accountant of all funds of the Authority. Such audits will, at a minimum, obtain an opinion as to the accuracy of the annual financial statements from a certified public accounting firm. Additional audit activity may be obtained by the Finance Committee as it deems prudent.

- C. **Budget and Fiscal Year.** The Authority shall adopt an annual budget prior to the start of its fiscal year which budget shall provide for all of the revenues and the operating, capital, and administrative expenses of the Authority for the fiscal year. The fiscal year of the Authority will commence on July 1st each year and will terminate on the following June 30th.
- D. **Administrative Expenses.** The administrative expenses of the Authority, as provided for in the Authority's annual budget, and which shall not include funds for construction or acquisition of transportation facilities and/or the performance of any transportation service, shall be allocated, to the extent funds for such expenses are not provided for from other sources, among the component counties and cities on the basis of relative population as determined by the most recently preceding decennial census, except that on July 1 of the fifth (5th) year following such census, the population of each county and city shall be adjusted based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia.
- E. **Per Diem Payments.** The Authority may pay its members for their services to the Authority a per diem in either: (1) the amount provided in the general appropriations act for members of the General Assembly engaged in legislative business between sessions, or (2) a lesser amount determined by the Authority.
- F. **Bond of Officers and Others.** The officers of the Authority and such employees as the Authority so designates, may, prior to taking office or starting employment, respectively, be required by the Authority to give bond payable to the Authority conditioned upon the faithful discharge of that officer or employee's duties, in such amount as the Authority may require. The premium for each such bond shall be paid by the Authority and the bond(s) shall be filed with the Authority. The Authority may fulfill this bonding requirement through plans or agreements offered by the Commonwealth of Virginia.

## **ARTICLE IX**

### **AMENDMENTS**

Any amendment, repeal, or alteration of the Bylaws must be considered at two (2) Authority meetings prior to action.

Any proposed amendment, repeal or alteration, in whole or in part, of these Bylaws shall be on a meeting agenda and presented in writing for a first time at a regular meeting of the Authority. The section or sections proposed for amendment may be considered and further amended at such meeting, and shall then be scheduled for consideration and action at a subsequent regular meeting. At such subsequent meeting, the section or sections proposed for amendment, as further amended, shall be subject to further consideration and amendment, and shall thereafter be acted on in accordance with the voting requirements of these Bylaws. Additional amendments to a section or sections

of the Bylaws, other than those previously proposed and considered at the first regular meeting, and those further amendments that arose out of the Authority's discussion at the first regular meeting, must be considered for the first time at a separately noticed meeting and thereafter acted upon in accordance with this section.

## **ARTICLE X**

### **PROCEDURES**

Parliamentary Procedure. In all matters of parliamentary procedure not specifically governed by these Bylaws or otherwise required by law, the current edition of *Robert's Rules of Order*, newly revised, shall apply.

**Adopted by Northern Virginia Transportation Authority:** June 12, 2008  
**Revised:** January 8, 2010; January 14, 2016; [July XX, 2021](#)

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**MEMORANDUM**

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

**FROM:** Monica Backmon, Executive Director

**SUBJECT:** Approval of Reallocation of Highway Infrastructure Program (HIP) Funds and Regional Surface Transportation Program (RSTP) funds for Loudoun County

**DATE:** June 3, 2021

---

1. **Purpose.** To seek Northern Virginia Transportation Authority approval for Reallocation of Highway Infrastructure Program (HIP) Funds and Regional Surface Transportation Program (RSTP) funds for Loudoun County.
2. **Suggested Motion:** *I move approval of the reallocation of Highway Infrastructure Program (HIP) Funds and Regional Surface Transportation Program (RSTP) funds for Loudoun County.*
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.

On February 14, 2019, the Authority approved recommendations for the allocation of \$4,000,000 in Highway Infrastructure Program (HIP) Funds to the RT50 Intersection Improvements project from Centerville Road to Stone Springs Boulevard (jointly by Fairfax and Loudoun Counties).

On May 27, 2021, Loudoun County, supported by Fairfax County, requested approval of the transfer of \$2,628,494 of HIP Funds from the RT50 Corridor Improvements project (UPC 114827/114828) to the Route 7/George Washington Boulevard Overpass project (UPC 105584). Loudoun County previously obligated \$1,344,998 to this project but will not be able to obligate the balance by the obligation deadline (September 30, 2021), due to the need to acquire right of way. NVTa approval is requested to transfer the same amount of RSTP funds from Route 7/George Washington Blvd Overpass project to the RT50 Corridor Improvements project.

This transfer will enable VDOT to meet the obligation timeline requirements and successfully utilize all of the HIP funds. The total funding amount for each project will not change, only the type of funds.

At its meeting on May 27, 2021, the RJACC recommended approval of the request.



**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Lynch  
Request Letter from Loudoun County  
Support Letter from Fairfax County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



**Attachment.**

**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

June 10, 2021

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

Reference: Request to Reallocate Highway Infrastructure Program (HIP) Funds and Regional Surface Transportation Program (RSTP) funds for Loudoun County

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.

On February 14, 2019, the Authority approved recommending allocation of \$4,000,000 Highway Infrastructure Program (HIP) Funds to RT50 Intersection Improvements from Centerville Road to Stone Springs Boulevard (jointly by Fairfax and Loudoun Counties). On May 27, 2021, Loudoun County, supported by Fairfax County, requested approval of the transfer of \$2,628,494 of HIP Funds from the RT50 Corridor Improvements project (UPC 114827/114828) to the Route 7/George Washington Boulevard Overpass project (UPC 105584). The project already obligated \$1,344,998 in this project but will not be able to obligate the balance by the obligation deadline due to the need to acquire right of way. NVTA approval is requested to transfer the same amount of RSTP funds from Route 7/George Washington Blvd Overpass project to the RT50 Corridor Improvements project.

On June 10, 2021, 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, Executive Director, NVTA  
Joseph Kroboth III, Director of Transportation & Capital Infrastructure, Loudoun County  
Tom Biesiadny, Director of Transportation, Fairfax County



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](mailto:dtci@loudoun.gov)  
[loudoun.gov/dtci](http://loudoun.gov/dtci)

May 21, 2021

Ms. Monica Backmon, Executive Director  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

**Ref: Request to exchange Highway Infrastructure Program (HIP)  
funds and Regional Surface Transportation Funds (RSTP) for  
Loudoun County, VA**

Dear Ms. Backmon,

Loudoun County Virginia, on behalf of VDOT, requests the Regional Jurisdiction and Agency Coordinating Committee (RJACC) endorse the following exchange of Highway Infrastructure Program (HIP) funding and Regional Surface Transportation Program (RSTP) Funds.

Loudoun County and VDOT are requesting the approval of the transfer of \$2,628,494 of HIP funds from the Route 50 Corridor Improvements - Loudoun & Fairfax projects, **UPCs 114827 and 114828** to the Route 7 / George Washington Boulevard Overpass project, **UPC 105584**. HIP funds have a requirement to be obligated by September 30, 2021. VDOT obligated \$1,344,998 of the funds for Preliminary Engineering, but now have a remaining balance of \$2,628,494. VDOT has informed Loudoun County that they are not able to obligate the balance of these funds by the obligation deadline on the Route 50 projects due to the need to acquire right of way. This transfer will enable VDOT to meet the obligation timeline requirements and successfully utilize all of the HIP funds. The total funding amount for each project will not change, only the type of funds.

To move forward with the funding exchange, VDOT has asked the County, to present the proposal at the Thursday, May 27 RJACC meeting, allowing it to move to the full NVTA board for approval at their June 10 meeting.

VDOT has advised Fairfax County of this proposal and VDOT has requested a letter of support be sent by Fairfax County to NVTA.

If you have any questions regarding this request, please contact Bob Brown, Loudoun's representative to the RJACC at 703-777-0122 or at [bob.brown@loudoun.gov](mailto:bob.brown@loudoun.gov).

Sincerely,



Joseph Kroboth III, PE, LS, Director  
Transportation and Capital Infrastructure

Cc: Kim McCool, PE, VDOT  
Jan S. Vaughan, VDOT  
Bob Brown, CTP, DTCI  
James Zeller, PE, DTCI  
Jessica Futrell, DTCI

HIP/RSTP Transfer Request Form  
(One Sheet Needed Per Donor Project)

Date: 18-May-21

Name of Jurisdiction/Agency Requesting: Loudoun County

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$24,555,376

From (Donor): Route 7/GW Blvd Overpass To (Recipient): Route 50 Intersection Improvements

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)
105584	Route 7/George Washington Boulevard Overpass	RSTP	Y		\$1.00	114827	Route 50 Intersection Improvements	N					
					\$2,628,493.00	114828	Route 50 Intersection Improvements	N					

TOTAL OF TRANSFER \$2,628,494.00

Attach Signed Request of Transfer Letter



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

May 26, 2021

Ms. Monica Backmon  
Executive Director  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

Dear Ms. Backmon

I'm writing to indicate the Fairfax County Department of Transportation's concurrence with Loudoun County and the Virginia Department of Transportation (VDOT) request to exchange of Highway Infrastructure Program (HIP) and Regional Surface Transportation Program (RSTP) funds.

Loudoun County and VDOT are requesting the approval of the transfer of \$2,628,494 RSTP funds from the Route 7/George Washington Boulevard Overpass project (UPC 105584) to two Route 50 Corridor Improvement projects in Loudoun & Fairfax County (UPCs 114827 and 114828) with a corresponding transfer of HIP funds from the Route 50 Corridor projects to the Route 7/George Washington Boulevard Overpass project. HIP funds are required to be obligated by September 30, 2021. VDOT obligated \$1,344,998 of the funds HIP funds for Preliminary Engineering, but now has a remaining balance of \$2,628,494. It is my understanding that the balance that remains of the Route 50 projects cannot meet the obligation deadline due to the need to acquire right of way. This transfer will enable VDOT to meet the obligation timeline requirements and successfully utilize the HIP funds. This transfer will not change the amount allocated to these projects.

If you have any questions about this request, please contact Noelle Dominguez at (703) 877-5665.

Sincerely,

Tom Biesiadny  
Director

Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)  
Ray Johnson, FCDOT  
Joseph Kroboth Director, Transportation and Capital Infrastructure, Loudoun County  
Claudia Llana, Virginia Department of Transportation (VDOT)  
Carolé Bondurant, VDOT  
Bethany Mathis, VDOT  
Jan Vaughan, VDOT

Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877-5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** June 3, 2021

**SUBJECT:** Approval of the Programming Recommendations of the additional FY2022-2027 Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP) Funds and Highway Infrastructure Program (HIP) Funds/ Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Funds.

---

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTa) recommendation of Commonwealth Transportation Board (CTB) funding approval of the attached list of projects for funding for FY2022-FY2027 CMAQ, RSTP, and HIP/CRRSA funds.
- 2. Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board, funding approval of the proposed projects for FY2022-2027 CMAQ, RSTP, and HIP/CRRSA funds, as presented (attachments).*
- 3. Background.** At its April 8, 2021 meeting, the Authority had approved recommendation to the CTB the FY2027 CMAQ/RSTP strawman and a revised CMAQ/RSTP allocation for approved projects in FY2022-2026 period with a net reduction of \$59,809,364, based on the federal extension of FAST Act not accounting for program growth.

Virginia Department of Transportation (VDOT) recently provided additional revisions that **added \$20,776,059 in RSTP funds** for the FY2022-2027 period. In addition, VDOT informed NVTa staff that the region is eligible for an **additional \$20,076,482 of HIP/CRRSA funds**. The HIP/CRRSA funds have an obligation deadline of September 2024 and expenditure deadline of September 2029. Working with the Regional Jurisdiction and Agency Coordination Committee (RJACC) and VDOT, NVTa staff identified Route 7 Corridor Improvements - Phase 2 in Fairfax County that can meet the above deadlines. NVTa Staff proposes to swap RSTP funds in this project with these HIP funds so that the released RSTP funds can then be allocated to the projects that lost funds in the April revisions. NVTa staff worked with the RJACC to identify projects where these additional funds to be allocated and the RJACC approved the changes at its May 27, 2021 meeting.

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

Per Authority recommendation, the FY2022-2027 CMAQ and RSTP allocations and the HIP/CRRSA fund allocation will be sent to the Commonwealth Transportation Board (CTB) for inclusion in the Six Year Improvement Program (SYIP). It is anticipated that the CTB will take action on the SYIP at the June 2021 meeting.

NVTA staff and I will be available at the NVTA meeting on June 10, 2021, to answer questions.

**Attachment(s):**

- NVTA's Proposed FY2022-2027 CMAQ and RSTP Funding Recommendations as well as the HIP/CRRSA Funding Recommendation



## CMAQ-RSTP Allocations and HIP/CRRSA Allocation

5/28/2021

Northern Virginia Transportation Authority

Scenario	Fund Source	Code	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
Final	RSTP Northern Virginia	CF2M10	\$36,737,722	\$40,806,790	\$41,500,506	\$42,206,014	\$42,923,516	\$43,653,216	
Final	RSTP Match Northern Virginia	CS2M11	\$9,184,431	\$10,201,698	\$10,375,127	\$10,551,504	\$10,730,879	\$10,913,304	
Draft	RSTP Northern Virginia	CF2M10	\$36,928,973	\$37,556,767	\$38,195,231	\$38,844,549	\$39,504,907	\$40,176,491	
Draft	RSTP Match Northern Virginia	CS2M11	\$9,232,243	\$9,389,192	\$9,548,808	\$9,711,137	\$9,876,227	\$10,044,123	
			(\$239,063)	\$4,062,529	\$4,131,594	\$4,201,832	\$4,273,261	\$4,345,906	\$20,776,059

HIP Funds	\$ 20,076,482
<b>TOTAL for the Region</b>	<b>\$40,852,541</b>

CMAQ Allocations

CMAQ - FY23																		
UPC	Description	Alexandria	Arlington	Dumfries	FFX CTY	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcelville	PWC	Vienna	Total
100420	BICYCLE SHARING INITIATIVE	\$435,582																
112496	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY21	\$400,000																
T19651	WEST END TRANSITWAY OPERATIONS	\$1,000,000																
T21240	COMMUTER ASSISTANCE PROGRAM FY19 - FY24 - ARLINGTON		\$6,631,082															
T22277	TRAFFIC SIGNAL OPTIMIZATION		\$600,000															
115549	#SMART20 - RICHMOND HIGHWAY - BUS RAPID TRANSIT - ROAD WORK					\$406,702												
106988	MULTIMODAL TRAVEL INFORMATION DISPLAYS (TID) UPGRADE AND EXPAND					\$183,037												
T16037	VRE BACKLICK ROAD STATION PLATFORM EXTENSION					\$500,000												
T21448	FAIRFAX COUNTYWIDE TRANSIT STORES FY19 - FY24					\$650,000												
104328	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS							\$55,623										
117622	LEASE COMMUTER PARKING SPACES AT LOWES ISLAND FY21 - FY23									\$40,000								
112296	LOUDOUN COUNTY METRO STATION - BICYCLE AND PEDESTRIAN ACCESS									\$1,020,947								
T19705	VRE MANASSAS PARK STATION SECOND PLATFORM										\$444,990							
T21457	PRTC COMMUTER ASSISTANCE PROGRAM FY19 - FY24												\$389,366					
118665	COMMUTER CONNECTION OPERATION CENTER FY22 - FY24													\$326,101				
T21450	CLEAN AIR PARTNERS FY22 - FY24													\$267,494				
106989	NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPS IV FY21 - FY23													\$2,224,948				
T22036	MATOC ANNUAL SUPPORT FY22 - FY24													\$444,990				
112462	HOADLY ROAD SIDEWALK															\$1,963,088		
112463	PRINCE WILLIAM PARKWAY SIDEWALK															\$1,263,086		
T21031	WMATA Bus Replacement Program												\$ 3,893,659					
TOTAL		\$1,835,582	\$7,231,082			\$1,739,739		\$55,623		\$1,060,947	\$444,990		\$4,283,025	\$3,263,532		\$3,226,174		\$23,140,695

CMAQ - FY24																	
UPC	Description	Alexandria	Arlington	Dumfries	FFX CTY	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcelville	PWC	Vienna
100420	BICYCLE SHARING INITIATIVE	\$300,000															
T21536	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY24	\$500,600															
T19651	WEST END TRANSITWAY OPERATIONS	\$1,000,000															
T21453	TRANSIT STORE FUNDING - ALEXANDRIA FY21 - FY24	\$600,000															
T21240	COMMUTER ASSISTANCE PROGRAM FY19 -FY24 - ARLINGTON		\$510,766														
115549	#SMART20 - RICHMOND HIGHWAY - BUS RAPID TRANSIT - ROAD WORK					\$2,115,353											
T24212	MULTIMODAL TRAVAL INFORMATION DISPLAY (TID) FY24 - FY26					\$0											
T21448	FAIRFAX COUNTYWIDE TRANSIT STORES FY19 - FY24					\$650,000											
106986	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS PHASE II							\$459,689									
T23919	LEASE COMMUTER PARKING SPACES AT LOWES ISLAND FY24 - FY26									\$40,000							
112296	LOUDOUN COUNTY METRO STATION - BICYCLE AND PEDESTRIAN ACCESS									\$2,110,026							
T21033	WMATA REPLACEMENT BUSES FY24 - FY26												\$3,779,669				
T21457	PRTC COMMUTER ASSISTANCE PROGRAM FY19 - FY24												\$354,223				
T21556	COMMUTER CONNECTIONS OPERATION CENTER FY25 - FY27													\$309,923			
T21559	CLEAN AIR PARTNERS FY25 - FY27													\$257,908			
T21586	NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPS II FY24 - FY26													\$1,532,299			
T22036	MATOC ANNUAL SUPPORT FY22 - FY24													\$817,225			
T21561	I-95 RAMP METERING ROUTE 123 NORTHBOUND ON RAMP															\$1,603,286	
T21486	JOHN MARSHALL HIGHWAY ROUTE 55 SIDEWALK															\$920,000	
T21459	PRTC BUS REPLACEMENT (OMNIRIDE EXPRESS AND COMMUTER BUSES)															\$1,500,000	
TOTAL		\$2,400,600	\$510,766			\$2,765,353		\$459,689		\$2,150,026			\$4,133,892	\$2,917,356		\$4,023,286	\$19,360,968

## RSTP and HIP/CRRSA Allocations

[illegible][illegible]

RSTP - FY24																	
UPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcelville	PWC	Vienna
T19637	PEDESTRIAN & SAFETY MOBILITY ENHANCEMENTS-PRIMARY CORRIDORS	\$1,276,411															
106562	ITS INTEGRATION - PHASE IV	\$600,000															
111469	#SMART18 - BACKLICK RUN MULTIUSE PATH PHASE I	\$23,589															
T21999	DASH TECHNOLOGY PH II	\$255,745															
101689	TSM Fiber Optic Plant Upgrades - PH3 Construction		\$76,384														
T21240	COMMUTER ASSISTANCE PROGRAM FY19 -FY24 - ARLINGTON		\$532,096														
107187	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS			\$9,191,861													
106921/1	#SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT - ROAD WORK			\$8,850,402													
99478	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 and PHASE 2			\$0													
107937	RTE 286 (FAIRFAX COUNTY PARWAY) - WIDEN FROM 4 TO 6 LANES			\$3,000,000													
100478	TYSONS CORNER ROADWAY IMPROVEMENTS			\$0													
112479	SOAPSTONE CONNECTOR NEW ROADWAY			\$5,000,000													
-17486	SEVEN CORNERS INTERCHANGE IMPROVEMENTS			\$0													
T21492	ROADBED RECONSTRUCTION - FAIRFAX CITY FY24					\$1,000,890											
100411	PEDESTRIAN, BICYCLE, BRIDGE AND TRAFFIC CALMING IMPROVEMENTS						\$550,518										
50100	#SMART18 - WIDEN E ELDEN ST FROM VAN BUREN ST TO FXCO PKWY							\$804,000									
89890	RTE 15 BYPASS INTERCHANGE AT EDWARDS FERRY & FORT EVANS RD								\$1,701,940								
112296	LOUDOUN COUNTY METRO STATION -B ICYCLE & PEDESTRIAN ACCESS									\$7,793,482							
T21504	TRANSPORTATION PLAN UPDATE - CITY OF MANASSAS										\$301,530						
70717	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY (I-95 Aux Lane)													\$4,616,785			
118313	UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD)															\$6,300,000	
TOTAL		\$2,155,745	\$608,480	\$26,042,263		\$1,000,890	\$550,518	\$804,000	\$1,701,940	\$7,793,482	\$301,530			\$4,616,785		\$6,300,000	\$51,875,632
HIP Funds to be added Route 7 Corridor Improvements				\$ 6,873,682													
Total for Fairfax County				\$32,915,945													

RSTP - FY25																	
UPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcelville	PWC	Vienna
T24287	COMMUTER SERVICES PROGRAM FY25-FY27		\$770,615														
101689	TSM Fiber Optic Plant Upgrades - PH3 Construction		\$0														
107187	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS			\$10,580,700													
115549	#SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT - ROAD WORK			\$11,333,772													
T18585	RTE 286 FAIRFAX COUNTY PARKWAY CORRIDOR IMPROVEMENTS			\$1,000,000													
5559	ROLLING ROAD - RTE 638 - WIDEN TO 4 LANES - PH II			\$816,250													
112479	SOAPSTONE CONNECTOR NEW ROADWAY			\$5,600,000													
-17486	SEVEN CORNERS INTERCHANGE IMPROVEMENTS			\$0													
100411	PEDESTRIAN, BICYCLE, BRIDGE AND TRAFFIC CALMING IMPROVEMENTS						\$480,392										
50100	#SMART18 - WIDEN E ELDEN ST FROM VAN BUREN ST TO FXCO PKWY							\$770,764									
89890	RTE 15 BYPASS INTERCHANGE AT EDWARDS FERRY & FORT EVANS RD								\$1,684,279								
112296	LOUDOUN COUNTY METRO STATION -B ICYCLE & PEDESTRIAN ACCESS									\$9,425,710							
T22573	STONEWALL PARK TRAIL EXTENSION (PH1)										\$591,238						
T21550	UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD)															\$9,703,799	
TOTAL			\$770,615	\$29,330,722			\$480,392	\$770,764	\$1,684,279	\$9,425,710	\$591,238					\$9,703,799	\$52,757,519

RSTP - FY26																	
UPC	Description	Alexandria	Arlington	FFX County	Dumfries	Fairfax	Falls Church	Herndon	Leesburg	Loudoun	Manassas	Man Park	Multi Juris	Nova Dist	Purcelville	PWC	Vienna
T23633	SMART MOBILITY IMPLEMENTATION - New Project	\$3,306,323															
100420	Bicycle Sharing Initiative	\$350,000															
T23924	Multitmodal Transportation Improvements					\$726,547											
107187	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS			\$20,660,000													
115549	#SMART20 - RICHMOND HIGHWAY- BUS RAPID TRANSIT - ROAD WORK			\$7,981,038													
100411	PEDESTRIAN, BICYCLE, BRIDGE AND TRAFFIC CALMING IMPROVEMENTS						\$420,359										
50100	#SMART18 - WIDEN E ELDEN ST FROM VAN BUREN ST TO FXCO PKWY							\$655,779									
89890	RTE 15 BYPASS INTERCHANGE AT EDWARDS FERRY & FORT EVANS RD								\$1,643,694								
T23875	ROUTE 7 IMPROVEMENTS (ROUTE 9 TO THE DULLES GREENWAY)									\$2,000,000							
T23869	ROUTE 15 ROUNDABOUT AND BRADDOCK ROAD									\$718,340							
T23893	ROUTE 50 COLLECTOR ROAD									\$3,064,645							
T4168	Dean Drive Widening										\$943,568						
T21550	UNIVERSITY BLVD EXTENSION (PROGRESS COURT TO DEVLIN ROAD)															\$11,184,102	
TOTAL		\$3,656,323		\$28,641,038		\$726,547	\$420,359	\$655,779	\$1,643,694	\$5,782,985	\$943,568					\$11,184,102	\$53,654,395

## CMAQ/RSTP Allocations for Northern Virginia - FY 2027

Attachment

05/25/2021

FY 2027 CMAQ/RSTP Proposed Allocations  
Winter 2020 Strawman

REVISED MAY 25, 2021

(Revision of Option 1 approved by the Authority)

CMAQ Estimate \$ 20,482,441

## CMAQ FUNDS

CMAQ FUNDS	Overall Ranking	FY 2027	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ 5,662,257	\$ 1,875,880
VDOT-COG/TPB - Commuter Connections Operations Center (UPC 52726/111652)	1 of 6	\$3,836,375	\$400,000
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC T17894)	2 of 6	\$800,000	\$800,000
VDOT - Clean Air Partners (T21559 (previous UPC's 52725, 113349 and T21450))	3 of 6	\$275,882	\$275,880
VDOT - Multimodal Transit Information and Incentive Dissemination	4 of 6	\$750,000	\$400,000
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS		\$ -	\$ 18,606,561
JURISDICTIONAL ALLOCATIONS*	Overall Ranking	Requested	Proposed
ALEXANDRIA, CITY		\$ 3,500,000	\$ 3,273,000
Duke Street BRT Transitway Operations	1 of 2	\$3,500,000	\$3,273,000
ARLINGTON COUNTY		\$ 8,550,000	\$ 4,205,400
Commuter Services Program (ACCS),(UPC T100) (See RSTP)	1 of 2	\$7,500,000	\$3,736,800
Capital Bikeshare	2 of 2	\$1,050,000	\$468,600
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 10,700,000	\$604,600
Richmond Highway Bus Rapid Transit (UPC 106921)	3 of 6	\$10,000,000	
Countywide Transit Stores (UPC T207)	6 of 6	\$700,000	\$604,600
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 700,000	\$ 624,600
Herndon Metrorail Intermodal Access Improvements (UPC 106986, 104328)	1 of 2	\$700,000	\$624,600
LEESBURG, TOWN		\$ -	\$ -
LOUDOUN COUNTY		\$ 5,030,000	\$97,961
Lowes Island Park & Ride Lot Lease (UPC 79679)	1 of 4	\$30,000	\$30,000
Route 15 Roundabout and Braddock Road (See RSTP)	2 of 4	\$5,000,000	\$67,961
MANASSAS, CITY		\$ 500,000	\$ 500,000
Stonewall Park Trail Extension (Phase I)	1 of 2	\$500,000	\$500,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ -	\$ -
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
	Total Jurisdictional	\$ 28,980,000	\$ 9,305,561
AGENCY ALLOCATIONS		Requested	Proposed
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,904,000	\$ 2,904,000
Commuter Bus Replacements (4 new 45 ft. Buses), (UPC T21459)	1 of 2	\$2,754,000	\$2,754,000
PRTC Bus Shelter Program (3 new shelters)	2 of 2	\$150,000	\$150,000
VDOT		\$ 2,397,000	\$ 2,397,000
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)	5 of 6	\$2,000,000	\$2,000,000
Safety Service Patrol along Route 28 between I-66 and Route 7 (Fairfax & Loudoun)	6 of 6	\$397,000	\$397,000
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 5,500,000	\$ 4,000,000
Virginia Metrobus Replacement (UPC T20133) (8 buses)	1 of 1	\$5,500,000	\$4,000,000
VRE		\$ -	\$ -
	Total Agency	\$ 10,801,000	\$ 9,301,000
	TOTAL CMAQ	\$ 45,443,257	\$ 20,482,441

**FY 2027 CMAQ/RSTP Proposed Allocations  
Winter 2020 Strawman**

			RSTP Initial Estimate	\$	50,220,614
			Additional in May 2021	\$	4,345,906
			RSTP Estimate	\$	54,566,520

RSTP FUNDS	Overall Ranking	FY 2027	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	
RSTP BALANCE REMAING FOR JURISDICTIONAL ALLOCATIONS			\$ 54,566,520
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ 1,000,000	\$ 883,000
Smart Mobility Implementation	2 of 2	\$1,000,000	\$883,000
ARLINGTON COUNTY		\$ -	\$ 1,812,200
Commuter Services Program (ACCS),(UPC T100) (See CMAQ)	1 of 2		\$1,812,200
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ 1,000,000	\$ 724,500
Multimodal Transportation Improvements	1 of 1	\$1,000,000	\$724,500
FAIRFAX COUNTY		\$ 59,000,000	\$ 27,820,000
Richmond Highway Widening (UPC 107187)	1 of 6	\$20,000,000	\$20,000,000
Fairfax County Parkway Improvements	2 of 6	\$10,000,000	\$6,495,000
Richmond Highway Bus Rapid Transit (UPC 106921)	3 of 6		\$1,325,000
Soapstone Drive Extension (112479)	4 of 6	\$20,000,000	
Seven Corners Ring Road - Phase 1A/Segment 1A (UPC T17486)	5 of 6	\$9,000,000	
FALLS CHURCH, CITY		\$ 550,000	\$ 405,000
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$550,000	\$405,000
HERNDON, TOWN		\$ 1,000,000	\$ 114,000
Sterling Road Multi-Modal Improvements	2 of 2	\$1,000,000	\$114,000
LEESBURG, TOWN		\$ 2,000,000	\$ 1,665,000
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$2,000,000	\$1,665,000
LOUDOUN COUNTY		\$ 7,000,000	\$ 9,868,039
Route 15 Roundabout and Braddock Road (See CMAQ)	2 of 4		\$4,932,039
Route 7 Improvements (Route 9 to the Dulles Greenway)	3 of 4	\$2,000,000	\$2,000,000
Route 50 Collector Road	4 of 4	\$5,000,000	\$2,936,000
MANASSAS, CITY		\$ 1,500,000	\$ 693,281
Dean Drive Widening	2 of 2	\$1,500,000	\$693,281
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 12,500,000	\$ 10,581,500
Route 123 and Old Bridge Road Intersection Improvements	1 of 2	\$4,000,000	\$4,000,000
Route 1/123 Interchange	2 of 2	\$8,500,000	\$6,581,500
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 85,550,000	\$ 54,566,520
TOTAL RSTP		\$ 85,550,000	\$ 54,566,520

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****MEMORANDUM**

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

**FROM:** Monica Backmon, Executive Director

**DATE:** June 3, 2021

**SUBJECT:** NVTa Endorsement of Arlington and Prince William Counties, and VRE's  
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant  
Applications

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**Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of Arlington and Prince William Counties, and the Virginia Railway Express' applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Applications.

**Suggested Motion:** *I move Authority Endorsement of Arlington and Prince William Counties and the Virginia Railway Express' Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Applications.*

**Background:** The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER.

- The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.
- The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.
- The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others

in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

**Criteria:** Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.

- For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.
- To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively.
- The program is highly competitive with 680 projects funded out of over 9700 applications. It is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.
- To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2021 RAISE grant application process.

**Endorsement Requests:** Requests for application endorsement was received by the following jurisdictions and agency:

- **Arlington County**--- Arlington National Cemetery (ANC) Wall Trail. The ANC Wall Trail will construct a ten-foot-wide pedestrian and bicycle trail on the west side Arlington National Cemetery (ANC) Wall Trail.
- **Prince William County**-- Old Bridge Road/Gordon Boulevard Intersection Improvements and Prince William Parkway/Minnieville Intersection Improvements are both local priority projects that provide congestion reduction benefits to the region.
- **Virginia Railway Express**-- Planning grant for the L'Enfant Station and Fourth Track. The L'Enfant Station and Fourth Track Project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC.

All projects noted for endorsement are in TransAction.

**Application Deadline:** The deadline to submit an application is July 12, 2021 at 5pm.

**Attachments:** Letters Requesting Support from Arlington and Prince William Counties and the Virginia Railway Express.





DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201

TEL 703-228-0588 [www.arlingtonva.us](http://www.arlingtonva.us)

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May 26, 2021

Monica Backmon  
Executive Director  
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 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program for the Arlington National Cemetery (ANC) Wall Trail.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the cemetery wall, 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. North of Memorial Avenue, a trail along Route 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 ANC Wall Trail, not only will cyclists and pedestrians be able to connect to Columbia Pike, they will also be able to 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 ANC Wall Trail is providing a missing link in the regional non-motorized network that will complete a bicycle and pedestrian connection between all three of the County's major development corridors.

Finally, the project also provides a safe, direct bicycle and pedestrian connection between Arlington and the District of Columbia via Memorial Bridge. Currently, direct connections from the south are either nonexistent or include unsafe desire line footpaths for bicycle / pedestrian connections across uncontrolled traffic on the high-speed George Washington Memorial Parkway.

A RAISE funding award on the ANC Wall Trail would accelerate the construction of the project. 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 [roisman@arlingtonva.us](mailto:roisman@arlingtonva.us).

Sincerely,

*Dennis M. Leach*

Dennis M. Leach, AICP  
Director of Transportation



May 25, 2021

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

RE: Request for NVTa Endorsement of Prince William County's RAISE Grant Applications for the Old Bridge Road/Gordon Boulevard Intersection Improvements and Prince William Parkway/Minnieville Road Intersection Improvements

Ms. Backmon,

I am writing to request NVTa's endorsement of Prince William County's applications for two projects under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The Old Bridge Road/Gordon Boulevard Intersection Improvements and Prince William Parkway/Minnieville Intersection Improvements are both local priority projects that provide congestion reduction benefits to the region.

The Old Bridge Road/Gordon Boulevard project consists of constructing a grade-separated innovative intersection to reduce congestion and delay and improve operations at this critical intersection near I-95, and eliminate dangerous weaving movements to improve safety. This project is part of an active VDOT Strategically Targeted Affordable Roadway Solutions (STARS) study as one of three intersections being evaluated to improve operations of the Route 123 corridor at I-95. This project has been recommended for FY 2027 Roadway Surface Transportation Program (RSTP) funds by the Authority and previously endorsed by the Authority for application for federal funding through the USDOT INFRA program. The Prince William Pkwy/Minnieville Rd project is included in TransAction (ID 279) and consists of constructing a grade-separated interchange to relieve congestion, improve safety and enhance access to major destinations. These multimodal projects are regionally significant as they reduce congestion and improve mobility on TransAction Corridor 4-1 Prince William Parkway (I-66 to I-95) in accordance with NVTa objectives.

Federal funding through the RAISE program would greatly facilitate construction of these projects and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales".

Ricardo Canizales  
Director of Transportation



| VIRGINIA RAILWAY EXPRESS

May 27, 2021

Ms. Monica Backmon  
Executive Director  
Northern Virginia Transportation Authority  
3040 Williams Dr., Suite 200  
Fairfax, VA 22031  
*Sent via email*

RE: RAISE Planning Grant Endorsement for VRE L'Enfant Station and Fourth Track Project

Dear Ms. Backmon:

I am writing to request the Northern Virginia Transportation Authority (NVTa) endorsement of the Virginia Railway Express (VRE) application for a planning grant for the L'Enfant Station and Fourth Track under the U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The L'Enfant Station and Fourth Track Project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will support simultaneous boarding of two full-length trains. The project will aim to improve station access and customer convenience at the station while also improving service reliability through the provision of additional track capacity in the LE to VA rail corridor.

The requested RAISE planning grant funding will be used to complete the final design for the project and will supplement Commonwealth of Virginia Rail Enhancement Fund and VRE capital funds currently committed for project planning, development and final design. The L'Enfant Station and Fourth Track project is included in the NVTa TransAction Plan, TransAction Project ID 298, VRE Alexandria-DC Rail Capacity Improvements.

Please let me know if additional information is needed. Thank you for consideration of this request.

Sincerely,

Christine Hoeffner  
VRE Manager of Project Development

CC: Rich Dalton  
Mark Schofield  
Joe Swartz



13.

**MONTGOMERY COUNTY COUNCIL**  
**ROCKVILLE, MARYLAND**

**EVAN GLASS**  
COUNCILMEMBER  
AT-LARGE

TRANSPORTATION & ENVIRONMENT COMMITTEE  
HEALTH AND HUMAN SERVICES COMMITTEE

**MEMORANDUM**

**TO:** Transportation Planning Board

**FROM:** Evan Glass, Montgomery County Councilmember

**DATE:** June 9, 2021

**SUBJECT:** Resolution

The purpose of this resolution is to ensure that the Transportation Planning Board (TPB) has the information it needs to make decisions congruent with our adopted climate goals as we consider Visualize 2045.

Since introduction of the resolution at the TPB's May meeting, I have amended the resolution text to reflect input from stakeholders and TPB colleagues.

The attached updated resolution text includes the following revisions:

1. Language stating that the Alternative No-Build and Alternative Build scenarios will be modeled using the regional travel model, which is a lower threshold than the federal conformity requirements.
2. Language clarifying that TPB members will not be required to remove projects from the current draft project list.
3. Added language calling for an Alternative No-Build scenario that applies additional transportation demand management (TDM) and land use measures to TPB staff's No-Build scenario.
4. Additional language calling for an Alternative Build scenario that incorporates TDM and land use measures in conjunction with new transit projects, while omitting road expansions.
5. A recommendation to test a range of telecommuting scenarios.

The TPB put transit-oriented development at the center of its regional vision 11 years ago. As we consider Visualize 2045 goals today, *we must continue prioritizing sustainable regional mobility and land use patterns to meet our aggressive targets for greenhouse gas and vehicle miles travelled reduction.*

In 2018, TPB led various models analyzing green transit investments and their impact on travel. We need to build on these efforts and develop a more comprehensive analysis that works in tandem with Visualize 2045. Those prior efforts were different in scope than the Build model being considered by TPB staff for Visualize 2045. In order to create an equal comparison between the existing build scenarios in Visualize 2045's transportation and land use models and a climate-friendly alternative, TPB will have the basis for a decision that reflects our shared regional goals of reducing carbon pollution from transportation and cutting emissions.

I ask for your consideration of this resolution so that we may make an informed decision about our environmental and transportation priorities for the future of the region.



**WHEREAS**, in December, the board of TPB voted 22 to 0 (with 8 abstentions) to "require its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and further recognized in the Technical Inputs Solicitation that meeting adopted greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045;" and

**WHEREAS**, the draft Visualize 2045 project list is largely the same as the 2018 plan, which included \$40 billion in highway expansion but only \$24 billion in transit expansion. While transit operating investments are higher than those for highways, this is partially due to the fact that the costs of driving are not fully accounted for by TPB. Other costs include police/fire/emergency response for highways which are not counted as part of the highway agency budgets, nor are the negative health care costs of vehicle pollution, or the much higher personal household costs of driving compared to transit/walk/bike; and

**WHEREAS**, public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit if it is frequent and reliable; and

**WHEREAS**, while the currently proposed conformity analysis would use 2014 telecommuting rates, 2019 telecommuting rates were already noticeably higher than 2014 rates and post-pandemic rates are expected to be even higher than 2019 levels, possibly significantly so. Just a 5% decline in peak hour traffic can return congested roadways to free-flow conditions; and

**WHEREAS**, the pandemic has demonstrated how critical transit is for our essential workforce in such fields as health care, grocery, shipping, maintenance, and more. It also showed that lower-income households live on very thin financial margins and that more transit along with free fares are investments that will help these families save money, buy food, pay rent, and build savings; and

**WHEREAS**, the urgency of the climate crisis means that the TPB region cannot put off creating a Visualize 2045 plan that commits to meeting greenhouse gas and vehicle miles reduction targets until the next long-range plan cycle. TPB and COG have the expertise, staff capacity, resources, time, and stakeholders at the table to develop a plan that adequately addresses the region's sustainability and equity goals now.

**WHEREAS**, the Council of Governments and TPB have been working to promote more mixed-use, walkable communities, affordable housing, and the extension of bus rapid transit.

**NOW, THEREFORE**, the TPB shall develop and model Alternative No-Build and Alternative Build scenarios during its conformity modeling process that aim to achieve TPB climate and equity goals; and

The alternative No-Build scenario will use transportation demand management and land use strategies with the existing base year transit and road network, similar to the regular No-Build scenario, such that the Alternative No-Build scenario would show improvements in per-capita vehicle miles traveled (VMT), non-auto mode share, greenhouse gas (GHG) emissions, and job accessibility compared to the regular No-Build scenario and potentially the regular Build scenario; and

In addition to applying the transportation demand management and land use strategies, the Alternative Build scenario will include a modified regional project list that increases transit investment and reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced peak travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations. The Alternative Build scenario will be prepared to show improvements in per-capita VMT, non-auto mode share, GHG emissions, and job accessibility compared to the regular No-Build and Build scenarios. The Alternative No-Build and Build scenarios are also anticipated to show improved travel times and reduced delay relative to the regular scenarios, based on findings from past TPB studies; and

The modeling for the regular No-Build and Build scenarios and the Alternative No-Build and Build scenarios will apply sensitivity testing, outside of the official conformity modeling, for a range of plausible post-pandemic telecommuting scenarios; and

The Alternative No-Build and Alternative Build scenarios will be modeled using the regional travel model but are not intended to meet federal conformity requirements. The Alternative scenarios and telecommuting sensitivity testing are intended to inform TPB Board review and possible revisions to the proposed Long-Range Transportation Plan, consistent with federal requirements, following the conformity modeling process and subsequent public comment period.



## POSSIBLE WAY FORWARD ON LONG-RANGE PLAN AND MEETING CLIMATE CHANGE MITIGATION GOALS

(6/9/21 Draft)

### Background

The TPB is poised to vote on the transportation projects and policies to be included in the next regional long-range transportation plan (2022 update of the LRTP) at its June meeting. If approved as is, it is expected to meet all federal requirements and contains projects that have been officially acted upon and sanctioned by the implementing agencies and associated parties. While this proposed plan makes continued progress on most TPB priorities, it appears to fall well short of the climate change mitigation goal adopted by both COG and many of the member jurisdictions. TPB staff notes that, currently, there are no federal climate change mitigation requirements for the TPB's plan, other than the air quality conformity assessment associated with criteria pollutants that are covered under the National Ambient Air Quality Standards (NAAQS).

Various alternative actions have been discussed to secure increased greenhouse gas (GHG) reductions from the plan. One would be to delay the LRTP approval until later next year, given that the TPB's Climate Change Mitigation Study (CCMS) is due to be completed in December 2021. That action, however, appears infeasible given that the TPB's request for an extension of the deadline to update the plan was denied by both the FHWA and the FTA. Additionally, this option has been questioned due to potential delays on many transportation projects (highway and transit) in the region. Another action discussed is to create and adopt an alternate plan, as the LRTP, that would meet the climate change mitigation goals. That action, however, has been questioned as well, by the Northern Virginia Transportation Authority (NVTa), among others, and it is not clear who would develop the alternate plan, what process would be used to develop the plan, how this alternate plan would be able to meet the stringent federal fiscal constraint requirements, what would be the potential negative impacts on the current set of projects already in and proposed by the member agencies for inclusion in the plan, and, finally, whether TPB staff would have the capacity to carry out this added work, given the staff's current federal work commitments.

The TPB and its member jurisdictions are committed to addressing climate change through mitigation and adaptation actions to achieve climate goals established in both COG plans and local government plans. The land use and transportation investments of recent years, while supportive of this commitment, must be significantly enhanced and accelerated to achieve our climate change goals. To this end, building on its past work, the TPB, with expert consultant assistance, is working on the TPB CCMS, which will test alternative pathways to achieving transportation-sector, GHG reduction goals associated with 2030 and 2050. As noted above, findings from the CCMS are expected to be discussed in December. That study is expected to lay out what specific actions the region's transportation sector must take, such as VMT reduction and converting vehicle fleet to cleaner fuel, and the levels of outcomes needed from such actions to reduce GHG in the transportation sector commensurate with the region's climate goals.

### Proposed Actions

1. Adopt the proposed plan (2022 update of the LRTP) upon completion of the regional air quality conformity assessment in recognition that the plan makes some progress on climate change issues. The proposed plan includes projects that have been thoroughly vetted and publicly supported, and for which, implementing agencies have identified available funding. Given the federal requirements of updating the LRTP every four years, any delay could endanger these projects and raise the kinds of serious operational questions posed by NVTa.
2. TPB member jurisdictions commit to completing the TPB Climate Change Mitigation Study and review it thoroughly at the regional and jurisdictional levels through the first quarter of 2022.
3. TPB member jurisdictions formally commit to assisting the TPB to develop a set of transportation policies and projects, by the end of 2022, which would be implementable at the jurisdictional and regional levels, consistent with the recommendations of the Climate Change Mitigation Study, that, when fully implemented, will assure the region will meet its climate change mitigation goals.
4. TPB member jurisdictions and agencies commit to take actions to officially adopt the projects and policies developed to attain the region's climate goals within the transportation sector, and advance these projects into the region's LRTP beginning with a mid-term update in 2024.

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****MEMORANDUM**

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

**FROM:** Monica Backmon, Executive Director

**DATE:** June 3, 2021

**SUBJECT:** National Capital Region Transportation Planning Board Proposed Resolution

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**Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the National Capital Region Transportation Planning Board (TPB) Resolution to be considered at their June 16, 2021, meeting.

**Background:** The TPB is responsible for developing/updating the National Capital Region's Constrained Long Range Plan (CLRP) called Visualize 2045, and conducting the air quality conformity determination on the plan every four years. The current Visualize 2045 plan was adopted by the TPB in November 2018, is set to expire in December 2022. The TPB has initiated the update to Visualize 2045. As part of this update; in December 2020, the TPB adopted the Visualize 2045 Update: Technical Inputs Solicitation which requires:

- A reduction in vehicle miles traveled and associated emissions in Visualize 2045 to achieve new interim GHG reduction goals and new climate resiliency goals.

At their June 16<sup>th</sup> meeting, the TPB is scheduled to take action on Resolution R19-2021, to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045.

Additionally, the TPB will also consider a resolution which suggests an alternative conformity analyses, alongside the one for Visualize 2045 long-range transportation plan's constrained element, with a different set of projects designed to achieve the region's GHG reduction goals as well as, develop and include an Alternative Build Scenario as part of the current Visualize 2045 update process.

Per the draft resolution submitted by Montgomery County (see attachment), the proposed Alternate Build Scenario would aim to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations.

The Authority, which is supportive of the TPB's climate and equity goals, has already invested or committed \$2.5 billion in regional multimodal transportation projects that will accomplish the following goals: Enhance quality of life and economic strength of Northern Virginia through transportation; Enable optimal use of the transportation network and leverage the existing network; Reduce negative impacts of transportation on communities and the environment. These goals are accomplished through:

- Reduce congestion and crowding experienced by travelers in the region;
- Improve travel time reliability;
- Improve access to jobs, employees, markets and destinations;
- Improve connections among and within areas of concentrated growth;
- Improve the safety of the transportation network;
- Provide more route and mode options to expand travel choices and improve resiliency of the system;
- Sustain and improve operation of the regional system;
- Reduce transportation-related emissions

The deadline for approval of the conformity determination for the Visual 2045 update by the Federal Highway (FHWA) and Federal Transit Administration (FTA), is December 2022. There are significant questions regarding the recently proposed Alternative Build Scenario impact on this schedule/deadline. The TPB Chair sent a letter to the FHWA and FTA requesting an extension of this deadline.

If the joint federal agency approval is not received by December 2022, or an extension, the flow of funding (federal, state, regional, local, etc.) for regionally significant projects could be impacted

Projects funded by the Authority are regionally significant in nature and are submitted to the TPB to be included in an air quality conformity assessment. In addition to NVTAs regional revenues, these projects usually have other funding sources including federal funds. As such, NVTAs staff have questions about the ability of these projects to advance if the TPB does not meet the December 2022 deadline, or receive an extension.

**Next Steps:** Given that NVTAs is not a member of the TPB but the primary funding entity of regionally significant projects in Northern Virginia, many of which are in active stages of implementation, it is important to understand the potential impacts of the proposed Alternate Build Scenario on already adopted and potential future projects given the Authority's mandate to reduce congestion.

NVTAs staff will continue to coordinate with TPB staff and other relevant agencies as well as NVTAs member jurisdictions to understand and report the impacts of the TPB Alternate Build Scenario on projects adopted in current and future Authority funded Six Year Programs that are submitted to the TPB for air quality conformity analysis. As a Region, Northern Virginia needs to the answers to the following questions:

1. Will the TPB create a new process to determine the selection criteria for the Alternate Build Scenario or will the same process currently used for Visualize 2045 be implemented?
2. Can a project be deleted from the Visualize 2045 Plan if a contract is already in place or if some expenditures have already be made, e.g. for PE/design and/or Right of Way, construction phases? Does this create any potential legal contract/legal issues? What are the impacts on NVTAs member jurisdictions as well as current and future NVTAs funding programs?
3. As the FHWA and FTA require that regionally significant projects be included in the air quality conformity determination, would the TPB adoption of the Alternate Build Scenario be considered a planning exercise or one in which the TPB would like to implement? Are there concerns regarding federal requirements?
4. Since the TPB is not a funding entity, and projects in the CLRP are required to demonstrate a "reasonable expectation of funding," how will the TPB seek concurrence from project sponsors on their commitment to advance projects identified in the Alternate Build Scenario?

Attachment: Draft TPB Resolution

**WHEREAS**, in December, the board of TPB voted 22 to 0 (with 8 abstentions) to "require its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and further recognized in the Technical Inputs Solicitation that meeting adopted greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045;" and

**WHEREAS**, the draft Visualize 2045 project list is largely the same as the 2018 plan, which included \$40 billion in highway expansion but only \$24 billion in transit expansion. While transit operating investments are higher than those for highways, this is partially due to the fact that the costs of driving are not fully accounted for by TPB. Other costs include police/fire/emergency response for highways which are not counted as part of the highway agency budgets, nor are the negative health care costs of vehicle pollution, or the much higher personal household costs of driving compared to transit/walk/bike; and

**WHEREAS**, public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit if it is frequent and reliable; and

**WHEREAS**, while the currently proposed conformity analysis would use 2014 telecommuting rates, 2019 telecommuting rates were already noticeably higher than 2014 rates and post-pandemic rates are expected to be even higher than 2019 levels, possibly significantly so. Just a 5% decline in peak hour traffic can return congested roadways to free-flow conditions; and

**WHEREAS**, the pandemic has demonstrated how critical transit is for our essential workforce in such fields as health care, grocery, shipping, maintenance, and more. It also showed that lower-income households live on very thin financial margins and that more transit along with free fares are investments that will help these families save money, buy food, pay rent, and build savings; and

**WHEREAS**, the urgency of the climate crisis means that the TPB region cannot put off creating a Visualize 2045 plan that commits to meeting greenhouse gas and vehicle miles reduction targets until the next long-range plan cycle. TPB and COG have the expertise, staff capacity, resources, time, and stakeholders at the table to develop a plan that adequately addresses the region's sustainability and equity goals now.

**WHEREAS**, the Council of Governments and TPB have been working to promote more mixed-use, walkable communities, affordable housing, and the extension of bus rapid transit.

**NOW, THEREFORE**, the TPB shall develop and include an alternative Build scenario in its conformity modeling process that aims to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional

policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations; and

The conformity modeling for the No-Build and two Build scenarios will measure the impact of induced demand, and use updated telecommuting patterns, and, as needed, sensitivity testing for a range of plausible post-pandemic telecommuting scenarios; and

The alternative Build scenario will meet federal conformity requirements such that TPB would have the option of adopting the scenario as its Long-Range Transportation Plan following the conformity modeling process and subsequent public comment period.

DRAFT

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** June 3, 2021

**SUBJECT:** Executive Director's Report

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

**1. TransAction.** NVTA staff and the Consultant Team are finalizing the overarching work plan – the primary project management tool – which includes an integrated schedule covering planning, modeling, engagement, communication and other activities. The work plan also includes a summary of key milestones and deliverables over the three phases of TransAction and the next three updates to the Six Year Program. As a subset to this, a public engagement plan (PEP) is also being finalized. Among ongoing Phase 1 tasks, the Consultant Team is developing basic travel data and building the model structure to implement the modeling strategy. NVTA staff continues to work closely with staff from member jurisdictions and regional agencies on the development of the TransAction project list. NVTA staff is facilitating a series of working group meetings with staff across the region (including from Maryland and the District of Columbia) to identify candidate projects related to a Bus Rapid Transit system in Northern Virginia.

Upcoming activities include an RJACC work session to discuss development of TransAction goals, objectives, and measures, and shortlisting of potential scenarios for future scenario (sensitivity) analysis. Other activities include initiation of public engagement activities, continuing development of the transportation model, and finalization of the 'bottom-up' project list. Six Year Program tasks including preliminary planning for modeling and analytical work related to the FY2022-2027 Six Year Program are also underway.

**2. Transportation Technology Strategic Plan (TTSP).** On Thursday, May 13th, the Authority adopted the eight strategies of the inaugural TTSP and its Action Plan. With the guidance of the Transportation Technology Committee (TTC) and input from other NVTA Committees, the TTSP was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. The full TTSP will be maintained as a living **document**, to



reflect the continued evolution of transportation technologies, and to allow NVTA staff the flexibility to update and refine it as necessary.

Since adoption, NVTA Staff have been working to deepen the connection between the TTSP and TransAction. This began with the creation of lists of potential technology-related scenarios for use in modeling, and technology-related topics for public engagement, which will be prioritized for integration with the TransAction update process in the near future. Over the next two months NVTA Staff will also begin drafting processes and templates to use in future collaborative efforts to develop regional transportation policies, and in evaluating technologies as they enter the region. The TTC will be provided an update on all of this work during their next meeting, which has been scheduled for Wednesday, July 14th.

**3. Project Information Monitoring Management System (PIMMS).** During May 2021, NVTA staff has tested and signed off on various permission/access levels, dashboard funding chart enhancements, and the dashboard map. The recent development focus has included addressing comments regarding processes for the initiation/updating of Standard Project Agreement (SPA) data; review/approval of reimbursement requests; and updating of project status information. The system is now ready to handle all these processes. Jurisdiction staff have been invited to submit reimbursement requests, and SPA initiation information for selected projects. In the near future, project sponsors will be invited to input project status information for selected projects. Also in June, NVTA staff will coordinate development of cashflow analyses reports, and features/functionalities to enhance the process for submitting funding applications to NVTA for the FY2022-2027 Six Year Program. This will conclude all system enhancements identified under PIMMS Phase 3.

Development activities associated with PIMMS Phase 4 will begin in July 2021.

**4. WTS Annual Conference “Blue Ribbon Reception”** –Secretary of Transportation, Shannon Valentine, and Department of Rail and Public Transportation (DRPT) Director and Authority member, Jennifer Mitchell, invited me to be a host of the May 12, 2021 Women’s Transportation Seminar (WTS) Annual Conference “Blue Ribbon Virtual Reception,” gathering transportation leaders and dignitaries from across the country.

**5. LEADVA Panel Discussion** – On May 20, 2021, LEADVA hosted a panel discussion on the “National Landing: Rail Gateway to VA” during which I was a featured panelist, along with Dallas Richards, Chief Engineer, Virginia Railway Express, and Jay Corbalis, Vice President, Public Policy, JBG Smith. The focus of the discussion was on railway investments impacting the region, including Long Bridge, VRE Crystal City Station and the WMATA Station in Crystal City. I also spoke about NVTA’s investments in National Landing and provided background on NVTA’s origins.

**6. Bike to Work Day 2021** – Since participant tents were not allowed to be set up beside the pitstop tents this year, continuing to keep social distancing in mind, NVTa participated in Bike to Work Day on May 21, 2021, virtually this year, producing a video highlighting participation with cyclists in years past. NVTa staff plan to participate in-person once again next year.

**7. Route 28 Widening Groundbreaking in City of Manassas** – On May 26, 2021, the Authority, City of Manassas, and VDOT, co-hosted a groundbreaking event on the Route 28 widening project in the City of Manassas. This is the sole NVTa regionally-funded transportation project sponsored by the City of Manassas. To date, eight media stories covering the milestone were secured.

**8. Celebrate Transportation Day in Virginia** – NVTa staff worked with the Northern Virginia Transportation Commission, Virginia Railway Express, and PRTC/OmniRide, on a collaborative promotion as part of Celebrate Transportation Day in Virginia on May 27, 2021. Social media graphics and posts were created to promote the fact that women chair these NoVA transportation agencies at the same time, for the first time in history, including NVTa Chair Phyllis J. Randall and NVTC Chair and Authority member Katie Cristol.

**9. Route 9 Traffic Calming Ribbon-Cutting Celebration in Hillsboro** – The Town of Hillsboro in Loudoun County will be hosting a Route 9 reopening ribbon-cutting celebration on June 18, 2021, declared by the Town as NVTa Day. NVTa staff members will take part in the event, and current and past Authority members are invited to attend. The Route 9 traffic calming project is one of the first transportation projects in the Authority's inaugural FY2018-2023 Six Year Program to start and finish construction.

**10. Transit Signal Priority Video (City of Alexandria, NVTa and DASH Bus)** – On February 4, 2021, the Authority celebrated with the City of Alexandria and DASH Bus, the completion of Intelligent Transportation Systems (ITS) projects, via a virtual ribbon-cutting ceremony. Following up on the milestone celebration, as part of a collaborative effort, the City of Alexandria, NVTa and DASH Bus have unveiled an informative animated video explaining new Transit Signal Priority (TSP) projects in the City, how they operate and how travelers will be impacted. The Authority has invested more than \$2 million in Alexandria ITS projects. You can view the new video, here: <https://vimeo.com/558090550>.

**NVTa Standing Committee Meetings:**

- a. Finance Committee:** The NVTa Finance Committee is scheduled to meet next on June 17, 2021, at 1:00pm.
- b. Planning and Programming Committee:** The next meeting of the PPC is TBD. Meeting date/time will be posted when finalized.

- c. **Governance and Personnel Committee:** The next meeting of the NVTa Governance and Personnel Committee is scheduled for July 8, 2021 at 5:30pm.

**Statutory Committee Meetings:**

- a. **Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee is scheduled to meet July 28, 2021, at 6:30pm.
- b. **Technical Advisory Committee:** The NVTa Technical Advisory Committee is scheduled to meet in July 21, 2021, at 7:00pm.

**CMAQ-RSTP Transfers:**

- a. CMAQ and RSTP Transfers requested since the last Executive Director's report are presented in Attachment A.

**Regional Projects Status Report:**

- a. Please note the updated Regional Projects Status Report, which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

**Link to the Projects Status Report:** <https://thenovaauthority.org/funded-projects/>

**Attachments:**

- A. CMAQ-RSTP Transfers
- B. Regional Projects Status Report

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

**TO:** Chair Randall and Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Executive Director

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ)  
Program Funds for Arlington County

**DATE:** June 3, 2021

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- 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 (CMAQ) funds for Arlington County.
- 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 March 27, 2021, Arlington County requested the following reallocation:

- Transfer of \$68,606 of allocated CMAQ funds from Bike Trail on Old Dominion Drive (UPC 16100) to Capital Bikeshare (UPC 106958).

These surplus CMAQ funds from a previously cancelled project are unmatched; the County will provide the required 20 percent match of \$17,152 from local funding sources. The transfer will enable the County to acquire and install new Capital Bikeshare docking stations and bicycles at two County-owned locations, one near the East Falls Church Metrorail Station and one in the Shirlington neighborhood.

At its meeting on May 27, 2021, the RJACC approved this request.

**Attachment(s):** DRAFT Letter to VDOT Acting NOVA District Administrator Lynch  
Request Letter from Arlington County

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

June 10, 2021

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 (CMAQ) funds for Arlington County

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).

On May 27, 2021, Arlington County requested the following reallocation:

- Transfer of \$68,606 of allocated CMAQ funds from Bike Trail on Old Dominion Drive (UPC 16100) to Capital Bikeshare (UPC 106958).

These surplus CMAQ funds from a previously cancelled project are unmatched; the County will provide the required 20 percent match of \$17,152 from local funding sources. The transfer will enable the County to acquire and install new Capital Bikeshare docking stations and bicycles at two County-owned locations, one near the East Falls Church Metrorail Station and one in the Shirlington neighborhood.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on May 27, 2021, and the NVTA was informed at their June 10, 2021, 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, Executive Director, NVTA  
Dennis M. Leach, Director of Transportation Arlington County



DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201

TEL 703-228-0588 [www.arlingtonva.us](http://www.arlingtonva.us)

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May 24, 2021

Ms. Noelle Dominguez, Chair  
Regional Jurisdiction and Agency Coordinating Committee (RJACC)  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Dear Ms. Dominguez:

Arlington County requests RJACC approval of the following transfer of Congestion Mitigation and Air Quality (CMAQ) Funds:

- \$68,606 from UPC 16100 (Bike Trail on Old Dominion Drive) to UPC 106958 (Capital Bikeshare)

These surplus CMAQ funds from a previously cancelled project are unmatched; the County will provide the required 20 percent match of \$17,152 from local funding sources. The transfer will enable the County to acquire and install new Capital Bikeshare docking stations and bicycles at two County-owned locations, one near the East Falls Church Metrorail Station and one in the Shirlington neighborhood.

The Capital Bikeshare project has been previously authorized for CMAQ funding by the full Authority, so this transfer requires only RJACC concurrence. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or [roisman@arlingtonva.us](mailto:roisman@arlingtonva.us).

Sincerely,

*Dennis M. Leach*

Dennis M. Leach, AICP  
Director of Transportation

cc: Monica Backmon, Executive Director, NVTA  
Jan Vaughan, Manager, NoVA Program Management, VDOT

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 5/24/2021

Name of Jurisdiction/Agency Requesting: Arlington County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$68,606

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)
16100	Bike Trail on Old Dominion Drive	CMAQ	N	2021	\$68,608.00	106958	Capital Bikeshare	Y	2016				

TOTAL OF TRANSFER \$68,608.00

Attach Signed Request of Transfer Letter



**NVTA Funding Program Project Status**  
Summary Report

**Attachment B.**

As of May 30, 2021.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,491,195,952	1. <b>Fairfax County</b> - Frontier Drive Extension and Intersection Improvements, virtual public information meeting hosted by VDOT on May 17, 2021, at 7:00 pm. 2. <b>NOTE:</b> For latest information on project events, please refer to the " <b>Events and Meetings</b> " section on our home page - <a href="https://thenovaauthority.org/">https://thenovaauthority.org/</a> For full status information, please check NVTA web page on regional fund projects - <a href="https://thenovaauthority.org/funded-projects/">https://thenovaauthority.org/funded-projects/</a>
Total Amount Reimbursed	\$565,642,530	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	62	
Completed	49	
Not Yet Executed	31	
Substantive Status Updates (during March 2021 - April 2021)**		
Project Title (program year)	Updated Status	% Reimbursed
<b>Arlington County</b>		
Boundary Channel Drive Interchange (FY2014)	The design-build RFP was released in March, 2021; bids were received from 3 short-listed firms in May.	50.7%
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	West Segment: Design is 100% complete; East Segment: ANCSE-DAR MOA has been signed by all parties.	10.0%
ART Operations and Maintenance Facilities (FY2018-23)	Notice-to-proceed for the next phase is anticipated by mid-June 2021; Public Information Meetings are being scheduled for June 15,16.	0.7%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Transitway Extension: consultant submitted the final structural and electrical design for the stations.	0.0%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	County has received FTA categorical exclusion in March 2021; so NEPA process is complete. Project team will be presenting the project to the County's Transportation Commission in July, 2021.	13.0%
Crystal City Streets (FY2017)	12th St. plans - The 100% design plan package was submitted to VDOT for review in Mach, 2021.	17.1%
<b>Fairfax County</b>		
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16, FY2018-23, FY2020-25)	VDOT Central Office has granted Notice to Proceed (NTP) in April 2021 in the ROW process for full parcel acquisitions.	FY2015-16: 100.0% FY2018-23: 0.0%
Frontier Drive Extension & Interchange Improvements (FY2015-16, FY2018-23)	A Virtual Public Information Meeting (PIM) was held on May 17, 2021.	FY2015-16: 100.0% FY2018-23: 0.0%
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	On April 23, 2021 contractor submitted the 100% Design plans and the revised noise wall analysis. Initial mill and overlay on existing pavement have started in May.	FY2015-16: 85.0% FY2017: 0.0% FY2018-23: 0.0%
<b>Loudoun County</b>		
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	A virtual Public Information Meeting was held on April 29, 2021. Staff is expected to seek Design Endorsement from the Board of Supervisors at an upcoming Board Meeting on 7/6/21.	0.0%
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Construction completion is delayed by a year for both phases. Phase I: Consultant working on 90% Design Plans, expected by end of June, 2021.	5.5%
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	The 60% ROW Design Plans were submitted for review to VDOT April 9, 2021. Utility designations have been completed. Phase II construction IFB was advertised on 4/19/2021. Bids are due on 6/2/2021.	6.5%
<b>Prince William County</b>		
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23)	The Prince William BOCS Public Hearing for design was held on February 2, 2021, and design was approved. Final plans are under review by VDOT.	15.2%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	100% Design Plans have been submitted to VDOT.	7.7%
<b>City of Alexandria</b>		
Potomac Yard Metrorail Station (FY2014, FY2015-16, FY2017)	All NVTA-funded tasks are completed, and NVTA funds have been fully reimbursed. Construction ongoing, anticipated to complete by March 2022.	FY2014: 100.0% FY2015-16: 100.0% FY2017: 100.0%
<b>City of Manassas</b>		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Contract has been awarded and the pre-con meeting was held on May 4th. NTP date is May 18th. A ground-breaking ceremony was held on May 26, 2021.	26.0%

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





## NVTA Funding Program Project Status

### Summary Report

#### Town of Leesburg

Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY208-23)	The contract has been executed and Notice to Proceed was issued to the design consultant on 5/13/21. A kickoff meeting was held on May 25, 2021.	0.0%
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