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

# AGENDA

Thursday, May 13, 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 21-05 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*

4. **Minutes of the April 8, 2021 Meeting**
   *Recommended action: Approval [with abstentions from those who were not present]*

## 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

## 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*

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

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

*Recommended Action: Approval of Reallocation*

## Discussion/Information Items

**9. Governance and Personnel Committee Report** Chair Randall, Chair

- **Verbal Update**

**10. Planning and Programming Committee Report** Mayor Wilson, Chair

**11. Planning Coordination Advisory Committee Report**
Councilwoman Miles, Vice-Chair

**12. Technical Advisory Committee Report** Mr. Boice, Chair

**13. Executive Director's Report** Ms. Backmon, Executive Director

**14. Chair's Comments**

## Closed Session

**15. Adjournment**

## Correspondence

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

**NVTA Offices**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**RESOLUTION 21-05 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF EMERGENCY DURING COVID – 19 PANDEMIC**

**MAY 13, 2021 MEETING ELECTRONICALLY**

May 13, 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 May 13, 2021, to discuss and transact the business of the Authority listed on the May 13, 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 May 13, 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 May 13, 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 13th day of May, 2021.

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

# MINUTES

Thursday, April 8, 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; Councilmember Snyder; Chairman McKay; Chair Wheeler; Board Member Cristol (joined 7:29pm); Mayor Davis-Younger, Mayor Wilson; Mayor Rishell; Mayor Meyer (joined 7:09pm); 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.
   - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior 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); Steve MacIsaac (Council of Counsels); Tracy Baynard (McGuire Woods Consulting LLC).

3. **Adoption of Resolution 21-04 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 21-04 for Electronic Meetings During COVID-19 Pandemic*
   - ✓ Chair Randall made the motion to adopt Resolution 21-04 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 12-0-2 as two Members were yet to join the meeting.

4. **Minutes of the March 11, 2021 Meeting**

   *Recommended action: Approval [with abstentions from those who were not present]*
   - ✓ Chair Randall moved for the acceptance of the March 11, 2021 meeting minutes; seconded by Senator Boysko. Motion passed by 12-0-2 as two Members were yet to join the meeting.

## Presentations

**5. Economic Impact Analysis of NVTA Funded Projects**

Mr. Nampoothiri, Senior Transportation Planner

- ✓ Ms. Backmon noted that NVTA partnered with Chmura Economics and Analytics to provide an updated economic study of the direct and indirect impacts of NVTA funded projects ($3.3 billion in regional and local funding) on the economy, adding that these investments benefit the entire Commonwealth through increased economic activity which produces more jobs, additional revenue and other benefits.
- ✓ She also took the opportunity to publicly congratulate Mr. Nampoothiri on achieving his United States citizenship and additionally earning his PH. D from the University of Albany, NY.
- ✓ Adding that Mr. Nampoothiri's research was on the impacts of weather on traffic speeds and how using big data (ex. INRIX) can provide spatial and temporal granularity.
- ✓ Chair Randall and Members of the Authority joined with Ms. Backmon in congratulating Mr. Nampoothiri for these outstanding achievements.
- ✓ Mr. Nampoothiri thanked the Members for their congratulatory wishes and proceeded to inform them that this study is conducted every two years, and its purpose is to build upon what has been accomplished in previous years and the bi-annual updates serve as benchmarks for NVTA.
- ✓ He noted that this study supports the Five-Year Strategic Plan Goals and also ensures transparency as it helps educate citizens and other stakeholders.
- ✓ Further, there is confidence in the results through the use of well recognized, transparent, repeatable modeling techniques and assessment tools used on a state and national level.
- ✓ He noted that Chmura Analytics, a Richmond based firm, reviewed both 70% project funding and 30% revenue distribution funds allocated from FY2014 to the recently adopted FY2020/25 Six Year Program.
- ✓ Altogether, NVTA's funding of projects adds up to $3.3 billion worth of investments in Northern Virginia which has both direct, indirect and induced impacts in Northern Virginia and the Commonwealth as a whole.
- ✓ For instance, in Northern Virginia, the economic impact of NVTA's total investment of $3.3 billion yields 140% return on investment and 155% return on investment in Virginia overall.
- ✓ Additionally, the economic impact on employment is 27,118 and 30,253 jobs in Northern Virginia and Virginia respectively. Out of these jobs, 90% are staying in Northern Virginia, further adding to the tax base thus promoting future growth in the region.
- ✓ Moreover, the $3.3 billion in projects is expected to generate $4.3 million in local taxes for Northern Virginia and $68.2 million in state taxes for the Commonwealth.
- ✓ Also noted was an analysis conducted by NVTA Staff, regarding the value of time from the investment of $2.5 billion in 106 regional (70%) projects which saves

225 million hours of congestion and time in traffic by 2030 (based on congestion reduction relative to cost) and further triggers another $2.7 billion in additional funding from federal, state, local and private sources.

- ✓ The economic activities generated and the value of time through travel time saved from NVTA's investments of $3.3 billion yields a 250% return on investment for the Commonwealth.
- ✓ Mr. Nampoothiri also noted that some enhancements being considered for the future analyses include:
  - Further examination of mobility benefits in the area of safety, environment, health, and vehicle operating cost savings.
  - Economic impact of the funding matches is currently $2.7 billion.
  - Expanded employment opportunity analysis
  - Opportunity impacts of the region regarding business startups, relocations etc.
  - Expand local tax analysis in the areas of Real Estate, Personal Property and Sales.
- ✓ Mr. Nampoothiri concluded his presentation with an infographic highlighting all the various impacts of NVTA's investments in the region and Commonwealth.

## Action Items

**6. Adoption of the FY2022 Regional Revenue Fund Budget** Mayor Rishell, Chair, Finance

*Recommended Action: Adoption of the Regional Revenue Fund Budget*

- ✓ Mayor Rishell informed the Authority that the Finance Committee has been providing guidance and direction on the budgets since last November and recommends Authority approval.
- ✓ Referring to Attachment 1, Mr. Longhi proceeded to inform Members that revenues were adjusted downward in order to reflect the impacts of the COVID-19 pandemic on the economy.
- ✓ These amount to $184 million for the proposed FY2022 budget.
- ✓ He also noted that Sales Tax Revenues did not decrease as much as projected and attributed this to newly taxed internet sales tax started in FY2020.
- ✓ Mr. Longhi further pointed out that the source of the Interstate Operations and Enhancement Program (IOEP) Transfer, previously known as I-81 revenues, changed due to (HB1414/SB890 - 2020) the Omnibus Transportation Bill. Adding that the General Assembly changed this revenue from a monthly basis to an annual allocation based on available funds from the Highway Construction Program under the IOEP, and revenue the projections for FY2022 will be based on VDOT estimates. The VDOT estimated IOEP transfer for FY2022 is $13.3 million.
- ✓ There is also a $20 million transfer from the Commonwealth's Northern Virginia Transportation District Fund to the NVTA.
- ✓ He noted that every jurisdiction requesting a forward appropriation, four projects from the FY2024-2025 SYP update, can be forward appropriated safely.

- ✓ Mayor Rishell moved Authority adoption of the Proposed FY2022 Regional Revenue Fund Budget, as presented in Attachment 1; seconded by Board Member Cristol. Motion passed unanimously.

**7. Adoption of the FY2022 Local Distribution Fund Budget** Mayor Rishell, Chair, Finance

*Recommended Action: Adoption of the Local Distribution Fund Budget*

- ✓ Mr. Longhi noted that the Local Distribution Fund 30% revenues are distributed in entirety to member jurisdictions so NVTA does not carry forward a balance from one fiscal year to another.
- ✓ He added that in 2020, the Authority elected to charge the operating budget to the Regional Revenue Fund, resulting in increased 30% distributions to member jurisdictions, estimated at $2.7 million in FY2022.
- ✓ For FY2022, proposed revenue for distribution is $102 million.
- ✓ This is done with the assumptions that the Authority will continue these distributions based on the Code of Virginia; that actual distributions will be based on jurisdictions completing the annual certification.
- ✓ Mayor Rishell moved Authority adoption of the proposed FY2022 Local Distribution Fund Budget; seconded by Board Member Cristol. Motion passed unanimously.

**8. Adoption of the FY2022 Operating Budget** Mayor Rishell, Chair, Finance

*Recommended Action: Adoption of the Operating Budget*

- ✓ Mr. Longhi addressed the Operating Budget by noting that because of the impact of COVID-19, some expenses were not incurred, thus making possible a savings of $140,000 which will be carried forward into FY2022 to reduce expenditures.
- ✓ He further noted that since business meetings will again resume with staff in the offices, there was not a lot of changes in the expenditures.
- ✓ However, staff reviewed a number of things which could be done differently and is looking at options as in person meetings resume. Few FY2022 budgets reductions were recommended in light of the ongoing uncertainty in how business activities will change post pandemic. Chairman McKay remarked that it is his understanding that the PIMMS updates in the budget will not be on an annual basis but this investment will take care of all the expenses.
- ✓ Mr. Longhi responded that this is the last of the system startup expenses, adding that the annual maintenance support for the PIMMS system is part of the base budget.
- ✓ Mayor Rishell moved Authority adoption of the proposed FY2022 Operating Budget as presented in Attachment 1; seconded by Chairman McKay. Motion passed unanimously.

**9. Approval of the FY2027 Congestion Mitigation and Air Quality and Regional Surface Transportation Program Project Funding Recommendations**

Ms. Backmon, Executive Director

*Recommended Action: Approval of FY2027 CMAQ/RSTP Recommendations*

- ✓ Ms. Backmon briefed the Authority on the application process for FY2027 CMAQ and RSTP funding recommendations.
- ✓ Noting that NVTA Staff coordinated with jurisdiction and agency staff to develop a recommended list of projects and proposed funding allocations resulting in the presented Option One.
- ✓ She noted that for FY2027, 33 CMAQ and RSTP applications totaling $130,993,257 were received. However, the estimated funding available for programming is $70,703,055.
- ✓ Ms. Backmon added that per Commonwealth Transportation Board (CTB) recommendation, NVTA programmed the funding into outer years in order to be consistent with the Six Year Improvement Program (SYIP).
- ✓ At the February 25th and March 25th meetings, the Regional Jurisdiction and Agency Coordination Committee (RJACC) reviewed two funding recommendation options as VDOT had amended their initial funding request.
- ✓ Option One recommends the funding of four off the top projects totaling $1,825,880. Option Two recommends the funding of four off the top projects totaling $5,662,257.
- ✓ Following a number of deliberations, the RJACC recommended Option One for the Authority's consideration with VDOT recommending Option Two given the lack of available CMAQ funds to fund the off the top (TERMS) projects at the requested amount.
- ✓ She noted that Ms. Hynes worked with the CTB to come up with additional funding for FY2022-FY2026 so no reductions would be made in current project funding.
- ✓ She also noted the recommendation to conduct an assessment of President Biden's proposed infrastructure plan and come back next year with a proposal of the funding of the TERMs projects, noting that this works for CTB's timeline.
- ✓ Ms. Backmon added that per Authority recommendation of the preferred option, the FY2027 CMAQ/RSTP funding recommendations will be sent to the CTB for inclusion in the SYIP.
- ✓ Chair Randall moved Authority recommendation to the Commonwealth Transportation Board, funding approval of the proposed projects for FY2027 CMAQ and RSTP funds, as presented in Option One (attachment); seconded by Chairman McKay. Motion passed unanimously.

**10. Approval of Holiday Revisions for Employee Handbook** Mr. Longhi, CFO

*Recommended action: Approval of Revisions*

- ✓ Mr. Longhi presented this staff report noting that when the Authority was established, consideration was given to ensure that staff benefits in the Employee Handbook were consistent with that of the region.
- ✓ In 2014, on average there were 12.5 holidays provided to employees in the region. Since then, Columbus Day has been renamed Indigenous People's Day and many jurisdictions have also adopted June 18th as Juneteenth Holiday, making 13.5 holidays as the regional average.

- ✓ Chair Randall expressed her appreciation for jurisdiction's awareness of what Juneteenth is and the importance of renaming Columbus Day to Indigenous People's Day, and fully supports it.
- ✓ Chair Randall moved that the Authority approve the attached changes to Section 4.2 of the NVTA Employee Handbook; seconded by Delegate Roem. Motion passed unanimously.

**11. Approval of Fairfax County Request for Additional Transform 66 Outside the Beltway Concessionaire Funding** Ms. Backmon, Executive Director

*Recommended action: Approval of Additional Funding Recommendation*

- ✓ Ms. Backmon informed the Authority that Fairfax County is requesting additional Transform 66 Outside the Beltway Concessionaire funds for previously approved projects: Monument Drive Parking Garage; Lee Highway Pedestrian Improvements; Poplar Tree Road Bridge Construction; Route 29 Widening Phase 2 Projects.
- ✓ Ms. Backmon noted that VDOT has confirmed that there are enough unprogrammed concessionaire funds to accommodate this request, with roughly $480,000 remaining after the transfer is processed.
- ✓ Chairman McKay moved Authority recommendation to transfer $2,569,017 in Concessionaire funds from Route 29 Widening Phase 1 to Route 29 Widening Phase 2 and add an additional $10,851,983 from unprogrammed Concessionaire Funds for the following previously-approved projects: Monument Drive Parking Garage; Lee Highway Pedestrian Improvements; Monument Drive Parking Garage; Lee Highway Pedestrian Improvements; Poplar Tree Road Bridge Construction; Route 29 Widening Phase 2 Projects; seconded by Mayor Meyer. Motion passed unanimously.

## Discussion/Information Items

**12. Governance and Personal Committee Report**

**2021 General Assembly Update** Ms. Baynard, McGuire Woods Consulting, LLC

- ✓ Ms. Baynard updated the Authority regarding some ongoing activities from the General Assembly Session, particularly a number of studies related to transportation, climate, electrification infrastructure and greenhouse gases.
- ✓ She also noted that the CTB is conducting a two-month overview of the three existing Regional Transportation Authorities (RTAs) stating that the Office of the Attorney General has provided an initial overview to the CTB, by explaining the legislation upon which these Authorities were established.
- ✓ She added that the Office of the Attorney General is to go back to the CTB this April, with further details regarding the financing, project selection and prioritization activities of the RTAs.
- ✓ Ms. Baynard explained that there is concern regarding new lane mileage being built which creates a maintenance responsibility for the Commonwealth.
- ✓ Also, since VDOT manages a lot of locality projects, there is concern about whether VDOT is being compensated adequately for these services.

- ✓ She proceeded to highlight certain key studies and their timelines.
- ✓ Ms. Baynard also referenced a presentation given to the CTB last month regarding electric vehicles and charging stations. She pointed that this will be helpful for everyone to have and will send it out.
- ✓ Chair Randall mentioned that she had asked about how NVTA scores projects during the GPC Meeting and would like Ms. Backmon to repeat her response so the Authority can be better informed about what steps they may want to take regarding reducing the number of criteria being used and changing the scoring system.
- ✓ Ms. Backmon responded that since NVTA is in the initial stages of updating TransAction, the existing performance measures will be evaluated through the Authority's committees, and efforts made to scale them down and weigh each one appropriately.
- ✓ She also reminded all that 'equity' will be one of the performance measures recommended by staff and after all have been vetted through the Committees, recommendations will be presented to the Authority for approval.

**13. Finance Committee Report** Mayor Rishell, Chair

- ✓ Mayor Rishell updated the Authority that the Finance Committee met on March 25th, 2021, adding that the April meeting has been canceled due to no action item on the agenda.
- ✓ She noted that the next meeting is scheduled for May 20, 2021.
- ✓ Also, the Finance Committee serves as the Audit Committee for the Authority. As such, progress reports on the Audit will be part of the Committee's discussions in the coming months, in line with professional standards and practices.
- ✓ She also thanked the Finance Staff and Committee members for all their exceptional work.

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

- ✓ No verbal report given.

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

- ✓ No verbal report given.

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

- ✓ No verbal report given.

**14. Planning and Programming Committee Report** Mayor Wilson, Chair

- ✓ Mayor Wilson briefed the Authority that the PPC last met on March 25, 2021, and discussed the Transportation Technology Strategic Plan (TTSP).
- ✓ He noted that the Committee is still discussing the Action Plan and how this will be incorporated in the TransAction update.

**15. Planning Coordination Advisory Committee Report** Mayor Colbert, Chair

- ✓ No verbal report given.

**16. Technical Advisory Committee Report** Mr. Boice, Chair

- ✓ No verbal report given.

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

- ✓ No verbal report given.

**18. Chair's Comments**

- ✓ Chair Randall informed Authority members that WMATA recently sent a letter to Ms. Backmon asking that the Authority reimburse expenditures for the Traction Power Upgrades Projects without delay. She expressed deep concerns regarding WMATA's lack of communication and overall approach towards the Authority in regards to the issue of the Traction Power Upgrade projects, despite NVTA's attempts at reaching an amicable resolution of the issue.
- ✓ Adding that for a resolution, she is proposing a letter which firmly and categorically states that the Authority funding should be used for increasing capacity and not for servicing their operating budget.
- ✓ Chair Randall invited Authority members to weigh in on this proposal.
- ✓ Chairman McKay expressed his appreciation and support of the letter, noting that the letter should communicate references to the Code of Virginia noting what NVTA's funds should be used for.
- ✓ Delegate Roem affirmed support and asked who would ensure that WMATA is held accountable for the money entrusted them and wanted to know what enforcement mechanisms the Authority has in the Code.
- ✓ Both Mayor Wilson and Board Member Cristol affirmed their support of the proposal, sharing their views on how to approach drafting the letter to WMATA.
- ✓ Council of Counsels member, Steve MacIsaac noted that he is in agreement with Chair Randall's proposal and that the draft letter to WMATA should stipulate what the funds should be used for, assuring that the Council of Counsels stands ready to assist in drafting this proposed letter.
- ✓ Mayor Rishell added her support of the proposal but expressed concern about holding WMATA accountable.
- ✓ Chair Randall moved that the Authority send a letter to WMATA as discussed, seconded by Council Member Snyder.
- ✓ Board Member Cristol clarified and voiced her support of the Authority's decision to reimburse WMATA with the expectation that the money will be used in accordance with the State Code.
- ✓ Following more discussions regarding the proposed letter, all voted unanimously to have a strong letter (drafted with assistance from Council of Counsels) sent to WMATA, stipulating how the funds should be accounted for.

**19. Adjournment**

- ✓ Meeting ended at 8:36pm.

## Correspondence

## Next Meeting: May 13, 2021 at 7:00pm

**NVTA Offices**

# Transportation Technology Strategic Plan (TTSP): Recommendations

*May 13, 2021*

# Topics



1. Why did we develop the Transportation Technology Strategic Plan (TTSP)?
2. What is the TTSP?
   - Recommended Strategies
3. What are the expected benefits of the TTSP?
4. How does the TTSP fit with NVTA's primary responsibilities?
5. How will we use the TTSP?
6. What are the possible outcomes of the TTSP Action Plan?
7. When will we update the TTSP and report back?
8. Recommendations



# Why did we develop the Transportation Technology Strategic Plan (TTSP)?



2004/5 – Apple begins product development on a computer that uses a touch screen instead of a physical keyboard/mouse or stylus

January 2007 – Launch of iPhone 2G

January 2017 – 2.2M apps in App Store

October 2020 – Launch of iPhone 12

2035 – Which version of the iPhone?

July 2002 – NVTA created by General Assembly

September 2006 – TransAction 2030 adopted

November 2012 – TransAction 2040 adopted

July 2013 – NVTA revenue stream begins

October 2017 – TransAction update adopted

April 2021 – draft TTSP/Action Plan

2035 – Where should NVTA be?

# What is the TTSP?



- Tool that will inform a proactive approach to adoption of transportation technology;
- Provides a rational, consistent approach to identify how transportation technologies support the region's vision, i.e. needs-driven NOT technology-driven;
- Includes eight strategies, and up to nine NVTA roles for each strategy;
- Living document that will be updated as transportation technologies evolve;
- Incorporates an Action Plan that enables NVTA to think big, start small, and build momentum with respect to adoption of transportation technologies in the region.



# TTSP – Recommended Strategies



| Recommended Strategies | | Intent of Strategy (long term) |
|---|---|---|
| 1 | Reduce congestion and increase throughput | Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system |
| 2 | Maximize access to jobs, employees and housing | Support deployment of transportation technologies that increase travel options and awareness of them |
| 3 | Maximize cybersecurity and privacy for members of the public | Monitor concerns on behalf of Northern Virginians, and leverage NVTA processes where appropriate and feasible |
| 4 | Minimize potential for Zero Occupancy passenger Vehicles | Identify measures to address avoidable increases in passenger vehicle miles traveled |
| 5 | Develop pricing mechanisms that manage travel demand and provide sustainable travel options | Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions |
| 6 | Maximize the potential of physical and communication infrastructure to serve existing and emerging modes | Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection |
| 7 | Enhance regional coordination and encourage interoperability in the transportation system | Leverage regional synergies in the deployment of transportation technologies |
| 8 | Advance decarbonization of the transportation system | Support deployment of transportation technologies that reduce greenhouse gas emissions |

# What are the Expected Benefits of the TTSP?



1. Leverage transportation technologies that support NVTA's vision, and mitigate those that do not, through planning, policy, advocacy, funding, and other means;
2. Support data-driven decision making by the Authority with respect to development of TransAction and subsequent project selection during future funding programs. The TTSP will guide the development of technology-related scenarios;
3. Enable a consistent approach to NVTA's transportation technology investments, increasing synergies and maximizing return on investments and taxpayer dollars;
4. Enhance multimodal travel choices and contribute to a more seamless travel experience for Northern Virginians, through coordinated planning, deployment and operations, especially enabled by secure, real time information;
5. Inform Northern Virginians about the features, benefits, costs, and appropriateness of deploying such technologies in the region, by raising awareness and understanding of transportation technologies;
6. Strengthen the regional approach to transportation technologies, through open and regular exchange of ideas between NVTA staff and jurisdiction/agency staff.

# How does the TTSP fit with NVTA's Primary Responsibilities? – Vision



**Primary Responsibilities:**

1. Develop and update the long-range, multimodal Transportation Plan for Northern Virginia → TransAction (updated every five years, last adopted October 2017)
2. Prioritize and fund regional transportation projects → Six Year Program (FY2020-FY2025 SYP (updated every two years, last adopted July 2020)

Integrated TransAction/TTSP Vision:

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

*Approved by the Authority on December 17, 2020*

# How does the TTSP fit with NVTA's Primary Responsibilities? – Core Values



## 1. Equity

- Fairness in mobility and accessibility to meet needs of the region/sub-regions/communities
- Facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options to serve the needs of all and in particular underserved populations (low-income, minority, elderly, children, people with Limited English Proficiency (LEP), and/or people with disabilities)

## 2. Sustainability

- Focus on meeting the needs of the present without compromising the ability of future generations to meet their needs.
- Concept of sustainability is composed of three pillars: economic, environmental, and social

## 3. Safety

- Minimize transportation system fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

# How will we use the TTSP?



Two examples demonstrating our approach to evaluating technologies, and potential actions that could follow:

1. Electric, Autonomous Transit Shuttle;
2. Personal, Electric Autonomous Autos.



*Note: These examples provide a high-level outline of our approach, and the evaluation ratings are illustrative only.*

# Example 1: Electric, Autonomous Transit Shuttle

## Features

- Not reliant on infrastructure type
- ADA accessible
- Can operate in inclement weather and in mixed traffic

## Assumptions

- There have already been successful pilot(s) of the technology in the region
- Public acceptance of the technology is growing
- The shuttles have been determined to be a sound investment and/or market is nearing price parity

## Ratings

| Key | | |
|---|---|---|
| (Red) | (Yellow) | (Green) |
| Intervention needed | Proceed with caution | Embrace |



# Electric, Autonomous Shuttles

| | | | | |
|---|---|---|---|---|
| **Vision Statement** | |  (Green) | This type of shuttle has the potential to provide a **safe** first/last mile connection when **integrated** with transit. This would encourage use of **sustainable** mass transportation, and contribute to an **equitable** system through improved access. | |
| | | | **Description** | **Action** |
| **Core Values** | **Equity** |  (Green) | • Potential first/last mile connection<br>• Improved access<br>• Reduced congestion and more reliable travel times | • Encourage/conduct diverse public outreach that starts with needs identification through listening<br>• Develop white paper(s) to analyze feedback received and research, and identify best practices and/or deployment guidance<br>• Conduct public education initiatives, to dispel myths and encourage adoption |
| | **Sustainability** |  (Green) | • Reduce congestion and increase throughput through mass travel options.<br>• Reduce tailpipe emissions. | • Identify potential additions to NVTA's Legislative Program |
| | **Safety** |  (Yellow) | • Fewer fallible drivers on the road<br>• Potential reduction in crashes<br>• Slow speeds may not be harmonious with traffic<br>• Object detection/differentiation abilities are an important consideration | • Develop white paper(s) to analyze state of the field and research, and identify best practices and/or project/vendor selection guidance |
| | | | **Sub-Actions** | |
| **Strategies** | **1** | ✓ | • Increase consideration of EV, AV shuttles and pricing mechanisms in TransAction and/or SYP project selection process<br>• Consider EV, AV shuttles and data/analysis needs and cybersecurity and/or privacy measures in NVTA procurements<br>• Advocate for jurisdictional policies that support deployment of EV, AV shuttles<br>• Develop and support policy(s) regarding EV charging infrastructure and/or support technology-based pricing mechanisms and investment of revenues<br>• Advocate for Commonwealth policies that contribute to/support creation of a network of EV charging infrastructure | |
| | **2** | ✓ | | |
| | **3** | ✓ | | |
| | **4** | | | |
| | **5** | ✓ | | |
| | **6** | ✓ | | |
| | **7** | ✓ | | |
| | **8** | ✓ | | |

# Example 2: Personal, Electric Autonomous Autos

## Features

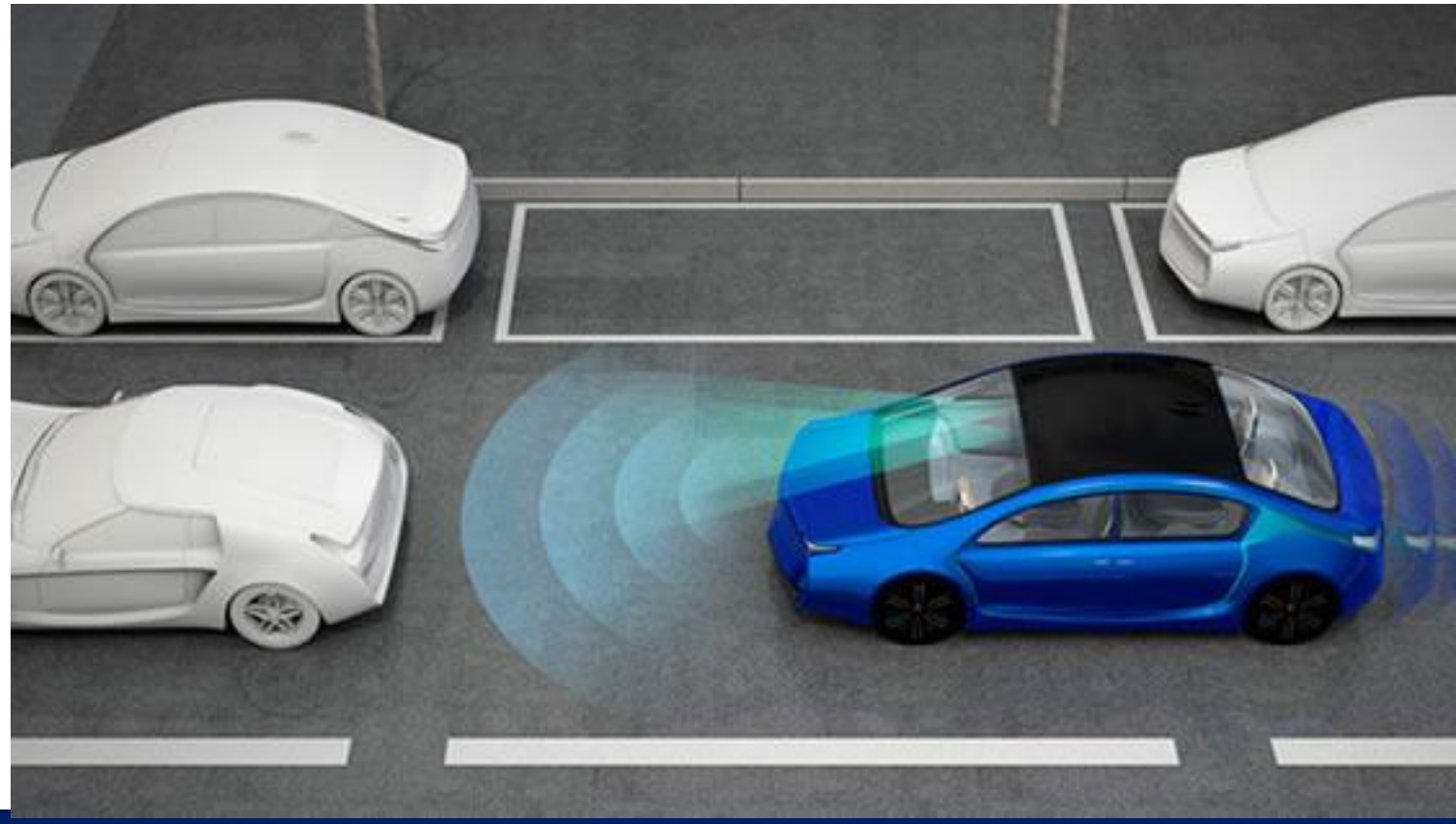
- SAE Level 5 vehicles can operate autonomously under all conditions
- May not have steering wheel or pedals

## Assumptions

- Public acceptance of the technology is growing
- Fully autonomous vehicle have or are nearing entry to the public marketplace

## Ratings

| Key | | |
|---|---|---|
| (Red) | (Yellow) | (Green) |
| Intervention needed | Proceed with caution | Embrace |



# Personal Electric, Autonomous Vehicles

| | | | | |
|---|---|---|---|---|
| **Vision Statement** | |  (Yellow) | Personal use of electric, autonomous vehicles have the potential to improve **safety,** and improve **sustainability** of the transportation system by reducing congestion. However, proactive steps will be necessary to ensure they are well integrated with existing modes and the cost of these vehicles **may create inequities,** if use is dependent on personal ownership. | |
| | | | **Description** | **Action** |
| **Core Values** | Equity |  (Red) | • Shared ownership or subscription based usage could contribute to equitable access to personal electric, autonomous vehicles<br>• Any revenues generated from personal use of EV AVs could be reinvested in programs, infrastructure or services that support equitable access to the transportation network<br>• AVs may contribute to more reliable travel times in the region and increased safety | • Encourage/conduct diverse public outreach that starts with needs identification through listening<br>• Develop white paper(s) to analyze feedback received and research, and identify best practices to accommodate this mode in a manner consistent with NVTA core values |
| | Sustainability |  (Green) | • Reduce congestion and increase throughput through efficiencies of automation<br>• Zero Occupancy passenger Vehicles may increase VMT and congestion<br>• Reduce tailpipe emissions | • Identify potential additions to NVTA's Legislative Program<br>• Conduct public education initiatives, to dispel myths and encourage shared usage and/or occupancy |
| | Safety |  (Yellow) | • Fewer fallible drivers on the road<br>• Potential reduction in crashes<br>• Object detection/differentiation abilities are an important consideration | • Develop white paper(s) to analyze state of the field and research, and identify best practices to accommodate this mode in a manner consistent with NVTA core values |
| | | | **Sub-Actions** | |
| **Strategies** | 1 | ✓ | • Increase consideration of EV, AVs, pricing mechanisms and minimization of ZOV miles traveled in TransAction and/or SYP project selection process<br>• Consider EV, AVs and data/analysis needs and cybersecurity and/or privacy measures in NVTA procurements<br>• Advocate for jurisdictional policies that support equitable use of EV, AVs<br>• Develop and support policy(s) regarding EV charging infrastructure, support technology-based pricing mechanisms and investment of revenues or discourage ZOV miles traveled<br>• Advocate for Commonwealth policies that contribute to/support creation of a network of EV charging infrastructure<br>• Advocate for state provision/funding of pilots and research efforts | |
| | 2 | ✓ | | |
| | 3 | ✓ | | |
| | 4 | ✓ | | |
| | 5 | ✓ | | |
| | 6 | ✓ | | |
| | 7 | ✓ | | |
| | 8 | ✓ | | |

# What are the Possible Outcomes of the TTSP Action Plan?



## Planned Actions (May thru October 2021)

- Transportation technology evaluation ratings
- TransAction
  - Integration of technology-related strategies into the TransAction scenario analysis work
  - Public engagement under the TransAction umbrella
- Technology-related Outreach
  - Development of a more comprehensive approach to technology-related outreach and education that builds upon the 'Driven by Innovation' eblast
  - Ongoing monitoring of market trends and trigger points
- Identify potential technology-related additions to NVTA's Legislative Program
- White Paper development
  - Collaborate on a process for development of future regional transportation policies
  - Identify and prioritize topics for potential future regional transportation policies
- Identify potential technology-related refinements to future NVTA SYP project selection process (post-TransAction update)

# When will we Update the TTSP and Report Back?



**TTSP Updates:**

- Routine updates will occur continuously as the TTSP is a living document
- Significant updates will be undertaken in conjunction with Committees and the Authority, including:
  - changes to the methodology for the project selection process associated with NVTA's Six Year Program
  - changes/additions to NVTA's annual legislative program
  - development of regional transportation policies

**Report back using the Executive Director's monthly report:**

- Progress against specific measures;
- Citizen and stakeholder feedback;
- Trigger points observed or anticipated;
- Relevant TransAction analyses;
- Revisions to the TTSP living document to reflect changing circumstances; and
- Upcoming TTSP-related activities.

# Recommendations of NVTA Committees



- April 21, 2021: Transportation Technology Committee (TTC)
  - Unanimously approved the following: 1) Forward the full TTSP to the Authority for their information; 2) Recommend Authority approval of the eight Strategies included in the TTSP; and recommend Authority approval of the TTSP Action Plan.
- April 27, 2021: Technical Advisory Committee (TAC)
  - Unanimously approved the following: Recommend Authority approval of the eight Strategies included in the TTSP; and recommend Authority approval of the TTSP Action Plan.
- April 28, 2021: Planning Coordination Advisory Committee (PCAC)
  - Unanimously approved the following: Recommend Authority approval of the eight Strategies included in the TTSP; and recommend Authority approval of the TTSP Action Plan.
- May 3, 2021: Planning and Programming Committee (PPC)
  - Unanimously approved the following: Recommend Authority approval of the eight Strategies included in the TTSP; and recommend Authority approval of the TTSP Action Plan.

# Recommendation



Recommended action:

*Adopt the eight strategies (in the Transportation Technology Strategic Plan) and Action Plan.*

*Note: NVTA staff is not seeking NVTA approval of the TTSP document.*

# Thank you!



TheNoVaAuthority.org and NVTATransAction.org

Northern Virginia Transportation Authority

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Contact us at TheAuthority@thenovaauthority.org

# Supplementary Slides

# TTSP Strategies and NVTA Roles

| Strategy | | NVTA Roles | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Authority Roles | | | Shared Roles | | | Staff Roles | | |
| Number | Name | Funding | Policy | Advocate | Champion | Facilitate | Stakeholder | Planning | Outreach/ Education | Observer |
| 1 | Reduce congestion and increase throughput | ✓ | | ✓ | ✓ | ✓ | | ✓ | ✓ | |
| 2 | Maximize access to jobs, employees and housing | ✓ | | | ✓ | ✓ | | ✓ | ✓ | |
| 3 | Maximize cybersecurity and privacy for members of the public | ✓ | | | | | ✓ | | | ✓ |
| 4 | Minimize potential for Zero Occupancy passenger Vehicles | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | |
| 5 | Develop pricing mechanisms that manage travel demand and provide sustainable travel options | | ✓ | ✓ | | | ✓ | ✓ | ✓ | |
| 6 | Maximize the potential of physical and communication infrastructure to serve existing and emerging modes | ✓ | | | ✓ | ✓ | | ✓ | ✓ | |
| 7 | Enhance regional coordination and encourage interoperability in the transportation system | ✓ | | | ✓ | ✓ | | ✓ | ✓ | |
| 8 | Advance decarbonization of the transportation system | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | |

# TTSP Draft Action Plan
## Consolidated Actions Table

| Roles | | | | | | | | | Immediate | | | | Near Term | | | | | Mid Term | Long Term |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Jan - March, 2021 | April - June, 2021 | July - Sept, 2021 | Oct - Dec, 2021 | Jan - March, 2022 | April - June, 2022 | July - Sept, 2022 | Oct - Dec, 2022 | 2023 - 2025 | 2026 - 2029 | 2030 and Beyond |
| Title | Applicable Strategies | | | | | | | | TransAction kick-off | | | Completion of TransAction Phase 1 | | TransAction adoption | | Development of legislative program | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | Development of legislative program | Six Year Program Update FY2022-2027 | | | | | | |
| **Funding** | 1A, 1B | 2A | 3A, 3B | | | 6A, 6B | 7A | 8A | | | | | | | | | | | |
| **Policy** | | | | 4B | 5A | | | 8B | | | | | | | | | | | |
| **Advocate** | 1C | | | 4C,4D, 4E | 5A | | | 8C | | | | | | | | | | | |
| Champion | ✓ | ✓ | | ✓ | | ✓ | ✓ | ✓ | | | | | | | | | | | |
| Facilitate | ✓ | ✓ | | ✓ | | ✓ | 7B | ✓ | | | | | | | | | | | |
| Stakeholder | | | ✓ | | ✓ | | | | | | | | | | | | | | |
| **Planning** | 1A | 2A | 3A | 4A | 5B | 6A | 7A | 8A | | | | | | | | | | | |
| Outreach/ Education | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | | | | |
| Observer | | | ✓ | | | | | | | | | | | | | | | | |

| Key | | | | |
|---|---|---|---|---|
| Preparatory Action | Potential Direct Action | Direct Action | Follow Up Action | Continual/ Serendipitously |

**Bold text indicates this Role is a focus of the Strategy-Specific mini-action plans.**

# Technologies Mapped to TTSP Strategies

| Key | |
|---|---|
| Will definitely be helpful | ● |
| Potential to be helpful | ◕ |
| Equal potential to be helpful or detrimental | ◑ |
| Potential to be detrimental | ◔ |
| Likely to be detrimental | ○ |
| Not applicable or Insuffecient Information Available | |

| Strategies | | Technologies | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number | Name | Automated/ Autonomous vehicles | Shared Mobility Devices (SMDs) | Signal technologies | Apps | System optimization | Drones | Changes to delivery and freight systems | Surveillance/ monitoring (including telematics) | Data generation/ collection/ sharing | Improvements to mass transit (including BRT) | Smart technologies/ cities and IoT |
| 1 | Reduce congestion and increase throughput | ◑ | ◕ | ● | ◑ | ◕ | ◑ | ◕ | ◕ | ● | ● | ◕ |
| 2 | Maximize access to jobs, employees and housing | | ◕ | ◔ | ◕ | ● | ◔ | ◔ | ◑ | ● | ● | ● |
| 3 | Maximize cybersecurity and privacy for members of the public | ◔ | ◔ | ◑ | ◔ | ◑ | | | ◔ | ◑ | | ◑ |
| 4 | Minimize potential for Zero Occupancy passenger Vehicles | ◑ | ◕ | ● | ◑ | ◕ | ◑ | ◕ | ◕ | ● | ● | ◕ |
| 5 | Develop pricing mechanisms that manage travel demand and provide sustainable travel options | ◑ | ◕ | | ◑ | ● | ◑ | ◕ | ◕ | ● | ● | ● |
| 6 | Maximize the potential of physical and communication infrastructure to serve existing and emerging modes | ● | ● | ● | | ◕ | ◕ | ◑ | | | ● | ● |
| 7 | Enhance regional coordination and encourage interoperability in the transportation system | ● | ◑ | ◕ | ◑ | ◕ | ● | ◑ | ◑ | ● | ● | ◕ |
| 8 | Advance decarbonization of the transportation system | ● | ◑ | | | ◑ | | | | | | |

**6.**

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## M E M O R A N D U M

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

**FROM:** Monica Backmon, Executive Director

**DATE:** May 6, 2021

**SUBJECT:** Transportation Technology Strategic Plan: Adoption of the Eight Strategies and Implementation of the associated Action Plan

---

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) adoption of the eight strategies described in the Transportation Technology Strategic Plan (TTSP), and for NVTA staff to commence implementation of the TTSP Action Plan.
   Since emerging transportation technologies will continue to provide new opportunities and challenges related to the Authority's vision for the Northern Virginia transportation system, the TTSP must evolve to remain current. Consequently, NVTA staff will provide regular updates on the TTSP, and needed changes. NVTA staff will provide an annual update starting in May 2022, or as needed.
   Additionally, NVTA staff will seek public feedback during 2021 as part of broader public engagement activities planned for the TransAction update.

2. **Suggested Motion.** *I move adoption of the Eight Strategies contained in the Transportation Technology Strategic Plan and implementation of the TTSP Action Plan.*

3. **Background.** Over the past three decades, the deployment of transportation technologies has become commonplace. These technologies are usually referred to by their acronym ITS (Intelligent Transportation Systems), and comprise a combination of information and communications technologies. In Northern Virginia, VDOT has been, and continues to be, an ITS leader for highway applications. These include smart traffic control centers, dynamic message signs, travel information systems such as 5-1-1, traffic signal systems with capabilities to interact with 'connected' vehicles, open-road toll payment systems, CCTV live feeds, roadway-weather systems, etc. For transit agencies, applications include real time travel information, integrated fare/parking payment systems, parking management systems, etc.
   The Authority has funded a number of ITS projects, at a modest cost, mostly in Arlington and Alexandria. NVTA has also funded some projects that include electric transit vehicles and associated maintenance/storage facilities as part of transit expansion projects. More

recently, NVTA has collaborated with the Commonwealth to develop the Regional Multi-Modal Mobility Program (RM3P), which combines traditional ITS technologies with emerging technologies such artificial intelligence and dynamic incentives. RM3P is an innovative project because it seeks to address the region's transportation mobility, accessibility, and reliability needs through deployment of existing and emerging technologies, at a regional scale.

During the development of the current version of TransAction, adopted in October 2017, it was apparent that transportation technologies were expected to become an increasingly important component of the regional transportation system. Indeed, TransAction included analyses associated with the potential impacts of transportation technologies, and their potential to meet the region's transportation needs in a manner that reduces the dependence on traditional infrastructure approaches.

Subsequently, NVTA's Executive Director established the Transportation Technology Committee (TTC) in early 2019 to provide advice and guidance on this subject. The TTC is comprised of nationally recognized experts in the field of transportation technology, together with local, regional, and state leaders. Councilmember Snyder chairs the TTC and Mayor Rishell is the Committee's Vice-Chair. Authority member Mr. Jim Kolb also serves as a TTC member.

One early recommendation from the TTC was for NVTA to focus on the region's transportation needs to determine appropriate ways to embrace technology, rather than trying to find a role for technology, simply because it was new. During the past two years, the TTC's advice and guidance has supported the development of a draft Transportation Technology Strategic Plan (TTSP) for the region, with a particular focus on the roles that NVTA could play that were not already being addressed by Federal, State, and other regional initiatives.

Over recent months, NVTA's Statutory Committees – Planning Coordination Advisory Committee (PCAC) and Technical Advisory Committee (TAC) – have reviewed the draft TTSP, as have the Planning and Programming Committee (PPC) and the Regional Jurisdiction and Agency Coordinating Committee (RJACC). During the February, March, and April 2021 meeting cycles, the TAC, PCAC, and PPC reviewed and subsequently took action to recommend that the Authority approve the TTSP's eight strategies and associated action plan.

While NVTA has an approved organizational Five-Year Strategic Plan (adopted in November 2017), it has never developed a plan that focuses on a specific transportation topic such as technology. Based on research conducted by NVTA staff during the development of the TTSP, no local or regional governmental entities in Virginia have adopted anything of similar breadth or depth to the TTSP, with the City of Alexandria's Smart Mobility initiative being one of the closest points of comparison.

4. **Transportation Technology Strategic Plan (TTSP).** The TTSP will be a 'living document', updated on a regular basis as technologies continue to evolve and new legislation is enacted. In addition to background, contextual, and other supporting information, the TTSP has four key components
    a. Eight initial strategies that address congestion, access to jobs, cybersecurity and privacy, zero occupant passenger vehicles, congestion pricing, communications infrastructure, coordination and interoperability, and de-carbonization of the transportation system. The eight strategies are listed in an attachment to this memo.
    b. Nine potential NVTA roles for each strategy – Funding, Policy, Advocacy, Champion, Facilitation, Stakeholder, Planning, Outreach/Education, and Observer. Each strategy has between three and seven associated NVTA roles. Each NVTA role is associated with between one and seven strategies.
    c. Three core values – equity, sustainability, and safety – that are consistent with the TransAction vision, approved by the Authority in December 2020. This will facilitate integration between the TTSP and TransAction. The strategy descriptions explain how they each supports the three core values – effectively overlaying the approach to the development, maintenance, and future implementation of the TTSP.
    d. An Action Plan that identifies an approach, including schedule, to initiate the implementation of each strategy. Each action is linked to one or more strategies, enabling clear traceability between strategies, roles, and actions. Strategies have associated measure of effectiveness to enable progress monitoring. Initial actions for the next six months are listed in an attachment to this memo.

5. **Public Engagement.** By developing the draft TTSP in conjunction with the TTC, and then thoroughly vetting it with all relevant NVTA committees, the TTSP has embraced a broad range of perspectives. With that said, public feedback may further enrich the TTSP. Technology-related components will be included in planned TransAction public engagement activities during spring 2021. This approach will further strengthen the integration of the TTSP and TransAction, while allowing other aspects of the TTSP to advance, e.g. planning related actions.

6. **Monitoring and Updates.** Since evolving transportation technologies will continue to provide new opportunities and challenges related to the Authority's vision for the Northern Virginia transportation system, the TTSP must also evolve to remain current. NVTA staff will provide regular updates on implementation of TTSP action plan activities, and proposed changes, via the Executive Director's monthly report to the Authority. Significant changes will be more formally addressed through statutory, standing, and staff committees, and future Authority action where necessary. Subject to Authority action, NVTA staff will provide an annual update starting in May 2022. This approach will provide regular opportunities for NVTA's committees and the Authority to review and adjust the strategies, NVTA roles and TTSP Action Plan, as well as incorporate any enhancements resulting from public feedback, TransAction analyses, and/or changes in the traffic technology

environment.

7. **Next steps.** Subject to Authority action, NVTA staff will coordinate with the TransAction consultant team to incorporate transportation technology components into public engagement activities. NVTA staff will commence other action plan activities.

**Attachments:**

- Link to the full TTSP: https://thenovaauthority.org/wp-content/uploads/2021/05/TTSP-Draft-V11-with-Action-Plan-as-of-5.5.21.pdf.
- List of Eight TTSP Strategies
- List of Planned TTSP Action Plan Activities through October 2021

# Attachment.

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

The Northern Virginia Transportation Authority's (NVTA) inaugural Transportation Technology Strategic Plan (TTSP) is comprised of eight strategies, each of which has been evaluated in terms of NVTA's three core values; **safety**, **equity** and **sustainability**.

The strategies were identified and defined with the guidance of the Executive Director's Transportation Technology Committee, and subsequently reviewed and vetted by NVTA's Statutory Committees (Planning Coordination Advisory Committee and Technical Advisory Committee) and the Planning and Programming Committee (an NVTA Standing Committee).

The strategies are listed below (please note that these are in no particular order and their numbering does not reflect prioritization or timing):

| Recommended Strategies | | Intent of Strategy (long term) |
|---|---|---|
| 1 | Reduce congestion and increase throughput | Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system |
| 2 | Maximize access to jobs, employees and housing | Support deployment of transportation technologies that increase travel options and awareness of them |
| 3 | Maximize cybersecurity and privacy for members of the public | Monitor concerns on behalf of Northern Virginians, and leverage NVTA processes where appropriate and feasible |
| 4 | Minimize potential for Zero Occupancy passenger Vehicles | Identify measures to address avoidable increases in passenger vehicle miles traveled |
| 5 | Develop pricing mechanisms that manage travel demand and provide sustainable travel options | Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions |
| 6 | Maximize the potential of physical and communication infrastructure to serve existing and emerging modes | Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection |
| 7 | Enhance regional coordination and encourage interoperability in the transportation system | Leverage regional synergies in the deployment of transportation technologies |
| 8 | Advance decarbonization of the transportation system | Support deployment of transportation technologies that reduce greenhouse gas emissions |

The TTSP describes strategies for advancing the beneficial use of technology in transportation, in alignment with NVTA Core Values, and identified roles the NVTA can take in pursuit of them. It also recognizes that the objectives of the TTSP cannot be achieved by NVTA alone, and relies on the strong coordination and partnerships that are foundational to NVTA's work in the region.

The TTSP Action Plan aims to map the strategies and roles to direct actions, and details any assumptions that were made in doing so. A potential trigger point and metrics for measuring success of each action are also suggested.

### *The TTSP Action Plan recommends the following actions be undertaken between May and October, 2021:*

- Transportation technology evaluation ratings
- TransAction
  - Integration of technology-related strategies into the TransAction scenario analysis work
  - Public engagement under the TransAction umbrella
- Technology-related Outreach
  - Development of a more comprehensive approach to technology-related outreach and education that builds upon the 'Driven by Innovation' eBlast
  - Ongoing monitoring of market trends and trigger points
- Identify potential technology-related additions to NVTA's Legislative Program
- White Paper development
  - Collaborate on a process for development of future regional transportation policies
  - Identify and prioritize topics for potential future regional transportation policies
- Identify potential technology-related refinements to future NVTA SYP project selection process (post-TransAction update)

** As NVTA has not previously developed regional transportation policies, any such policies (whether they are in response to the TTSP or any other factor) will first require broad agreement on a collaborative process for policy development. As part of this policy development process, consideration will be given to a prioritized list of potential policy topics. Detailed regional transportation policy development will not commence prior to agreement on both a process and a list of prioritized topics.*

**Updates and review:**

NVTA Staff will provide regular updates on progress towards the above actions, which were derived from the TTSP Action Plan, through the NVTA Executive Director's monthly report to the Authority. 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. That said, no signification changes or additions to the TTSP, as determined by the NVTA Executive Director, will occur without prior Authority Approval.

# 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 Regional Surface Transportation Program (RSTP) funds for Prince William County

**DATE:** May 6, 2021

---

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the transfer of Regional Surface Transportation Program (RSTP) funds for Prince William County.

2. **Suggested Motion:** *I move 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.*

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 April 22, 2021, Prince William County requested the following transfers:
   - Transfer of $200,000 in RSTP funds from "Route 28 Phase I" UPC 92080 in Prince William County to "Gemini Way Pedestrian Improvement project" UPC 113609.

   The Route 28 Widening Phase I project is completed and has residual RSTP funds. The Gemini Way Pedestrian Improvements Project includes improvements at the intersection with Minnieville Road and construction of 635 feet of sidewalk to improve access to the Dale City Commuter Lot. The transfer of RSTP funds will cover the increased cost due to higher than anticipated preliminary engineering costs will allow the project to remain on schedule for construction advertisement this Spring.

   At its meeting on April 22, 2021, the RJACC recommended approval of the request.

**Attachment(s):** DRAFT Letter to Interim VDOT NOVA District Administrator Lynch
Request Letter from Prince William County

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

**Attachment A.**

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

May 13, 2021

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Prince William 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 previous 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 April 22, 2021, Prince William County requested the following transfers:

- 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.

The Route 28 Widening Phase I project is completed and has residual RSTP funds. The Gemini Way Pedestrian Improvements project includes improvements at the intersection with Minnieville Road and construction of 635 feet of sidewalk to improve access to the Dale City Commuter Lot. The increased cost is due to higher than anticipated preliminary engineering costs and the transfer of RSTP funds will allow the project to remain on schedule for construction advertisement this Spring.

On May 13, 2021, the Authority approved the request 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
Ricardo Canizales, Director of Transportation, Prince William County

DRAFT

PRINCE WILLIAM COUNTY

# Attachment B.

**Department of Transportation**
Ricardo Canizales
Director of Transportation

April 21, 2021

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

RE: Request to Transfer RSTP Funds

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of Regional Surface Transportation Program (RSTP) funds.

Prince William County requests the transfer of a total of $200,000 in residual RSTP funds. The RSTP donor project is the Route 28 Widening Phase I (PE & ROW) Project - UPC 92080. The Route 28 Widening Phase I project is completed and has residual RSTP funds. The receiver project is the Gemini Way Pedestrian Improvements project (UPC 113609). The Gemini Way Pedestrian Improvements project includes improvements at the intersection with Minnieville Road and construction of 635 feet of sidewalk to improve access to the Dale City Commuter Lot. The increased cost is due to higher than anticipated preliminary engineering costs and the transfer of RSTP funds will allow the project to remain on schedule for construction advertisement this Spring.

The Gemini Way Pedestrian Improvements project has not been previously authorized by NVTA for funding. As a result, this request will require full Authority approval if recommended by RJACC. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales
Director of Transportation

cc: Angel Tao, Prince William Preliminary Engineering Manager, VDOT
Jan Vaughn, Programming Manger, VDOT

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 4/21/2021

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): $6,789,144.92

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) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 92080 | Route 28 Widening Phase 1 (PE & ROW) | RSTP | Y | | $200,000.00 | 113609 | Gemini Way Pedestrian Improvements | N | | | | | |
| | | | | | | | | | | | | | |
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TOTAL OF TRANSFER - $200,000

Attach Signed Request of Transfer Letter

**8.**

# 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) funds for Virginia Department of Transportation (VDOT)

**DATE:** May 6, 2021

---

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the transfer of Congestion Mitigation and Air Quality (CMAQ) funds for the Virginia Department of Transportation (VDOT).

2. **Suggested Motion:** *I move 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).*

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 April 22, 2021, VDOT requested the following transfers of CMAQ funds programmed to Districtwide projects to Northern Virginia TERMS – FY2019-2023 (UPC 106474):
   - $39,741 from "Commuter Connections Operations Center" FY1999-2018 (UPC 52726), and,
   - $884,563 from "Commuter Connections and Endzone Partners" (UPC 52724).

   Both donor projects are complete and the recipient project needs additional funds.

   At its meeting on April 22, 2021, the RJACC recommended approval of the request.

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

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

**Attachment A.**

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

May 13, 2021

Mr. John Lynch
Interim 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 Virginia Department of Transportation (VDOT)

Dear Mr. Lynch:

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

On April 22, 2021, VDOT requested the following transfers of CMAQ funds programmed to Districtwide projects to Northern Virginia TERMS – FY2019-2023 (UPC 106474):

- $39,741 from "Commuter Connections Operations Center" FY1999-2018 (UPC 52726), and,
- $884,563 from "Commuter Connections and Endzone Partners" (UPC 52724).

Both donor projects are complete and the recipient project needs additional funds.

On May 13, 2021, the Authority approved the request 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
Maria Sinner, Virginia Department of Transportation

DRAFT

**Attachment B.**

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 19, 2021

Ms. Noell Dominguez, Chairman
Regional Jurisdictional and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22301

Dear Ms. Dominguez:

The VDOT Northern Virginia District requests the approval of the Northern Virginia Transportation Authority to make the following transfers of CMAQ funds programmed to Districtwide Projects to "Northern Virginia TERMS - FY '19 - FY '23", UPC 106474

- $39,741 from Commuter Connections Operation Center - FY 1999 - FY 2018, UPC 52726
- $884,563 from Commuter Connections and Endzone Partners, UPC 52724

Both donor projects are complete. The recipient project UPC 106474 does not have NVTA allocated CMAQ funds and would require approval from the NOVA Authority.

Sincerely,

Maria J. Sinner

Maria J. Sinner, P.E.
Assistant District Administrator
Planning and Investment Management

cc: Jan Vaughan, VDOT

**10.**

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## M E M O R A N D U M

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

**FROM:** Mayor Wilson, Chair, Planning and Programming Committee

**DATE:** March 6, 2021

**SUBJECT:** Report from the Planning and Programming Committee

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1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).

2. **Background.** The PPC met on May 3, 2021.

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

   - **A resolution to hold a remote electronic meeting was approved unanimously**. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
   - **The March 25, 2021, meeting summary was approved unanimously**.

3. **Transportation Technology Strategic Plan and Action Plan.**
   - Mr. Jasper and Ms. Love shared with the Committee, an overview of the draft Transportation Technology Strategic Plan (TTSP) including vision, eight strategies, nine roles of NVTA, the Action Plan, and recommendations from Planning Coordination Advisory Committee and Technical Advisory Committee. The Committee discussed various aspects of the TTSP and Action Plan.
   - **The Committee unanimously recommended Authority adoption of the eight strategies and Action Plan of the TTSP.**

4. **TransAction.** Mr. Jasper noted that the recommendations from the TTSP and Action Plan will be incorporated into TransAction update, which kicked-off in April. The model strategy and public engagement strategies for TransAction are being developed now.

5. **NVTA update.** Ms. Backmon noted that the Authority will receive a presentation from staff on TTSP and the Authority will be requested to adopt the same, at the May 13, 2021, Authority meeting.

6. **Next steps.** The PPC will continue to be engaged in the update of TransAction, incorporation of TTSP into TransAction, and implementation of the Action Plan. The Committee will also be engaged in the update of NVTA's Six Year Program (SYP), in the coming months.

   The next Committee meeting will be finalized at a later date.

**11.**

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## M E M O R A N D U M

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

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

**DATE:** May 6, 2021

**SUBJECT:** Report from the Planning Coordination Advisory Committee

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

2. **Background.** The PCAC met on April 28, 2021.

   Due to the current public health emergency, the meeting was held online with 7 members joining remotely. The Committee took action on following two items:

   a. A resolution to hold a remote electronic meeting was adopted unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
   b. The March 24, 2021, meeting summary was approved, with abstentions from members who did not attend the March 24, 2021 meeting.
   c. Members unanimously recommended the Authority adopt the eight strategies (in the Transportation Technology Strategic Plan) and Action Plan.

*3.* **Transportation Technology Strategic Plan (TTSP) and Action Plan**

At the April Committee meeting, staff presented outlines of a proposed Action Plan for the TTSP. Based on suggestions and comments received from the Committee, and other NVTA statutory/standing committees, staff finalized and presented a set of 8 strategies, associated NVTA staff roles, and an Action Plan. Upon clarifying a few terminologies and roles of staff and committee members to update and implement identified strategies and associated actions, members unanimously recommended the set of strategies and the Action Plan for Authority approval.

4. **TransAction and NVTA updates**

   Staff updated Committee members on recent activities for the ongoing long range transportation plan, TransAction, which includes – updating candidate project list, finalizing a strategy to develop a travel demand model, and finalizing the overall work plan. NVTA Executive Director, Ms. Backmon, expressed her gratitude for the participation and inputs of Committee members in the development of the TTSP-Strategies and Action Plan.

5. **Next steps.** I envision the PCAC will continue to be engaged in the implementation of the Transportation Technology Strategic Plan, and update of its long-range plan TransAction.

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**M E M O R A N D U M**

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

**FROM:** Randy Boice, Chairman, Technical Advisory Committee

**DATE:** May 6, 2021

**SUBJECT:** Report from the Technical Advisory Committee

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

2. **Background:** The Technical Advisory Committee met on April 27, 2021. Due to the current pandemic, the meeting was held virtually via WebEx. Six members attended the online meeting and the meeting was also livestreamed on YouTube.

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

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

   b. **Summary Notes of March 17, 2021, Meeting**:
   The meeting summary for the March 17, 2021, meeting was approved unanimously.

   c. **Transportation Technology Strategic Plan & Action Plan:**
   The Committee unanimously recommended the Authority adopt the eight strategies (in the Transportation Technology Strategic Plan) and Action Plan.

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

   a. **TransAction Update:**
   Mr. Jasper informed the committee that NVTA is working with the consultants on an integrated work plan that brings together planning, modeling and public engagement/communications for the TransAction update.

**b. NVTA Update:**

Ms. Backmon noted that the TTSP and Action Plan will be on the agenda for approval at the Authority at the May Authority meeting.

**5. Next Meeting:**

The next meeting date is scheduled for May 19, 2021 at 7 pm.

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

**M E M O R A N D U M**

**13.**

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

**FROM:** Monica Backmon, Executive Director

**DATE:** May 6, 2021

**SUBJECT:** Executive Director's Report

---

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

**1. Unpacking the Capital Rail Vision** – On April 20, 2021, I participated in Greater Washington Partnership's "Unpacking the Capital Region Rail Vision" virtual event, which dove into Capital Region Rail Vision's assumptions and recommendations to help the region understand how we can work collaboratively to bring the Vision to fruition. I joined several featured speakers from around the region, including: Holly Arnold (Deputy Administrator and Chief Planning, Programming, and Engineering Officer, MDOT MTA); Drew Galloway (Vice President of Transit and Rail Planning Director, WSP); Willow Latham (Senior Associate, EY Infrastructure Advisors); Michael McLaughlin (Chief of Rail Transportation, DRPT); Drew Morrison (Project Planner, VHB); and Hannah Olin (Design Manager, Gensler).

**2. Virtual Information Meeting Hosted by Loudoun County** – I was invited to speak at Loudoun County's Virtual Public Information Meeting on the Extension of Dulles West Boulevard from Northstar Boulevard to Arcola Boulevard, held on April 29, 2021. The Authority programmed nearly $48 million dollars in regional revenues on this regionally significant project, which fully funds design, engineering, Right of Way, and construction. The Authority is investing $461 million in the Loudoun County Parkway/Bi-County Parkway/Rt. 234 Corridor.

**3. Central Virginia Transportation Authority Meeting and Presentation** – The newly formed Central Virginia Transportation Authority (CVTA), invited me to present before the Board members as part of an Authority Staffing Roundtable during their April 30, 2021 business meeting. I explained the Authority's structure, NVTA staffing, legislative history, committees, core responsibilities, and economic impacts of the Authority's investments.

**4. Committee for Dulles' Legislative, Economic Development & Transportation Presentation** – NVTA's Principal, Transportation Planning and Programming, Keith Jasper, joined Gregory Potts,

Virginia Government Relations Officer, WMATA, to provide insights on access to the Silver Line in the Dulles Corridor, during the Committee for Dulles' Legislative, Economic Development & Transportation meeting on April 8, 2021. Mr. Jasper also highlighted the Authority's investments, totaling $528 million in the Rt. 7/Dulles Toll Road/Silver Line Corridor.

**5. NVTA's Economic Impact Study Outreach** – During the April 2021 Authority Meeting, the new Economic Impact Study was unveiled, highlighting how taxpayer dollars are hard at work and the economic impacts of $3.3 billion in regional and local funding through the Authority. As a result of media outreach and regional collaboration, I interviewed with INSIDE NOVA on April 30, 2021 and also provided feedback to Potomac Local via email (currently awaiting coverage). Additionally, Prince William County and regional partners – including Virginia Railway Express; Loudoun Chamber; National Landing BID; and Greater Washington Partnership – also shared the study and impacts on social media and/or in their newsletters.

**6. Route 28 Widening Groundbreaking in City of Manassas** – On May 26, 2021, the Authority will celebrate breaking ground on the Route 28 widening project in the City of Manassas. Keeping safety top of mind, we will remain socially distanced and are requesting the public does not attend due to continued COVID-19 precautions. The public will be notified if a live-stream is made available. This is the sole NVTA regionally-funded transportation project sponsored by the City of Manassas.

**7**. **Project Information Management and Monitoring System (PIMMS).** PIMMS activities are ongoing on multiple fronts. NVTA staff conducted a demo/training of Phase 2 functionality with jurisdiction and agency staff on April 21, 2021. This functionality enables jurisdiction/agency staff to submit Standard Project Agreement (SPA) updates and reimbursement requests electronically, replacing the previous paper-based approach. This data automatically updates the public-facing PIMMS NoVA Gateway dashboard (launched in September 2020). System familiarization activities are underway, with this functionality expected to go live by the end of May 2021.

Phase 3 functionality (funded through NVTA's FY2021 operations budget) is on track for completion by June 2021. Phase 3 functionality will upgrade the NoVA Gateway dashboard with new analytical capabilities to better display funding source breakdowns and mapping of project locations. The development focus during May 2021 is automation of the process to create the public-facing monthly Project Status Report. Not only does the monthly Project Status Report provide accountability and transparency related to expenditures of NVTA's regional revenues, this report is also an important management tool for NVTA staff as well as a source of past performance information for the Six Year Program project selection process. Currently, this manual process imposes a significant demand on NVTA staff resources.

Development of Phase 4 functionality (funded through NVTA's FY2022 operations budget) is queued up to commence in early summer, with completion by end of calendar year 2021. Phase 4 will include additional dashboard enhancements, project cash-flow reports, and more sophisticated filtering of projects.

By the conclusion of Phase 4, PIMMS will have substantially automated NVTA's programmatic oversight responsibilities, including multiple standalone processes that are labor-intensive, and involve paper-based systems. Processes that are, or will soon be, integrated and streamlined include project-funding applications, SPA initiation/amendments, reimbursement requests, and project status reporting. PIMMS provides transparency and accountability into these processes through the public-facing dashboard. PIMMS is on track for implementation within approved budget and expected schedule. PIMMS will improve accuracy and reduce staff time.

**8. 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.

Among ongoing Phase 1 tasks, the Consultant has finalized the model development strategy and will implement the strategy over the next six months. 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 and related projects in Northern Virginia.

Upcoming TransAction tasks include initiation of public engagement activities, development of TransAction goals, objectives, and measures, and shortlisting of scenarios for future scenario (sensitivity) analysis. Upcoming Six Year Program tasks include preliminary planning for modeling and analytical work related to the FY2022-2027 Six Year Program.

**NVTA Standing Committee Meetings:**

a. **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on May 20, 2021, at 1:00pm. The meeting will be held electronically.
b. **Planning and Programming Committee**: The next meeting of the PPC is TBD. Meeting date/time will be posted when finalized. The meeting will be held electronically.
c. **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for May 13, 2021 at 5:30pm. The meeting will be held electronically.

**Statutory Committee Meetings:**

d. **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet in May 19, 2021, at 7:00pm. The meeting will be held electronically.
e. **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled to meet May 26, 2021, at 6:30pm. The meeting will be held electronically.

**Regional Projects Status Report:**

f. 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:**

Regional Projects Status Report

# Attachment.

## NVTA Funding Program Project Status

Summary Report

| As of April 30, 2021. | |
|---|---|
| **NVTA's Regional Fund Program FY2014 - FY2025** | |
| Total Revenue Allocated | **$2,491,195,952** |
| Total Amount Reimbursed | **$563,536,356** |
| Total Number of Individual Projects | 106 |
| SPAs | 142 |
| Currently Active | 62 |
| Completed | 49 |
| Not Yet Executed | 31 |

**Upcoming Public Information Meeting(s):**

1. **Fairfax County** - Frontier Drive Extension and Intersection Improvements, virtual public information meeting hosted by VDOT on May 17,2021, at 7:00 pm.
2. **City of Manassas** - Route 28 Widening: Godwin Drive to the Southern City Limits, groundbreaking ceremony on May 26, 2021, at City DMV office.

**NOTE:** For latest information on project events, please refer to the **"Events and Meetings"** section on our home page - https://thenovaauthority.org/

For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/

**Substantive Status Updates (during March 2021 - April 2021)****

| Project Title (program year) | Updated Status | % Reimbursed |
|---|---|---|
| **Arlington County** | | |
| ART Operations and Maintenance Facilities (FY2018-23) | A notice-to-proceed was issued in March 2021 to start construction-manager-at-risk (CMAR) activities. | 0.4% |
| Pentagon City Multimodal Connections and Transitway Extension (FY2018-23) | Transitway Extension: anticipated design completion for all aspects is delayed, now anticipated by June 2021. | 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. A virtual Q&A session was held on March 31, 2021. | 6.9% |
| Crystal City Streets (FY2017) | 12th St. plans - The 100% design plan package was submitted to VDOT for review in Mach, 2021. | 17.1% |
| **Fairfax County** | | |
| 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%<br>FY2018-23: 0.0% |
| Frontier Drive Extension & Interchange Improvements (FY2015-16, FY2018-23) | The Virtual Public Information Meeting (PIM) is rescheduled to May 17, 2021. | FY2015-16: 100.0%<br>FY2018-23: 0.0% |
| **Loudoun County** | | |
| Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23) | A virtual Public Information Meeting was held on April 29, 2021. | 0.0% |
| 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. | 6.5% |
| **Prince William County** | | |
| Construct Interchange at Route 234 and Brentsville Road (FY2018-23) | Contract award and agreement was executed in February, 2021 and a Notice to Proceed was issued. | 0.7% |
| Construct Interchange at Prince William Parkway and University Blvd (FY2018-23) | 100% Design Plans have been submitted to VDOT. | 7.7% |
| **City of Alexandria** | | |
| 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%<br>FY2015-16: 100.0%<br>FY2017: 100.0% |
| Alexandria Duke St Transitway (FY2018-23) | A Notice-To-Proceed to start civic engagement process was issued in early March, 2021. This process began with internal team meetings in March 2021. | 0.0% |

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

| | | |
|---|---|---|
| **Town of Herndon** | | |
| Herndon Metrorail Intermodal Access improvements (FY2014) | Construction was advertised in March 2021; completion date is estimated for summer/fall 2021 (6 months). | 63.6% |

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