



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### **AGENDA**

Thursday, November 10, 2022

7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

*This meeting will be conducted in person and live-streamed via YouTube<sup>1</sup>*

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of October 13, 2022, Meeting Summary Minutes** Chair Randall

*Recommended Action: Approval of October 13, 2022, Meeting Summary Minutes  
[with abstentions from those who were not present]*

### **Action Items**

4. **Acceptance of the FY2022 Audited Financial Statements and Compliance Audit Reports** Mayor Rishell, Chair

*Recommended Action: Acceptance of the FY2022 Audit*

5. **Adoption of Updated Strategies in the Transportation Technology Strategic Plan**  
Councilmember Snyder, Chair  
Ms. Mackenzie Love, Regional Transportation Planner

*Recommended Action: Adoption of Updated Strategies*

6. **Recommend Approval to Reallocate Transform 66 Outside the Beltway Concessionaire Payment Funds for Fairfax County**  
Ms. Backmon, Chief Executive Officer

*Recommended Action: Recommend Approval of Reallocation Request*

7. **Recommend Approval to Reallocate Regional Surface Transportation Program Funds for Fairfax County**  
Ms. Backmon, Chief Executive Officer

*Recommended Action: Recommend Approval of Reallocation Request*

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

**8. Recommend Approval to Reallocate Regional Surface Transportation Program Funds for Prince William County**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Recommend Approval of Reallocation Request*

**9. Recommend Approval to Exchange Congestion Mitigation Air Quality and Regional Surface Transportation Program Funds Between Town of Herndon and Fairfax County**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Recommend Approval of Exchange Request*

**10. Approval of Letter of Endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program Application**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Approval of Letter of Endorsement*

**11. Approval of Letter of Endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements Application**

Ms. Backmon, Chief Executive Officer

*Recommended Action: Approval of Letter of Endorsement*

**Discussion/Information Items**

**12. HB1915 Annual Update**

Ms. Backmon, Chief Executive Office

**13. Governance and Personnel Committee Report**

Chair Randall

**-Update on Draft 2023 Virginia General Assembly Focus/Legislative Priorities**

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

**14. Finance Committee Report**

Mayor Rishell, Chair

**A. Investment Portfolio Report**

Ms. Sen, Investment & Debt Manager

**B. Monthly Revenue Report**

Mr. Longhi, Chief Financial Officer

**C. Monthly Operating Budget Report**

Mr. Longhi, Chief Financial Officer

**15. Planning Coordination Advisory Committee Report**

Councilmember Miles, Vice Chair

**16. Technical Advisory Committee Report**

Mr. Randy Boice, Chair

**17. Chief Executive Officer's Report**

Ms. Backmon, Chief Executive Officer

**18. Chair's Comments**

Chair Randall

- Appointment of Nominating Committee

**Closed Session**

**19. Adjournment**

Chair Randall

**Correspondence**

**Next Meeting: December 8, 2022, at 7:00pm**

NVTA Offices



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

**SUMMARY MINUTES**

Thursday, October 13, 2022

7:00PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

*This meeting was conducted in-person and livestreamed via [NVTA's YouTube Channel](#)*

**1. Call to Order**

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:17PM and asked that the roll be called.

**2. Roll Call**

Mr. Davis, Board Secretary

- ✓ **Members: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder, Chairman Jeffrey McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger (Remote-Texas-Medical), Mayor Jeanette Rishell, Supervisor Pat Herrity, Anthony Bedell, Mary Hynes, John Lynch, Jennifer DeBruhl (Remote-Richmond-Distance). **Non-Attendees** Mayor David Meyer, Mayor Derrick Wood, Jim Kolb.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Mike Longhi, Board Secretary Jonathan Davis, Assistant Finance Officer Peggy Teal, Senior Accountant Adnan Malik, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Principal, Transportation Planning and Programming Keith Jasper (Virtual), Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.
- ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, Rob Dickerson-Prince William County, Christina Zechman Brown-City of Alexandria.
- ✓ **Others:** Megaprojects Director Susan Shaw of the Virginia Department of Transportation, Senior Vice President Tracy Baynard of McGuireWoods Consulting, LLC., Principal, Regional Manager Tom Harrington of Cambridge Systematics, Inc. (Virtual), jurisdiction and agency staff.

*Members of the public were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#).*

**3. Approval of September 8, 2022, Authority Meeting Summary Minutes**

Chair Randall

- ✓ Chair Randall received a motion from Chairman McKay who moved the Approval of the September 8, 2022, Authority Meeting Summary Minutes, and seconded by Mayor Wilson. The September 8, 2022, Authority Meeting Summary Minutes was approved unanimously with abstentions from those who were not present.

## **Presentation**

### **4. Transform 66 Outside the Beltway Concession Fee Project Update**

Ms. Shaw, Megaprojects Director, Virginia Department of Transportation

- ✓ Ms. Shaw began the Presentation by noting the requirements for Concession Fee projects and the status of these projects by category.
- ✓ After Ms. Shaw provided an overview and clarification of the project list, Ms. Hynes offered her concern and observation of missed project estimates, highlighting the East Falls Church Metro Bay Expansion project located in Arlington County, where there is a 50% increase in project costs as well as other projects showing an increase of 30%. Ms. Hynes noted that the Authority should ask more questions about what is causing the increases, adding her perspective as a member of the Commonwealth Transportation Board (CTB) that more time is being spent on trying to understand where and why the CTB is missing project estimates.
- ✓ Adding to the discussion, Chair Randall thanked Ms. Hynes for her statement and asked Ms. Shaw whether it could be an issue of an estimation difference or a situation where contract adjustments are being requested due to significant cost increases in labor and materials. Ms. Shaw responded noting it is probably a combination of many circumstances, to include when the estimate was created. Ms. Shaw specifically referenced the East Falls Church Metro Bay Expansion project noting the increase in the estimate is likely due to the jurisdiction's prioritization of the project among other projects adding that the initial estimate probably reflected an aged estimate.
- ✓ For the purposes of the record, Board Chair Cristol highlighted the context of record inflation. Chair Randall added that increases in estimates are being seen everywhere.
- ✓ Ms. Shaw continued the Presentation by sharing photos of the Route 28, and the Route 29 Interchange projects and the I-66 @ Balls Ford Road project located in Prince William County. She also announced the September 10, 2022, opening of the Western section of the I-66 express lanes, specifically noting the implementation of tolling and HOV-2 rules on September 24, 2022. The expected transition to HOV-3 requirements will be in December 2022. The HOV-3+ rule will go into effect across the entire I-66 Corridor.
- ✓ Vice Chair Snyder submitted for the record his comment that the change from HOV-2 to HOV-3 inside the Beltway would not be a popular one and expressed hope for an analysis to be conducted.
- ✓ Chair Randall followed asking if during the process of categorizing projects is pedestrian considered transit. Ms. Shaw responded that she would identify it as transportation, however, is unaware of the official designation. Additionally, Ms. Shaw stated that pedestrian as a mode of transportation, was considered during the process of identifying the needs of transportation in the corridor. Ms. Shaw highlighted the fact that with the Transform I-66 project, bridges were built longer to account for the inclusion of metro rail and added that the project is a prime example of the investment and planning that addresses the needs of the entire transportation network in the region.

## **Action Items**

### **5. Approval of Policy 29 Project Activation, Monitoring and De-Appropriation Changes**

Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell began discussion on the Approval of Policy 29 Project Activation, Monitoring and De-Appropriation Changes by reminding the Authority that last fiscal year, it authorized a special test audit to assess the externally imposed risk of duplicate reimbursements being submitted by project sponsors and paid by the NVT. Mayor Rishell further noted that the test audit identified previous undiscovered duplicate reimbursements which prompted the Finance Committee to review this policy as well as submit recommendations to the Authority. The audit program authorized by the Authority will recover audit costs incurred from the payments made in response to duplicate reimbursement requests.
- ✓ Chair Randall received a motion from Mayor Rishell who moved the Approval of Policy 26 Project Activation, Monitoring and De-Appropriation Changes, and seconded by Chair Randall. Policy 29 Project Activation, Monitoring and De-Appropriation Changes was unanimously approved.

### **6. Appointment of Christina Zechman Brown, Deputy City Attorney for the City of Alexandria, to the Council of Counsels**

Mayor Wilson, City of Alexandria

- ✓ Mayor Wilson began discussion by highlighting the City of Alexandria City Attorney Joanna Anderson's good work as a member of the Council of Counsels, and expressed his support of the City of Alexandria's resolution of support to transfer this opportunity to Deputy City Attorney Christina Zechman Brown.
- ✓ After Mayor Wilson moved the approval of Christina Zechman Brown to the Council of Counsels, and seconded by Board Chair Cristol, Mayor Wilson further added that Christina Zechman Brown has served the City of Alexandria for 15 years and does a great job at advising in her capacity as deputy city attorney. Chair Randall opened the floor for a vote on the motion. The Appointment of Christina Zechman Brown, Deputy City Attorney for the City of Alexandria, to the Council of Counsels was unanimously approved.

### **7. Approval of Call for Projects for FY2029 CMAQ/RSTP Funds**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon began discussion by asking the Authority to approve the Call for Projects for FY2029 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds, and reminded the Authority that CMAQ funds are for transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter as well as RSTP funds providing flexible funding that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects.
- ✓ Ms. Backmon added that in coordination with the Regional Jurisdiction Agency Coordinating Committee (RJACC), the Authority recommends the programming of over \$80 million annually

to projects that are subject to approval by the Commonwealth Transportation Board (CTB). Ms. Backmon further added that the Virginia Department of Transportation provides the local match for both the CMAQ and RSTP funds.

- ✓ Ms. Backmon concluded by highlighting the deadlines for the FY2029 programming cycle; the application process that includes submitting (1) a Project Application Form, (2) Traffic Congestion Emission Estimation Models (TEEM) worksheet and/or Federal Highway Administration's emission calculators for air quality benefit calculation, and (3) a resolution of support from the respective governing body; and noted the next steps where the Authority is expected to consider approval of the FY2029 funding recommendations at the March 2023 meeting, and submit recommended projects to the CTB for funding consideration.
- ✓ Chair Randall moved the Approval of Call for Projects for FY2029 CMAQ and RSTP Funds and seconded by Vice Chair Snyder. The Approval of Call for Projects for FY2029 CMAQ/RSTP Funds was unanimously approved.
- ✓ Before moving to Discussion and Information Items, Chair Randall recognized the newest Authority Member, Supervisor Pat Herrity, who introduced himself and highlighted his long-time connection and family ties to transportation in the region and his public service as a Fairfax County Board Supervisor since 2007. Supervisor Herrity expressed his anticipation to contribute as an Authority Member and in sharing his ideas.

### **Discussion/Information Items**

#### **8. TransAction Update and Public Comment Report**      Ms. Backmon, Chief Executive Officer Dr. Nampoothiri, Senior Transportation Planner

- ✓ Ms. Backmon began discussion by recalling the undertaking of the TransAction update and Public Comment Period which began on August 1, 2022, and ended on September 18, 2022. During this period, the Authority held its Public Hearing on September 8, 2022, where citizens provided comment on the 24-page draft TransAction Plan and associated Project List.
- ✓ After Ms. Backmon's brief overview of the TransAction update and Public Comment Report, Dr. Nampoothiri began a presentation which highlighted the progress of the TransAction update, public comments, potential enhancements to the draft TransAction Plan and Project List, and next steps for TransAction.
- ✓ After Dr. Nampoothiri's presentation, Chair Randall noted that many of the projects received only positive comments and further noted that all comments received, whether positive or expressing concern, were appreciated.
- ✓ Chairman McKay concurred with Chair Randall, noting that it is more likely to hear negative comments than positive comments and inquired whether public response from this period could be quantitatively compared to the previous Plan update. Dr. Nampoothiri responded in the affirmative, identifying ancillary efforts that were made during the current TransAction Update to increase public participation and added that the number of responses received were about one-third of responses received during the previous Plan update. Chairman McKay followed by noting that while Staff is doing a good job in expanding outreach efforts, it doesn't automatically translate to receiving more comments as well as the lack of comments could speak more to neutrality.

- ✓ Chair Randall noted project 406, W&OD Regional Trail Capacity and Connectivity Enhancements, and inquired if the comments were regarding tree removal. Dr. Nampoothiri responded in the affirmative.
- ✓ Dr. Nampoothiri turned the Presentation over to Principal, Transportation Planning and Programming Keith Jasper, who provided insight to scenario analysis, characterizing it as a technique used to grasp uncertainty associated with long-range transportation planning.
- ✓ Mr. Jasper noted that land use scenarios were used during the last TransAction Plan; however, were not used in this TransAction Plan due to the likelihood that the conclusions made five years ago were still valid. Chair Randall added that a group of elected officials assuredly considers land use when making decisions about transportation and noted that housing and land use is not NVTa's charge.
- ✓ Board Chair Cristol added to the discussion, noting her support to include language that states land use scenario analysis was not included in the TransAction Plan and the conclusion that concentrated land use helps improve TransAction Plan outcomes. Chair Randall followed up by noting her approval of the language and further added that she did not want to place unnecessary expectations on NVTa staff to explain this point further.
- ✓ At the conclusion of the Presentation, Chair Randall opened the floor for further questions. Board Chair Cristol circled back to comments surrounding the estimated effects of the build versus no build scenario on emissions reduction which in the report, specifically highlights three projects in the draft Project List designed to increase access to charging and inquired whether the 54% emissions reduction is attributable to the three projects. Mr. Jasper thanked Board Chair Cristol for the question and indicated that this graphic caused some confusion with some NVTa committee members and will be better communicated in the final draft version. Mr. Jasper noted the challenge in maintaining the balance between simplicity of message and detailed, heavily nuanced explanations.
- ✓ Mr. Tom Harrington of Cambridge Systematics, Consulting, Inc. added in response to Board Chair Cristol's question, by referencing the chart that identifies the benefits of the build network and further added that based on the current electrification rates between the build and no build, there is a 1.7% increase in emissions. Mr. Harrington clarified that the chart shows the sensitivity analysis, and further clarified that the handful of electric vehicle infrastructure projects were not solely responsible for the 54% emissions reduction.
- ✓ Board Chair Cristol concluded her questions noting there is a misrepresentation of the build versus no build scenario given the focused topic on the electrification of consumer vehicles. She suggested a more honest approach to presenting the scenario that if widespread electrification adoption occurs, a significant reduction in greenhouse gas emissions will be seen. Dr. Nampoothiri acknowledged that such notation is included in the report and added that the language can be improved to address Board Chair Cristol's point. Emphasizing the point, Board Chair Cristol further suggested the 54% emissions reduction bar be removed from the chart and added that if NVTa's document implies that we can increase Vehicle Miles Traveled and somehow cut emissions in half, it becomes a policy issue as much as it is an inaccurate statement.
- ✓ Chair Randall summarized Board Chair Cristol's point to be that the language is not clear. Board Chair Cristol stated it is disingenuous. In culmination, Chair Randall inferred that a massage of the language or removal of the chart may address Board Chair Cristol's concern.



- ✓ Adding to the discussion, Vice Chair Snyder inquired about TransAction's overarching goals. Dr. Nampoothiri acknowledged that the Authority's approved goals are to Enhance Mobility, Increase Accessibility, and Improve Resiliency. As a follow-up, Vice Chair Snyder asked if the Authority has had adequate discussion on what the goals of TransAction mean and whether we are achieving the goals, and if so, how; or if we are not achieving them, why not. Vice Chair Snyder further added that attention should be given to address the negative comments, particularly regarding environmental concerns.
- ✓ Ms. Hynes noted that approximately 80% of the comments received were negative and were specifically directed at roadway expansion projects. She added that it has always been a challenge for NVTA to communicate that it is not just a roadway building agency given that its roadway expansion projects involve plans for and creating other modes of transportation. Ms. Hynes concluded by sharing her thoughts on creating a way to highlight the positive effects of NVTA funded projects, including how many people have used transit, as well as telling a story that's about moving people forward as we make investments.
- ✓ Mayor Wilson added that he agrees with Ms. Hynes in that the comments received on the Project List were overall negative and further agreed that there is a disconnect considering the parallel between the commenters' expectations and what NVTA asked for.
- ✓ Chairman McKay highlighted the perspective of observing the number of comments received, versus the population of the region as well as the amount of outreach made, and suggested that while many conclusions can be made, the comments received are only a snapshot of a segment of the region's population. Chairman McKay acknowledged the entire regions' diversity in each jurisdiction represented on the NVTA and noted that this level of diversity presents very different needs. Chairman McKay further noted that not all those needs will be accomplished by the TransAction Plan, which could be the cause of some disparaging comments.
- ✓ Mayor Rishell added by prefacing the intent of her comments to not marginalize any one commentor. She noted that happy people generally don't comment negatively and generally don't comment at all.
- ✓ Chair Wheeler highlighted the fact that in Prince William County, for example, many of the projects are not creating additional roads but rather providing interchanges that address congestion.
- ✓ Ms. Backmon thanked Authority Members for the discussion and comments and highlighted that with newly acquired modeling resources, NVTA can begin to tell the story of the positive impacts NVTA funded projects bring to the region as well as share the perspective that NVTA represents a very diverse region of jurisdictions with very different needs. Ms. Backmon also added that NVTA is governed by laws that enumerate our abilities and further added that depending on the location within the region, such mandates may be more favorable. Additionally, Ms. Backmon noted that NVTA is multimodal focused, and that no other entity in the Commonwealth of Virginia has invested more funding in Bus Rapid Transit than the NVTA. In conclusion, Ms. Backmon noted some misconceptions, clarified, and identified challenges brought up both during the meeting and from the public comments on the Project List and noted that NVTA will take into account the comments received, specifically highlighting Chairman McKay's comment that Northern Virginia is extremely diverse, thus requiring a regional perspective.

- ✓ Chair Randall pointed out a previous survey that asked the public if more transit options or roads were needed, and further pointed out that based on where the commentors lived, there was a more favor to roads versus transit. Chair Randall also noted that many of the transportation concerns of individuals could be addressed with the 30% of NVTAF funding directly given to the locality. Chair Randall posed the question of what connections are being made interjurisdictionally to address some of the changes seen as a result of more folks traveling within their county, town or city rather than the more common commute seen post Covid-19 of folks commuting from their county, town, or city into the District of Columbia.
- ✓ Vice Chair Snyder asked if NVTAF is achieving its goals in decreasing greenhouse gas emissions and noted that the TransAction Plan should guide the region in that direction. In response, Chair Randall noted the report issued by the Council of Governments stating that the region is doing fantastic at decreasing greenhouse gases and concluded her comments by agreeing with Vice Chair Snyder that the region will maintain and improve its efforts in this area.

## **9. 2022 Joint Commission on Transportation Accountability Annual Report**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon referred to the 2022 Annual Report to the Joint Commission on Transportation Accountability as attached to the meeting packet, highlighted a change, and briefly noted the process by which localities receive the 30% funding. Ms. Backmon concluded by noting that the deadline to file the Report is November 15, 2022.

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

Chair Randall

- ✓ Chair Randall noted the Governance and Personnel Committee Report as attached in the meeting packet and highlighted the four suggested topics to include as priorities in the Authority's draft 2023 Legislative Program. Chairman McKay pointed out a needed clarification in the Program's language and suggested changing the statement "The region still needs to restore \$38.5 million in dedicated revenue." to "The State of Virginia still needs to restore \$38.5 million in dedicated revenue annually."

## **11. Finance Committee Report**

Mayor Rishell, Chair

- ✓ Mayor Rishell reported that in September, the Finance Committee voted to recommend two action items to the Authority and noted that the first was to recommend adjusting the FY2023 Operating Budget to permit the early hiring of an approved planning position and noted this item was considered and approved by the Authority at its September 8<sup>th</sup> meeting. Mayor Rishell added that the second Finance Committee agenda item, Policy 29-Update for Duplicate Reimbursement Requests, was considered and approved by the Authority this evening.
- ✓ Mayor Rishell continued the Finance Committee Report by highlighting the following:
  - (a) The Finance Committee received a report that showed project reimbursements in FY2022 were significantly below prior fiscal years, despite an increasing number of approved projects. The Committee discussed possible cause and effects with staff and encouraged staff to reach out to project sponsors to stimulate project advancement and the use of NVTAF project funds.

- (b) Earlier this evening, the Committee received updates on the FY2022 Financial Statement Audit. Mayor Rishell noted that for the upcoming November meeting, the Committee is recommending acceptance of the audit which has an unqualified or clean opinion.
- (c) As part of the September meeting, the Committee was advised and discussed the NVTa staff receipt of a project reimbursement which included 72 invoices, some of those invoices dated as far back as five calendar years. In order to reduce externally imposed risk, the Committee directed and provided guidance to NVTa Staff to work toward a policy solution to ensure submitted invoices for reimbursement are no older than 18 months from date of the reimbursement submission. The Committee expects to review the draft policy and make a recommendation to the Authority in the coming months.
- (d) The Committee discussed ESG/Green Bonds, started budget preparation discussions, and received reports on other activities of the Authority's finance staff.
- ✓ In conclusion, Mayor Rishell noted that the Finance Committee received the regular monthly reports on the Investment Portfolio, Monthly Revenues and Operating Budget, and offered Mr. Longhi and Ms. Sen to answer any questions there may be to these reports as submitted in the Authority meeting packet.
- ✓ Mr. Longhi referred to the Investment Portfolio Report, Monthly Revenue Report and Monthly Operating Budget Report and advised that all the numbers were going in the right direction as well as welcomed the opportunity to answer any questions Authority Members may have on the reports as submitted in the meeting packet.

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

Mayor Wilson, Chair

- ✓ Mayor Wilson noted that at the last Planning and Programming Committee meeting, the Committee had a thorough discussion on the TransAction Update and Project List and noted the next Planning and Programming Committee meeting is scheduled on November 21, 2022, at 5:30 p.m.

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

Mayor Colbert, Chair

- ✓ Chair Randall noted that the Planning Coordination Advisory Committee Report is submitted in the Authority meeting packet.

## **14. Technical Advisory Committee Report**

Mr. Ciccarelli, Vice Chair

- ✓ Chair Randall noted that the Technical Advisory Committee Report is submitted in the Authority meeting packet.

## **15. Chief Executive Officer's Report**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon highlighted from her Chief Executive Officer Report that the Authority turned 20 years old this year (CY2022), and noted that on June 8, 2023, the Authority will be acknowledging both the 10 anniversary of HB 2313, which is the bill that brought dedicated funding to NVTa, and the 20 year anniversary. Ms. Backmon concluded by noting that more details will be forthcoming as more information is obtained.

## 16. Chair's Comments

Chair Randall

- ✓ Chair Randall had no comments for the evening.

## 17. Adjournment

Chair Randall

- ✓ Seeing no further questions or discussion, Chair Randall adjourned the meeting at 8:47PM.

**Next Meeting: November 10, 2022, at 7:00PM**

**NVTA Offices**

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Rishell, Finance Committee Chair

**DATE:** November 3, 2022

**SUBJECT:** Acceptance of the FY2022 Auditing Financial Statements and Compliance Audit Report

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1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) acceptance of the FY2022 Financial Statement and Compliance Audit reports as recommended by the Finance Committee.
2. **Suggested motion:** *I move Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit reports for the fiscal year ended June 30, 2022.*
3. **Current Situation:**
  - A. As a political subdivision of the Commonwealth of Virginia, the Authority is required to complete an annual audit of its financial activities for each fiscal year following standards contained in Government Auditing Standards issued by the Comptroller General of the United States, and the Specifications for Audits of Authorities, Boards and Commissions issued by the Auditor of Public Accounts of the Commonwealth of Virginia.
  - B. The Authority contracted with an independent, external, licensed certified public accounting firm PBMares, LLP to complete the required audit of the FY2022 financial reports.
  - C. Mr. Michael Garber, CPA, MBA, a Partner with PBMares, LLP, presented the FY2022 audited financial reports to the Authority's Finance Committee on October 13, 2022. The Finance Committee serves as the Authority's Audit Committee.
  - D. The Authority's FY2022 Financial and Compliance Reports received an unmodified (clean) audit opinion. This opinion reflects that the Authority's financial statements, in all material respects, fairly and accurately present the financial position of the Authority for FY2022.
  - E. A ZIP file was used to pre-distribute the reports prior to the meeting due to the file size.

**Attachments:** *(Linked due to size)*

- A. Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2022
- B. Northern Virginia Transportation Authority, Results of the Audit – June 30, 2022

The FY2022 Audit Reports will be available at <http://thenovaauthority.org/funding/audited-financial-statements-adopted-budgets/> shortly after acceptance.

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Councilmember David Snyder, Transportation Technology Committee Chair

**DATE:** November 3, 2022

**SUBJECT:** Adoption of Updated Strategies in the Transportation Technology Strategic Plan

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of recent efforts and seek approval of updated strategies in the Transportation Technology Strategic Plan (TTSP).
2. **Suggested Motion:** *I move Authority approval of the expansion of two existing strategies and the addition of one new strategy in the Transportation Technology Strategic Plan, as presented.*
3. **Background:** On May 13, 2021, the Authority adopted the inaugural Transportation Technology Strategic Plan Action Plan and Eight Strategies. The Transportation Technology Committee (TTC) met on July 6<sup>th</sup>, 2022, to discuss the first year of its implementation. During that meeting, the TTC voted to endorse an update to the Plan that would include expansion of two existing strategies and addition of a new strategy (see Attachment A).
4. **Summary of Implementation Efforts:** In the 18 months since the TTSP adoption, NVTA staff initiated multiple activities (see Attachment B):
  - A. Completed activities
    - i. Introduction of a technology-related section to NVTA's 2022 Legislative Program and continuation of this in the draft 2023 Legislative Program.
    - ii. Creation of a webpage for TTSP content on the NVTA website (<https://thenovaauthority.org/transportation-technology/>)
    - iii. Outreach activities, including via TransAction public engagement activities and strategy spotlights in monthly editions of NVTA's Driven By InNoVation eBlast. The TTSP was also featured in the 6<sup>th</sup> Annual Northern Virginia Transportation Roundtable and a session of the national Planning Webcast Series, sponsored by the Transportation Planning Division of the American Planning Association
    - iv. Minor updates to the TTSP, including the addition of a technology timeline
    - v. Conducted research on emissions and emerging technologies such as electric vehicle and automation/autonomy
    - vi. Integration with the TransAction update through scenario analysis and the draft project list
  - B. Ongoing activities
    - i. A pilot season of InNoVation Lunch and Learns, designed to foster pragmatic discussions of innovation among staff across the region
    - ii. Coordination with external entities, including operations specialists

- iii. Updates to the TTSP
  - 1. Updating the Action Plan
  - 2. Updating relevant projects
  - 3. Expanding the scope of existing strategies 4 and 8
  - 4. Addition of a new strategy

**5. Upcoming Implementation Efforts:** Through May 2023, NVTA staff will continue to work on the items listed under 3b above, together with other activities related to the TTSP:

- A. Integration with the Six Year Program process
- B. Technology-related Outreach
  - i. Ongoing monitoring of market trends and trigger points
  - ii. Continued outreach and education through the Driven By InNoVation eBlasts
  - iii. Consider if the InNoVation Lunch and Learns should be continued on a reoccurring basis.

**6. Next Steps:** NVTA Staff will continue to provide regular updates on progress towards the above actions, through the TTC and NVTA Chief Executive Officer's monthly report to the Authority. The 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 chief executive officer, will occur without prior Authority approval.

**Attachments:**

- A. Updates to TTSP Strategies
- B. TTSP Progress Report
- C. Transportation Technology Timeline

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

## Attachment A –Updates to TTSP Strategies (Endorsed by Transportation Technology Committee on July 6, 2022)

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	Original title: Minimize potential for Zero Occupancy passenger Vehicles  <b>Endorsed revision:</b> Enhance operations of the multimodal transportation system through connectivity and automation	<b>Endorsed expansion:</b> To maximize the potential benefits of Connected and Automated Vehicles, while addressing 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	<b>Endorsed expansion:</b> Support deployment of transportation technologies that reduce greenhouse gas emissions and synergistic technologies that improve resiliency.
9	<b>Endorsed addition:</b> Enhanced mobility in the region through innovation and emerging technologies in transit	<b>Endorsed intent:</b> support an array of transit innovations, in a manner that is flexible enough to adapt to future innovation.



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

## Attachment B– TTSP Progress Report

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									

Key	
	No role identified for NVTA
	Role identified for NVTA
	Some progress has been made
	Moderate progress has been made
	Substantial progress has been made
	Task has been completed

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

## Attachment C – Transportation Technology Timeline

Year	NVTA History	Technology Milestones
2002	NVTA created by the General Assembly	
2003		MySpace is launched
2004		First DARPA Grand Challenge (This event is largely credited as the impetus for serious pursuit of Autonomous Vehicle technology.)
		Facebook is launched
2005		Second DARPA Grand Challenge
		YouTube launched
		Amazon Prime debuted
2006	TransAction 2030 adopted	"Google" was added to the dictionary as a verb
2007		DARPA's Urban Challenge
		Twitter launched
		Amazon launches the Kindle e-reader
		Apple popularizes touchscreen technology through the iPhone 1, revolutionizing smartphones
2009		Google began private testing of autonomous vehicle technology
		Bitcoin launched, using blockchain technology
2010		Inaugural test flight of SpaceX's Falcon 9 project
		Arlington County and DDOT launch Capital Bikeshare
2012	TransAction 2040 adopted	
2013	NVTA revenue stream began NVTA adopted its regional funding program for FY2014 which included one technology-related project: • City of Alexandria - Shelters and RTI for DASH/WMATA	Zoom launches webinar platform
2014		Amazon introduced Alexa
		Virginia and TNCs (Uber, Lyft, etc.) reach agreement on regulatory framework
2015	NVTA adopted its regional funding program for FY2015-16 which included three technology-related projects: • Arlington County - Glebe Road Corridor ITS Improvements • City of Alexandria - Duke Street Transit Signal Priority Installation • Fairfax County - Route 1 Widening - Mount Vernon Memorial Highway to Napper Road	
2016	NVTA held its inaugural Northern Virginia Transportation Roundtable NVTA adopted its regional funding program for FY2017 which included one technology-related project: • Arlington County - Lee Highway Corridor ITS Enhancements	USDOT publishes their Federal Automated Vehicles Policy
2017	TransAction update adopted	Apple App Store reaches 2.2 million apps
		The state of Massachusetts makes an early attempt at regulating ZOVs with fees
		Internal Combustion Engine (ICE) vehicles hit peak global sales

Year	NVTA History	Technology Milestones
------	--------------	-----------------------

2018	<p>NVTA adopted its first Six Year Program for FY2018-23 which included seven technology-related projects:</p> <ul style="list-style-type: none"> <li>• Arlington County - Intelligent Transportation System Improvements</li> <li>• City of Alexandria - Alexandria ITS Projects</li> <li>• City of Alexandria - Alexandria Bus Network ITS</li> <li>• Fairfax County - Route 1 Widening - Mount Vernon Memorial Highway to Napper Road</li> <li>• Fairfax County - Richmond Highway Bus Rapid Transit</li> <li>• City of Alexandria - Alexandria Duke St Transitway</li> <li>• City of Alexandria - DASH Transit Service Enhancements and Expansion</li> </ul>	Amazon selects NYC and Arlington County for locations of HQ2
2019		The first commercial drone delivery took place in Christiansburg, VA
2020	<p>NVTA approved a revised vision statement for the forthcoming update to TransAction which laid out its Core Values of Equity, Sustainability and Safety</p> <p>NVTA adopted the FY2020-2025 Six Year Program which included two technology-related projects:</p> <ul style="list-style-type: none"> <li>• City of Alexandria - Alexandria Duke St Transitway</li> <li>• Fairfax County - Route 1 Widening - Mount Vernon Memorial Highway to Napper Road</li> </ul>	The Federal government granted its first driverless car exemption
		Amazon ordered 100,000 electric delivery vehicles
		Virgin Hyperloop completed first manned pilot test
		Virginia's first on-street autonomous transit shuttle pilot began in Mosaic District, Fairfax County
		iPhone 12 launched
2021	NVTA adopted the inaugural NVTA Transportation Technology Strategic Plan's Action Plan and Eight Strategies	VDOT issued its Connect and Automated Vehicle Program Plan
		President Biden issued an Executive Order setting a national target for electric vehicles to make up half of U.S. auto sales by 2030
		The Biden-Harris Electric Vehicle Charging Action Plan was released
2022	<p>NVTA adopted the FY2022-2027 Six Year Program which included two technology-related projects:</p> <ul style="list-style-type: none"> <li>• Loudoun County - Route 7 Corridor ITS Implementation Program</li> <li>• Fairfax County - 8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service</li> </ul>	New York required all passenger vehicles sold in state to be emission-free by 2035
		TPB adopted CAV Principles
		Connected DMV issued the "DMV Hydrogen Greenprint"
		NHTSA (National Highway Traffic Safety Administration) issued first occupant protection safety standards for AVs
		President Biden invoked Defense Production Act for EV battery production
		The California Air Resources Board (CARB) approved regulation to ban sale of new Internal Combustion Engine (ICE) vehicles by 2035
		The Biden-Harris Administration approved NEVI (National Electric Vehicle Infrastructure formula program) plans for all 50 states, D.C and Puerto Rico

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Recommend Approval to Reallocate Transform 66 Outside the Beltway  
Concessionaire Payment funds for Fairfax County

---

1. **Purpose.** To seek Northern Virginia Transportation Authority recommendation to transfer Transform 66 Outside the Beltway Concession Payments for Fairfax County.
2. **Suggested Motion:** *I move Authority recommendation to transfer \$378,630 in I-66 Concession funds from Balance Entry to Lee Highway Pedestrian Improvement project (UPC 113518) and \$31,975 from Balance Entry to Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517).*
3. **Background:**
  - As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).
  - Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
  - On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. Both projects were included in the Authority's recommendation. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects.
  - On November 3, 2022, Fairfax County requested the following transfers:

- \$378,630 in I-66 Concession funds from Balance Entry to Lee Highway Pedestrian Improvement project (UPC 113518),
    - \$1,325,000 in I-66 Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher than anticipated project bids received.
  - \$31,975 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517).
    - \$2,000,000 in I-66 Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher design costs based on recent cost updates by the Virginia Department of Transportation.
  - The RJACC recommended approval of the transfer request at their November 3, 2022, meeting.
- 4. Next Steps:** Upon Authority recommendation of approval, the transfer request will be sent to the Commonwealth Transportation Board to be included in the transfer report.

**Attachments:**

- A. Request Letter from Fairfax County
- B. DRAFT Letter to VDOT NOVA District Administrator Lynch

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



## County of Fairfax, Virginia

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

November 1, 2022

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

Re: I-66 Concession Funds Transfer Request

Dear Ms. Backmon: *Monica*

Fairfax County requests that the Northern Virginia Transportation Authority approve the transfers of I-66 Concessionaire funds for the two projects described below. As these projects have advanced through preliminary engineering and design, the cost estimates have increased. While transfers were recently approved for the projects below at the September 8, 2022, Authority meeting, Virginia Department of Transportation (VDOT) staff have since updated cost estimates, requiring the need for additional funding:

- \$1,325,000 in I-66 Concession Fee funds were originally awarded to the Lee Highway Pedestrian Improvement project (UPC 113518). Fairfax County is requesting the of transfer \$378,630 in I-66 Concession Fee funds from the Concession Balance Entry Account (UPC 113539) to the Lee Highway Pedestrian Improvements project to address the fact that project bids were higher than anticipated. If this request is approved, the total amount of Concession Fee funds on the project will be \$2,517,652.
- \$2,000,000 in I-66 Concession Fee funds were originally awarded to the Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517). Fairfax County is requesting the transfer of \$31,975 in I-66 Concession Fee funds from the Concession Balance Entry Account (UPC 113539) to the Route 50 and Waples Mill Road Intersection Improvements project to address updated design costs. If this request is approved, the total amount of Concession Fee funds on the project will be \$2,346,703.

Thank you for your consideration. If you have any questions or concerns about this request, please contact Christina Cain at 703-877-5929.

Sincerely,

Tom Biesiadny  
Director

cc: Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)  
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT  
Martha Coello, Chief, Special Projects Division, FCDOT  
Ray Johnson, Chief, Funding Section, FCDOT  
Carole Bondurant, Manager, Northern Virginia Program Management Virginia Department of Transportation (VDOT)  
Susan Shaw, Mega Projects Director, Northern Virginia, VDOT

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





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

November 10, 2022

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

Reference: Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County

Dear Mr. Lynch:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On November 3, 2022, Fairfax County requested the following transfers:

- \$378,630 in I-66 Concession funds from Balance Entry to Lee Highway Pedestrian Improvement project (UPC 113518),
  - \$1,325,000 in I-66 Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher than anticipated project bids received.
- \$31,975 from Balance Entry (UPC 113539) to Route 50 and Waples Mill Road Intersection Improvements project (UPC 113517).
  - \$2,000,000 in I-66 Concession Fee funds were originally awarded to the receiver project. The requested transfer will meet the higher design costs based on recent cost updates by the Virginia Department of Transportation.

On November 10, 2022, the Authority recommended approval of the transfer. Thank you very much.

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVT  
Tom Biesiadny, Director, Fairfax County Department of Transportation



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

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Recommend Approval to Reallocate Regional Surface Transportation Program (RSTP) funds for Fairfax County

---

- 1. Purpose:** To seek Northern Virginia Transportation Authority approval for Reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County.
- 2. Suggested Motion:** *I move Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax 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.  
  
Fairfax County requested a transfer of \$1,450,000 from Cinder bed Road Bikeway –ROW/ CN (UPC 118128) to Cinder bed Road Bikeway – Design (UPC 106143).  
  
This transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.  
  
At its meeting on November 3, 2022, the RJACC recommended approval of the request.

**Attachments:**

- A.** Request Letter from Fairfax County
- B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

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



# County of Fairfax, Virginia

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

November 1, 2022

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

Re: Reallocation of Regional Surface Transportation Program Funds

Dear Ms. Backmon:

Fairfax County requests the approval of the transfer of \$1,450,000 in previous year Regional Surface Transportation Program (RSTP) funds from Cinder Bed Road Bikeway (UPC 118128) to Cinder Bed Road Bikeway (UPC 106143). Funding for the project is divided between two UPCs and this transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.

If you have any questions or concerns about this request, please contact Christina Cain at (703) 877-5629.

Sincerely,

Tom Biesiadny  
Director

cc. Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)  
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT  
Todd Minnix, Chief, Transportation Design Division, FCDOT  
Ray Johnson, Chief, Funding Section, FCDOT  
Carole Bondurant, Virginia Department of Transportation (VDOT)  
Bethany Mathis, VDOT

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

Date: 11/3/2022

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$12,750,000

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal</u>	<u>If No. Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
118128	Cinder Bed Road Bikeway (ROW/CN)	RSTP	Y		\$1,450,000.00	106143	Cinder Bed Road Bikeway (Design)	N					

TOTAL OF TRANSFER \$1,450,000.00

Attach Signed Request of Transfer Letter



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

November 10, 2022

Mr. John Lynch  
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 Fairfax County

Dear Mr. Lynch:

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

Fairfax County requested a transfer of \$1,450,000 from Cinder bed Road Bikeway – ROW/CN (UPC 118128) to Cinder bed Road Bikeway – Design (UPC 106143).

This transfer will allocate funding to the appropriate phase, allowing the project design to continue without delays to the schedule.

On November 10, 2022, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA  
Tom Biesiadny, Director, Fairfax County Department of Transportation

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

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Recommend Approval to Reallocate of Regional Surface Transportation Program (RSTP) Funds for Prince William County

---

- 1. Purpose:** To seek Northern Virginia Transportation Authority approval for Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County.
- 2. Suggested Motion:** *I move Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for 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.  
The Prince William County requested transfer of:
  - \$150,000 from UPC 92080 (Route 28 Widening Phase 1- PE & ROW Only) to UPC 122033 (Potomac Heritage National Scenic Trail (PHNST) Gap Analysis Study).

The transferred funds will be used as the local match for a Federal Lands Access Program (FLAP) grant received by the County. The donor project is the completed Route 28 Widening Phase 1 project (UPC 92080), which has a balance of \$2,089,144.

At its meeting on November 3, 2022, the RJACC recommended approval of the request.

**Attachment(s):**

- A.** Request Letter from Prince William County
- B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

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



November 3, 2022

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

RE: Request to Transfer Regional Surface Transportation Program Funds

Ms. Backmon,

Prince William County requests the approval of the NVTa RJACC for the transfer of RSTP funding.

Prince William County requests the transfer of a total of \$150,000 in RSTP funds from the following balance account:

- Route 28 Widening Phase 1- PE & ROW Only (UPC 92080)

The receiver project is the Potomac Heritage National Scenic Trail (PHNST) Gap Analysis Study (UPC 122033), which will plan and design the following three trail projects to close critical PHNST gaps:

- Fairfax County/Prince William County Line through the Town of Occoquan to the Virginia Railway Express Station in Woodbridge near Occoquan Bay National Wildlife Refuge;
- The Town of Dumfries (near Featherstone National Wildlife Refuge) and Prince William Forest Park, a unit of the National Park Service (NPS); and
- Prince William Forest Park to the National Museum of the Marine Corps, owned and operated by the Department of Defense.

PHNST is a Congressionally designated trail with segments owned and maintained by local partners. Addressing these gaps would open the PHNST corridor to new communities and populations, and provide safe, comfortable access to pedestrians and bicyclists to four different federal land units managed by NPS, Fish and Wildlife Service and Department of Defense. The transferred funds will be used as the local match for a Federal Lands Access Program (FLAP) grant received by the County.

The donor project is the completed Route 28 Widening Phase 1 project (UPC 92080) that widened Route 28 (Nokesville Road) to a six-lane and four-lane facility from Linton Hall Road to the realigned Vint Hill Road for approximately 1.1 miles of roadway. The project has a balance of \$2,089,144.

The PHNST project has not been previously authorized by NVTa for RSTP funding and as a result, approval by NVTa will be necessary pending RJACC approval. If you have questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,



Ricardo Canizales *Jackie Balthaz*  
Director of Transportation *for*

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 11/3/2022

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

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,089,144

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	RSTP	Y		\$150,000.00	122033	Potomac Heritage National Scenic Trail Gap Analysis Study	N					

TOTAL OF TRANSFER - \$150,000

Attach Signed Request of Transfer Letter





## **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

November 10, 2022

Mr. John Lynch  
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 previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

The Prince William County requested transfer of

- \$150,000 from UPC 92080 (Route 28 Widening Phase 1- PE & ROW Only) to UPC 122033 (Potomac Heritage National Scenic Trail (PHNST) Gap Analysis Study).

The transferred funds will be used as the local match for a Federal Lands Access Program (FLAP) grant received by the County. The donor project is the completed Route 28 Widening Phase 1 project (UPC 92080), which has a balance of \$2,089,144.

On November 10, 2022, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA  
Ricardo Canizales, Director, Transportation, Prince William County

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

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Recommend Approval to Exchange Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program Funds Between Town of Herndon and Fairfax County

---

1. **Purpose:** To seek Northern Virginia Transportation Authority approval of the exchange of Congestion Mitigation Air Quality (CMAQ) funds from the Town of Herndon to Fairfax County and exchange of Regional Surface Transportation Program (RSTP) funds from Fairfax County to the Town of Herndon.
2. **Suggested Motion:** *I move Authority approval of the exchange of Congestion Mitigation Air Quality (CMAQ) funds from the Town of Herndon to Fairfax County and the exchange of Regional Surface Transportation Program (RSTP) funds from Fairfax County to the Town of Herndon.*
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 before any funds can be exchanged. The Town of Herndon requested exchange of:
  - \$2,939,933 from CMAQ funds from UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension – Town of Herndon) to UPC 115550 (Richmond Highway-Bus Rapid Transit-Fairfax County).
  - In return, the Town will receive \$2,939,933 in RSTP from UPC 115550 (Richmond Highway-Bus Rapid Transit –Fairfax County) to UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension – Town of Herndon).

The Richmond Highway-Bus Rapid Transit project has both CMAQ and RSTP program funding and can accommodate the exchange of funding without impact on scheduled delivery. The town having RSTP funding, instead of CMAQ funds, enables the project scope to proceed with its arterial capacity improvements to include both a new roadway extension and signalized intersections located near Herndon's Metrorail Station.

At its meeting on November 3, 2022, the RJACC recommended approval of the request.

**Attachments:**

- A.** Request Letter from Town of Herndon
- B.** Letter of concurrence from Fairfax County
- C.** DRAFT Letter to VDOT NOVA District Administrator Lynch

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

November 3, 2022

Ms. Monica Backmon, Executive Director  
Northern Virginia Transportation Authority -  
Regional Jurisdiction and Agency Coordinating Committee (NVTA- RJACC)  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

**RE: Town of Herndon - request to exchange Congestion Mitigation Air Quality (CMAQ)  
program funds with Fairfax County's Regional Surface Transportation (RSTP)  
Program funding**

Dear Ms. Backmon,

The Town of Herndon requests the approval of the Regional Jurisdiction and Agency Coordinating Committee to exchange a total of \$2,939,933 in CMAQ funds from the town's *'Herndon Parkway Improvements at Worldgate Drive Extension (UPC 106986)'* project with an equal RSTP funding amount from Fairfax County's *'Richmond Highway-Bus Rapid Transit (UPC 115550)'* project.

The *Richmond Highway-Bus Rapid Transit* project has both CMAQ and RSTP program funding and can accommodate the exchange of funding without impact on scheduled delivery. The town having RSTP funding, instead of CMAQ funds, enables the project scope to proceed with its arterial capacity improvements to include both a new roadway extension and signalized intersections located near Herndon's Metrorail Station.

If more information is needed, please contact me at (703) 787-7368 or Mark Duceman, Transportation Program Manager, at (703) 787-7380. Thank you for your assistance in this matter.

Sincerely,



John Irish  
Deputy Director of Public Works

c: Richard Roisman, NVTA-RJACC Chairman  
Noelle Dominguez, Fairfax County Department of Transportation  
Carol Bondurant, VDOT Northern Virginia District  
Mark Duceman, Town of Herndon  
Jaleh Moslehi, Town of Herndon



## County of Fairfax, Virginia

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

November 3, 2022

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

Re: Request to Exchange RTSP and CMAQ Funds with Town of Herndon

Dear Ms. Backmon:

I'm writing to indicate the Fairfax County Department of Transportation's concurrence with Town of Herndon's request to exchange of Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds between the County and the Town.

The Town of Herndon is requesting the approval of the transfer of \$2,939,933 in CMAQ funds from the Herndon Parkway Improvements at Worldgate Drive project (UPC 106986) for future year RTSP funds currently allocated to Fairfax County's Richmond Highway Bus Rapid Transit (BRT) project (UPC 115550). The Town of Herndon has revised the project scope for the Herndon Parkway Improvements at Worldgate Drive to include a roadway extension. This transfer will enable the Town of Herndon to proceed with a project scope that would include arterial capacity improvements near the Herndon Metrorail Station. Due to the scope change, the project can no longer be funded by CMAQ funds. The Richmond Highway BRT project is eligible for and currently funded by both CMAQ and RSTP funding. The exchange of CMAQ and RSTP funding will not result in impacts to the Richmond Highway BRT project delivery schedule.

If you have any questions about this request, please contact Christina Cain at (703) 877-5629.

Sincerely,

Tom Diesiadny  
Director

cc: Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)  
Noelle Dominguez, Coordination and Funding Division Chief, FCDOT  
Ray Johnson, Funding Section Chief, FCDOT  
Carole Bondurant, Virginia Department of Transportation (VDOT)  
Bethany Mathis, VDOT  
Elizabeth Gilleran, AICP, Director of Community Development, Town of Herndon

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



# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 3-Nov-22

Name of Jurisdiction/Agency Requesting: Town of Herndon

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,939,933

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)
106986	Herndon Parkway Improvements at Worldgate Drive Extension	CMAQ	Y		\$442.00	115550	Richmond Highway-Bus Rapid Transit	Y					
		CMAQ	N	FY24-28	\$2,939,491.00	115550	Richmond Highway-Bus Rapid Transit	Y					

TOTAL OF TRANSFER \$2,939,933.00

Attach Signed Request of Transfer Letter

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 3-Nov-22

Name of Jurisdiction/Agency Requesting: Town of Herndon

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,939,933

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
115550	Richmond Highway-Bus Rapid Transit	RSTP	N	FY24	\$2,939,933.00	106986	Herndon Parkway Improvementd at Worldgate Drive Extention	Y					

TOTAL OF TRANSFER \$2,939,933.00

Attach Signed Request of Transfer Letter



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

November 10, 2022

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

Reference: Request to reallocate Congestion Mitigation Air Quality (CMAQ) funds from the Town of Herndon to Fairfax County and to reallocate Regional Surface Transportation Program (RSTP) funds from Fairfax County to the Town of Herndon

Dear Mr. Lynch:

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

The Town of Herndon requested transfer of

- \$2,939,933 in RSTP funds from UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension –Town of Herndon) to UPC 115550 (Richmond Highway-Bus Rapid Transit – Fairfax County).
- \$2,939,933 in CMAQ funds from UPC 115550 (Richmond Highway-Bus Rapid Transit – Fairfax County) to UPC 106986 (Herndon Parkway Improvements at Worldgate Drive Extension – Town of Herndon).

The Richmond Highway-Bus Rapid Transit project has both CMAQ and RSTP program funding and can accommodate the exchange of funding without impact on scheduled delivery. The town having RSTP funding, instead of CMAQ funds, enables the project scope to proceed with its arterial capacity improvements to include both a new roadway extension and signalized intersections located near Herndon's Metrorail Station.

On November 10, 2022, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall  
 Chair



cc: Monica Backmon, Chief Executive Officer, NVT  
John Irish, Deputy Director of Public Works, Town of Herndon  
Tom Biesiadny, Director, Department of Transportation, Fairfax County

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Approval of Letter of Endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program Application

---

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of the letter of endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program Application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for City of Manassas Park's Virginia Highway Safety Improvement Program Application.*
3. **Background:** As is customary with NVTa partnerships, requests for endorsement are received from regional agencies and local jurisdictions embraced by the Authority. NVTa has received an endorsement request from the City of Manassas Park for their Virginia Highway Safety Improvement Program (VHSIP) Application.
4. **Virginia Highway Safety Improvement Program:** VHSIP is administered through the Virginia Department of Transportation (VDOT) and is guided by VDOT's [Strategic Highway Safety Plan](#) which has a goal to move toward zero deaths across the roadway network in Virginia. VHSIP receives funding from federal and state sources that require certain criteria to be met by program fund recipients. The Highway Safety Improvement Program (HSIP) under the U.S. Department of Transportation serves a critical role in Federal response to save lives on our Nation's roads. VDOT has established VHSIP to develop, implement, and update strategic highway safety plans that identify and analyze highway safety problems and opportunities that produce projects or strategies that aim to reduce safety problems. By evaluating Strategic Highway Safety Plans (SHSP) on a regular basis, accuracy of data and priority of proposed strategies is strengthened.

**VHSIP Criteria:** To be eligible under HSIP, a project (1) must be consistent with VHSIP, (2) correct or improve a hazardous road location or feature, or address a highway safety problem, (3) be identified based on crash experience, crash potential, crash rate, or other data supported means, (4) be listed as a Highway Safety Improvement Project, and (5) comply with other title 23 requirements. Applicant submissions will be evaluated based on their project or strategy's ability to ensure consistency with VHSIP, the utilization of a data-driven process, focus on safety performance, and investing in all eligible roads and trails.

Additional projects under consideration will include vulnerable road user projects and specified safety projects.

- 5. City of Manassas Park's VHSIP Application:** The City of Manassas Park is seeking VHSIP funding to implement numerous local systemic safety initiatives along the Manassas Drive corridor. The project area extends from the City's west corporate limit to the intersection of Manassas Drive and West Carondelet Drive. The City has utilized a data driven, strategic approach to identifying specific systemic safety improvements. The scope of the project includes the following improvements: high visibility signal backplates, flashing yellow arrows at signals, crosswalks, pedestrian improvements, fluorescent yellow green pedestrian crossing signs, rectangular rapid-flashing beacons, cobra lighting, and unsignalized intersection improvements. A resolution of support for the projects and VHSIP application has been passed by the City's Governing Body and is attached hereto.

**Attachments:**

- A.** City of Manassas Park's Request for Endorsement Letter and Resolution
- B.** Draft Endorsement Letter for City of Manassas Park's Program Application



**CITY OF MANASSAS PARK**

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

**City Manager:**  
*Laszlo A. Palko*

**City Clerk:**  
*Lana A. Conner*

**City Attorney:**  
*Dean Crowhurst*

**Mayor:**  
*Jeanette Rishell*

**Vice Mayor:**  
*Alanna Mensing*

**Council Members:**  
*Haseeb Javed*  
*Laura Hampton*  
*Yesy Amaya*  
*Darryl Moore*

**October 31, 2022**

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

RE: Request for NVTa Endorsement of the City of Manassas Park's Virginia Highway Safety Improvement Program Grant Application

Ms. Backmon,

I am writing to request NVTa's endorsement of the City of Manassas Park's submitted applications under the Virginia Highway Safety Improvement Program (HSIP).

Manassas Park is seeking HSIP funding to implement numerous local systemic safety initiatives along the Manassas Drive corridor. The project area extends from the City's west corporate limit to the intersection of Manassas Drive and West Carondelet Drive. The City has utilized a data-driven, strategic approach to identifying specific systemic safety improvements.

The scope of the project includes the following improvements: high visibility signal backplates, flashing yellow arrows at signals, crosswalks, pedestrian improvements, fluorescent yellow green pedestrian crossing signs, rectangular rapid-flashing beacons, cobra lighting, and unsignalized intersection improvements. Two applications were successfully submitted on October 28, 2022.

A resolution of support for the application was approved by the City's Governing Body on October 18, 2022. A copy is attached hereto.

The HSIP improvements serve as a City priority that will provide benefits on a local and regional scale. Thank you for your consideration of support and if you have any questions regarding this request, please contact me at (703)-335-8809.

Sincerely,

Steven Hall  
Transportation Program Manager

**RESOLUTION 22-1000-2183**

**APPROVING THE CITY'S SUBMISSION TO THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION'S HIGHWAY SAFETY IMPROVEMENT GRANT PROGRAM  
(VHSIP)**

**Motion: Vice Mayor Mensing    Second: Councilmember Hampton**

**Date of Meeting: October 18, 2022**

**WHEREAS**, in January 2022 the Commonwealth Transportation Board (CTB) approved the Virginia Highway Safety Investment Strategy that continued deployment of proven systemic and hybrid safety countermeasures across the Commonwealth; and

**WHEREAS**, the systemic safety initiatives for locally maintained streets and roads include the following: locally-maintained roads, Flashing Yellow Arrows (FYA), High-Visibility Signal Backplates (HVSBS), Pedestrian Crossings, Curve Signage, Unsignalized Intersections, and Road Reconfiguration (Road Diet); and

**WHEREAS**, local projects will be selected and funded based on a variety of criteria, including return on investment (ROI), project's relevance to meeting the goals of Virginia's Highway Safety Investment Strategy, and project scope and feasibility; and

**WHEREAS**, the City of Manassas Park has partnered with VDOT and consultant ATCS ("Team") to identify the Manassas Drive corridor from Baker Street to Carondelet as a project area; and

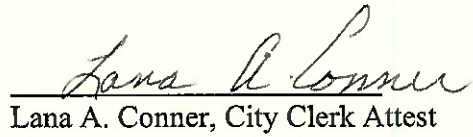
**WHEREAS**, the Team has completed the required data-gathering and analysis and proposed recommendations have been identified for systemic safety improvements along the corridor for inclusion in a VHSIP application submission.

**THEREFORE, BE IT BE RESOLVED**, the City will submit two applications to VHSIP prior to the due date of October 31, 2022, for a total request of \$935,000 with no required match; and

**BE IT FURTHER RESOLVED**, that the Governing Body of Manassas Park, Virginia, authorizes the application, submission, and acceptance of any funds from the VHSIP grant application and potential award.

Approved and Adopted by the Governing Body on October 18, 2022

  
Jeanette Rishell, Mayor

  
Lana A. Conner, City Clerk Attest

Ayes: Mensing, Hampton, Amaya, Javed, Moore, Rishell

Nays: None

Absent: None

Abstain: None



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

November 3, 2022

Mr. Raymond Khoury, PE  
Virginia State Traffic Engineer  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: NVTA Endorsement of City of Manassas Park's Virginia Highway Safety Improvement Program Application

Mr. Khoury,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am writing to express our full support for endorsement of the City of Manassas Park's application under the Virginia Department of Transportation's Highway Safety Improvement Program (VHSIP). The City of Manassas Park is seeking VHSIP funding to implement numerous local systemic safety initiatives along the Manassas Drive corridor which identifies a core goal of the U.S. Department of Transportation's Highway Safety Improvement Program (HSIP) in prioritizing safety in all investments and projects in the U.S.

The project area extends from the City's west corporate limit to the intersection of Manassas Drive and West Carondelet Drive. A Data driven, strategic approach to identifying specific systemic safety improvements will be utilized, particularly with respect to the added HSIP rule in identifying vulnerable road users (VRU). Based on the City's analysis, the project identifies a High-Risk Rural Road (HRRR) with improvements that collectively supports VHSIP and Virginia Department of Transportation's Strategic Highway Safety Plan.

Federal funding through VHSIP would greatly facilitate the City of Manassas Park's Manassas Drive corridor initiatives as well as add to NVTA's priority of safety in all investments and projects in the NOVA transportation network.

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

Best Regards,

Phyllis J. Randall  
Chair

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

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Approval of Letter of Endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements Program Application

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- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of letter of endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Application.
- 2. Suggested Motion:** *I move Authority approval of the letter of endorsement for Virginia Passenger Rail Authority's Consolidated Rail Infrastructure and Safety Improvements Program Application.*
- 3. Background:** NVTa has received an endorsement request from the Virginia Passenger Rail Authority for their application for funding under the U.S. Department of Transportation's CRISI Program Application.
- 4. Consolidated Rail Infrastructure and Safety Improvements Program:** The U.S. Department of Transportation's Federal Railroad Administration issued a Notice of Funding Opportunity for the CRISI Program on September 9, 2022 and will be accepting applications through December 1, 2022. CRISI Program funds are awarded to projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. A little over \$1.4 billion in funding is available for award in FY2022.

**CRISI Eligible Projects:** The types of projects eligible for funding under CRISI include Capital projects for intercity passenger rail service, and capital projects that address congestion and facilitate ridership growth along heavily traveled rail corridors and improve short-line or regional railroad infrastructure; regional rail and corridor service development plans and environmental analysis; and highway-rail grade crossing improvement projects.

- 5. Virginia Passenger Rail Authority's Franconia Springfield Bypass Project:** The Franconia Springfield Bypass project ("Project"), one of the Transforming Rail in Virginia Program Projects will design and construct an approximately 0.9-mile-long, dedicated passenger rail bridge located just south of the Franconia-Springfield station in Fairfax County. The bridge, which will cross over two CSX Transportation mainline freight tracks, will be owned by the Commonwealth of Virginia, and will allow for unimpeded crossing of passenger trains over freight tracks. The Project will provide a connection for passenger trains between the west



side of the corridor north of the bridge and the east side of the corridor by eliminating conflicts between freight rail and passenger rail. Per the Transforming Rail in Virginia agreement with CSX Transportation, the completion of the Project will also allow for increased passenger and commuter rail service in Virginia. The Authority approved \$22.9 million in funding for this project in its FY2020-2025 funding program.

**Attachments:**

- A.** Virginia Passenger Rail Authority Request for Endorsement Letter
- B.** Draft Endorsement Letter for VPRA's CRISI Application



## COMMONWEALTH of VIRGINIA

### *Virginia Passenger Rail Authority*

DJ Stadler  
Executive Director

919 East Main Street, Suite 2400  
Richmond, Virginia 23219

(804) 303-8700  
[www.vpra.virginia.gov](http://www.vpra.virginia.gov)

November 2, 2022

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

RE: Request for NVTa Endorsement of Virginia Passenger Rail Authority's CRISI Application for the Franconia-Springfield Bypass Project

Ms. Backmon,

I am writing to request NVTa's endorsement of the Virginia Passenger Rail Authority's (VPRA) application for funding consideration under the Federal Railroad Administration's (FRA) FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program for the Franconia-Springfield Bypass project.

The Franconia-Springfield Bypass project, one of the Transforming Rail in Virginia projects, will design and construct an approximately 0.9-mile-long, dedicated passenger rail bridge located just south of the Franconia-Springfield station in Fairfax County, VA. The bridge, which will cross over two CSXT mainline freight tracks, will be owned by the Commonwealth of Virginia and will allow for unimpeded crossing of passenger trains over freight tracks. The project will:

- Provide a connection for passenger trains between the west side of the corridor north of the bridge and the east side of the corridor south of the bridge.
- Improve the safety, reliability, and efficiency of rail services in the corridor by eliminating conflicts between freight rail and passenger rail.
- Allow for increased passenger and commuter rail service in Virginia.

Investing in rail improvement projects such as the Franconia Bypass Project which support projected increases in freight and passenger rail traffic along this corridor is crucial to continued economic growth and enhanced mobility. While the Franconia-Springfield Bypass project has independent utility, it will

also enable the region to maximize the benefits of other rail infrastructure investments planned or underway in Virginia and North Carolina.

Thank you for your consideration of support. If you have any questions or comments regarding this request, please contact me at (804) 629-0008.

Sincerely,

A handwritten signature in black ink that reads "Michael McLaughlin". The signature is written in a cursive, flowing style.

Michael McLaughlin  
Chief Operating Officer  
Virginia Passenger Rail Authority  
919 East Main Street, Suite 2400  
Richmond, VA 23219  
(804) 629-0008  
[michael.mclaughlin@vpra.virginia.gov](mailto:michael.mclaughlin@vpra.virginia.gov)



November 10, 2022

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

Re: VPRA's FY2022 Consolidated Rail Infrastructure and Safety Improvement Program Application

Dear Secretary Buttigieg;

On behalf of the Northern Virginia Transportation Authority (NVTa), I am writing to express our full support for Virginia Passenger Rail Authority (VPRA)'s **Franconia-Springfield Bypass Project** application submitted under the Federal Railroad Administration's (FRA) FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program for fiscal year 2022.

Virginia recognizes that our nation's highway systems are overburdened and investing in rail infrastructure is vital to both the Commonwealth's and the nation's economies. The rail corridor running between Washington, DC and Richmond, VA is a central component of the east coast rail transportation system, connecting the northeast and southeast freight rail networks and extending the spine of the nation's intercity passenger rail system from the Northeast Corridor to the Southeast. Investing in rail improvement projects to support projected increases in freight and passenger rail traffic along this corridor is crucial to continued economic growth and enhanced mobility. For this reason, Virginia, through the Transforming Rail in Virginia Program, is investing heavily in rail projects to add capacity and improve the reliability of service along this corridor.

The Franconia-Springfield Bypass project, one of the Transforming Rail in Virginia projects, will design and construct an approximately 0.9-mile-long, dedicated passenger rail bridge located just south of the Franconia-Springfield station in Fairfax County, VA. The bridge, which will cross over two CSX Transportation mainline freight tracks, will be owned by the Commonwealth of Virginia and will allow for unimpeded crossing of passenger trains over freight tracks. The project will provide a connection for passenger trains between the west side of the corridor north of the bridge and the east side of the corridor south of the bridge. This will improve the safety, reliability, and efficiency of rail services in the corridor by eliminating conflicts between freight rail and passenger rail. Per the Transforming Rail in Virginia agreement with CSX Transportation, the completion of the Franconia-Springfield Bypass Project will also allow for increased passenger and commuter rail service in Virginia.

While the Franconia-Springfield Bypass project has independent utility, it will also enable the region to maximize the benefits of other rail infrastructure investments planned or underway in Virginia and North Carolina. The significant investments by Virginia and North Carolina in the acquisition of railroad right-of-way between Washington, DC, and Ridgeway, NC will connect megaregions over publicly-owned right-of-way and allow for new connections and reduced travel time from Charlotte, NC to the Northeast Corridor. Improvements including Long Bridge, Alexandria Fourth Track, and Franconia to Lorton Third Track projects, in combination with the Franconia-Springfield Bypass will increase the capacity of the corridor and allow for additional passenger rail service.

Please accept this letter of recommendation as an indication of my support for VPRA's request for the ***Franconia-Springfield Bypass Project*** under the FRA's FY22 Consolidated Rail Infrastructure and Safety Improvements funding opportunity. Thank you for your consideration of the Franconia-Springfield Bypass Project application.

Best Regards,

Phyllis J. Randall  
Chair

Cc: DJ Stadtler, Executive Director, Virginia Passenger Rail Authority  
Michael McLaughlin, Chief Operating Officer, Virginia Passenger Rail Authority  
Monica Backmon, Chief Executive Officer, Northern Virginia Transportation Authority

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** HB1915 Annual Update

---

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of the FY2022 Reporting requirement for HB 1915 (2015).
2. **Background:** HB 1915 requires NVTA's regional long-range transportation plan, TransAction, to make reducing congestion in Planning District 8 its primary objective to the greatest extent practicable. The bill requires each locality embraced by the Authority to annually report to the Authority any land use or transportation elements of its comprehensive plan that are not consistent with the current version of TransAction. To facilitate this reporting, NVTA staff developed a form for the jurisdictions to report the inconsistencies on an annual basis, as required by Code. The law does not prescribe any action from NVTA based on jurisdictions' reporting.
3. **Current Update:** All 14 jurisdictions reported no changes to their comprehensive plans that are inconsistent with TransAction. Note that though the Authority is in the process of updating TransAction, the version that is current is the TransAction adopted by the Authority in 2017. NVTA staff has saved this information for record-keeping.
4. **Next steps:** NVTA staff will continue to collect and report this information from jurisdictions on an annual basis.

**Attachment:** Annual Reporting of HB 1915 Requirements & Form



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Annual Reporting of HB 1915 Requirements

**Purpose:** HB 1915 (2015) requires NVTa's regional transportation plan to make reducing congestion in Planning District 8 its primary objective to the greatest extent practicable. The bill requires each locality embraced by the Authority to annually report to the Authority any land use or transportation elements of its comprehensive plan that are not consistent with the regional transportation plan.

**Instructions:** Each locality (defined as counties and cities) submit an annual report noting all land use and transportation changes made to your comprehensive plan during the reporting period that are inconsistent with NVTa's long range plan. This form must be signed by a person at the Director level or above. **NVTa adopted TransAction Update on October 12, 2017** and therefore, please report any inconsistencies with the 2017 TransAction Update (<http://nvtatransaction.org/resources/>).

Reporting Period: July 1, 2021 to June 30, 2022

Locality: \_\_\_\_\_

1. Were there any changes made to the transportation section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No
2. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

Description of change made	Weblink	Section/Page reference	Date of Board/Council adoption



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

3. Were there any changes made to the land use section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No
4. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

Description of change made	Weblink	Section/Page reference	Date of Board/Council adoption

5. Please provide a copy (copies) of board/council item(s) in support of the Comprehensive Plan change(s) in addition to board/council resolution(s).

Name: \_\_\_\_\_  
(Director level or above)

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Contact (Phone, email): \_\_\_\_\_



MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer,  
Tracy Baynard, McGuire Woods Consulting, LLC

**DATE:** November 3, 2022

**SUBJECT:** Update on Draft 2023 Virginia General Assembly Focus/Legislative Priorities

---

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the revisions to the draft 2023 Legislative Priorities.
- 2. Discussion:** For review is a draft one-pager of the four recommended (ongoing) priorities for 2023 (Attachment A). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority's ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions.

The draft one-pager was amended to address concerns about the wording of the *Restore Annual Long-Term Funding to the Authority to Pre-2018 Levels*, item. Per comments at the October 13, 2022, meeting of the Governance and Personnel Committee, the language now emphasizes that statewide revenue should be the first source of funding to replace diverted regional revenues sources and these revenues should remain for the use of the region, as intended by the passage of HB 2313(2013) (see highlighted language). Further, language was also added to note that additional state funding for the Metro Capital Fund is an option towards the complete restoration of the HB 2313 revenue sources back to the Authority and the region. Lastly, language was added to restore the loss of transportation funding resulting from the elimination of the state sales and use tax on groceries.

The deadline to submit pre-filed bills and other General Assembly dates are presented in Attachment B. As of the date of this memorandum, there have been no pre-filed transportation related bills.

3. **Next Steps:** December 8, 2022, is anticipated Authority adoption of the 2023 Legislative Program.

**Attachments:**

- A. Draft NVTB 2023 Virginia General Assembly Focus One-Pager
- B. 2023 General Assembly Calendar and Special Dates



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Northern Virginia Transportation Authority

#### 2023 Legislative Priorities

#### DRAFT 11-3-22

The Northern Virginia Transportation Authority has several goals for the 2023 Virginia General Assembly session:

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

The Northern Virginia region has significant transportation needs which required dedicated funding for congestion-reducing, multi-modal transportation solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet which also keeps the economy thriving and helps improve the quality of life. The Authority and member localities need stable and predictable revenue sources and powers to make decisions that reduce traffic congestion for residents and businesses of the region.

The Authority will work with the General Assembly and the Administration to find an effective means of ensuring that the region is not deprived of critically needed dedicated revenues used to advance regionally significant, multimodal transportation projects that reduce congestion using a prioritization process as required by law. We oppose any action that bypass this process by mandating the spending of dedicated regional revenues outside of the prioritization process; or dedicated locally controlled revenues by requiring set asides or any other action.

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

**2. RESTORE ANNUAL LONG-TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVELS**

An additional \$38.5 million in annual revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The passage of HB2313 was clear in that the dedicated regional revenues be used for regionally significant, multimodal transportation projects that reduce congestion. As such, the Authority and the region strongly supports statewide revenue as the first source of funding to replace diverted regional revenues. Previously diverted dedicated regional revenue sources could be returned to the Authority and its member localities, if the Commonwealth were to take on a larger role in providing funding to the Metro Capital Fund.

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure. With the addition of local funds, Northern Virginia provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA) to improve safety and reliability. Efforts to

restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia. Additionally, the loss of transportation funding resulting from the elimination of the state sales and use tax on groceries must also be restored.

### **3. PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING**

The Commonwealth of Virginia has primary responsibility for the region's multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region's businesses, residents, and visitors.

### **4. SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY**

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety. The Authority's TTSP provides a foundation for the organization and its members to participate in implementing the Commonwealth's National Electric Vehicle Infrastructure (NEVI) Plan to advance use of low or zero emission vehicles in Virginia.

#### **Background**

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

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

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

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

In 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$868 million to member localities for transportation needs within their jurisdictions.

Updated 10-19-2022

**2023 General Assembly Calendar and Special Dates**

July 18, 2022	Prefiling began
November 21, 2022	Last day for committees to take action on carryover bills
December 1, 2022	Deadline to submit drafts for pre-filed bills
December 15, 2022	Governor Youngkin presents proposed FY23-24 budget
January 6, 2023 By 5:00 pm	Deadline to submit further redraft requests for pre-filed bills
January 10, 2023 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 11, 2023 10:00 am	Deadline to prefile legislation
January 11, 2023 12:00 pm	Virginia General Assembly convenes
TBD	Budget Amendments from House and Senate Members Due
TBD	Deadline to file a bill
TBD	Last Day for House and Senate to Finish Their Bills (Crossover)
February 25, 2023	Virginia General Assembly Sine Die
TBD	Governor's Amendments Due by Midnight
TBD	Reconvened (Veto) Day – April

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Rishell, Finance Committee Chair

**DATE:** November 3, 2022

**SUBJECT:** Finance Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was held on October 13, 2022. The next Committee meeting is scheduled for November 10, 2022.

3. **Action Item:**

**FY2022 Audited Financial Statements and Compliance Audit Reports**

The Committee received a presentation from Mr. Garber (Partner, PBMares, LLP) who highlighted the Management's Discussion and Analysis section from the audit report by noting the following:

- i. Project cost distributions of \$57 million for project sponsor reimbursement of authorized cost represents an \$66 million decrease when compared to June 30, 2021. The Authority funds projects on a reimbursement and not on a grant basis. Therefore, the Authority has no control over the submission of reimbursement requests for the expended project costs by the project sponsors.
- ii. The Authority's Special Revenue Funds (Local Distribution Fund and Regional Revenue Fund) reported an increase in fund balance of \$204 million representing funding appropriated for adopted regional transportation project programs. This increases the overall fund balance to \$1.441 billion as of June 30, 2022.
- iii. FY2022 Financial Reports received an unmodified (clean) audit opinion. This opinion reflects that the Authority's financial statements, in all material respects, fairly and accurately present the financial position of the Authority for FY2023.

4. **Discussion Items:**

**A. FY2024 Budget Guidance**

The Committee received guidance on the development of NVTa's three budgets for FY2024 – Local Distribution Fund Budget (30%), Regional Revenue Fund Budget (70%), and Operating Budget as noted below.

i. Local Distribution Fund Budget (30%):

1. The Local Distribution Fund Budget supports the monthly distribution of 30% funds to member jurisdictions.
2. The guidance provided by the Finance Committee previously has been to

estimate revenues cooperatively, transparently, and conservatively.

3. Maintain budget authorization to distribute the full funds received from the Commonwealth monthly while in full compliance with the Code of Virginia and NVTa policies.
4. Utilize regional revenue funds for operating budget costs, eliminating reductions in jurisdiction Local Distribution Fund (30%) revenue.

ii. Regional Revenue Fund Budget (70%):

1. The function of the Regional Revenue Fund Budget and how it is the source for transportation project funding by the Authority.
2. The Regional Revenue Fund budget's priority, as legally required in the Code of Virginia and NVTa's Bond Indenture and Debt Policy, is to first fund all debt service obligations.
3. The Sales Tax, and the Regional Congestion Relief Fee (Grantor's Tax) can be pledged to debt issuance and used to determine debt service capacity.
4. With all debt service obligations budgeted, the resources in this fund are then available for PayGo project funding of Authority approved projects.

iii. Operating Fund:

1. The Operating Budget has been funded from a transfer from the Regional Revenue Fund, rather than funding received from member jurisdictions, typically through a reduction in their 30% Local Distribution funds.
2. The Operating Budget is presented in the format of base budget increases (contract escalations, inflation, etc.) and new initiatives.
3. The base budget increases include Salaries, Health, Dental, and Retirement Costs, Contracted Services, and Operating Reserves. New initiatives are listed separately for discussion by the Committee.

**B. Monthly Investment Portfolio Report**

The Committee reviewed the Authority's Investment Portfolio performance by noting the following.

- i. Staff informed that the benchmarks that compared NVTa's portfolio are on the short end of maturity ranges, whereas the securities invested by NVTa are predominantly in the 1–3 year maturity range.
- ii. The benchmark table is being evaluated considering the portfolio has a longer maturity range than reflected in the current benchmarks, and a format will be proposed to the Finance Committee.
- iii. The committee was advised that the Staff relies on the real-time data analytics tool called Bloomberg and the Authority has an investment consultant on board (Ms. Gilbert) who provides guidance and discusses strategies with the Finance team.

**C. Monthly Revenue Report**

The Committee was advised of the elimination of individual jurisdiction estimates on the monthly revenue report. The elimination is due to the current projection methodology being based more on the NVTa revenue history rather than jurisdiction estimates.

**D. Monthly Operating Budget**

The Committee received reports and discussed the Monthly Operating Budget Report as provided in the packet.

**E. NVTa Update (Verbal Report):** NVTa Chief Executive Officer Monica Backmon provided updates and comments at the Authority meeting.

**Attachments:**

- A.** Investment Portfolio Report
- B.** Monthly Revenue Report
- C.** Monthly Operating Budget Report



# 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:** Dev Priya Sen, Investment & Debt Manager

**DATE:** November 3, 2022

**SUBJECT:** Investment Portfolio Report

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through August 31, 2022. This report was presented to the NVTa Finance Committee on October 13, 2022.
2. **Background:** This Report is on investment activity through August 2022 and affirms the portfolio's investments were acquired on the basis of safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.

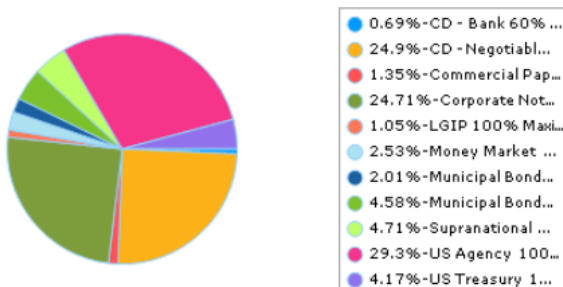


### Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

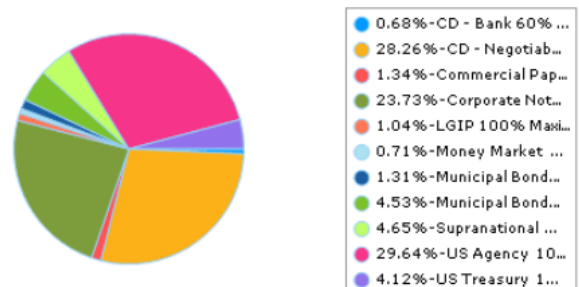
Begin Date: 7/31/2022, End Date: 8/31/2022

Asset Category Allocation				
Asset Category	Book Value 7/31/2022	% of Portfolio 7/31/2022	Book Value 8/31/2022	% of Portfolio 8/31/2022
CD - Bank 60% Maximum	10,000,000.00	0.69	10,000,000.00	0.68
CD - Negotiable 25% Maximum	362,133,166.72	24.90	415,652,507.80	28.26
Commercial Paper 35% / 5% Maximum	19,584,999.96	1.35	19,642,177.75	1.34
Corporate Notes 50% Maximum	359,334,503.98	24.71	349,126,798.64	23.73
LGIP 100% Maximum	15,228,233.75	1.05	15,261,769.98	1.04
Money Market 60% Maximum	36,812,369.27	2.53	10,386,296.24	0.71
Municipal Bonds - US 75% Maximum	29,267,447.61	2.01	19,251,278.06	1.31
Municipal Bonds - Virginia 75% Maximum	66,653,964.31	4.58	66,638,435.10	4.53
Supranational 15% Maximum	68,426,174.11	4.71	68,354,346.77	4.65
US Agency 100% Maximum	426,073,091.32	29.30	436,072,570.82	29.64
US Treasury 100% Maximum	60,584,650.30	4.17	60,613,790.65	4.12
Total / Average	1,454,098,601.33	100.00	1,470,999,971.81	100.00

**Portfolio Holdings as of 7/31/2022**



**Portfolio Holdings as of 8/31/2022**



### 3. Current Period Reports:

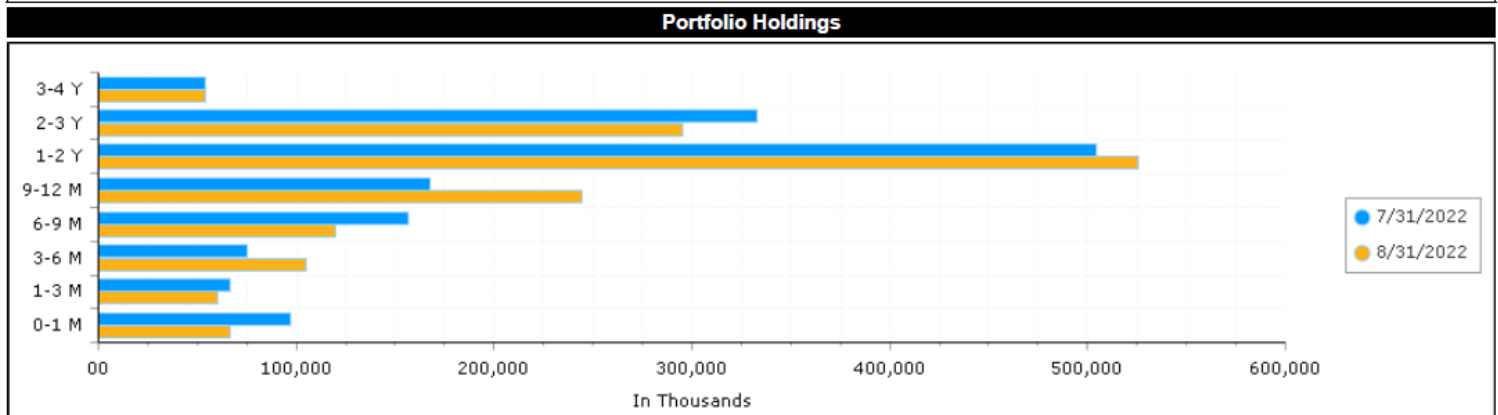
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



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

Begin Date: 7/31/2022, End Date: 8/31/2022

Maturity Range Allocation				
Maturity Range	Book Value 7/31/2022	% of Portfolio 7/31/2022	Book Value 8/31/2022	% of Portfolio 8/31/2022
0-1 Month	97,041,306.79	6.67	66,806,267.36	4.54
1-3 Months	66,191,176.85	4.55	60,441,189.96	4.11
3-6 Months	75,445,771.39	5.19	105,002,641.78	7.14
6-9 Months	156,464,462.93	10.76	119,941,093.39	8.15
9-12 Months	167,642,244.42	11.53	244,461,258.27	16.62
1-2 Years	504,143,672.82	34.67	525,219,746.01	35.70
2-3 Years	333,248,153.99	22.92	295,211,965.75	20.07
3-4 Years	53,921,812.14	3.71	53,915,809.29	3.67
Total / Average	1,454,098,601.33	100.00	1,470,999,971.81	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of 1.53 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Aug-22 Month End
Fed Funds Rate	2.33%
Treasury 90 Day T Bill	2.96%
Local Government Investment Pool	2.21%
Virginia Non-Arbitrage Program	2.33%
<b>NVTA Performance</b>	<b>1.53%</b>

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of August 2022 was 1.53%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

#### 4. Portfolio Analysis & Statistics Overview:

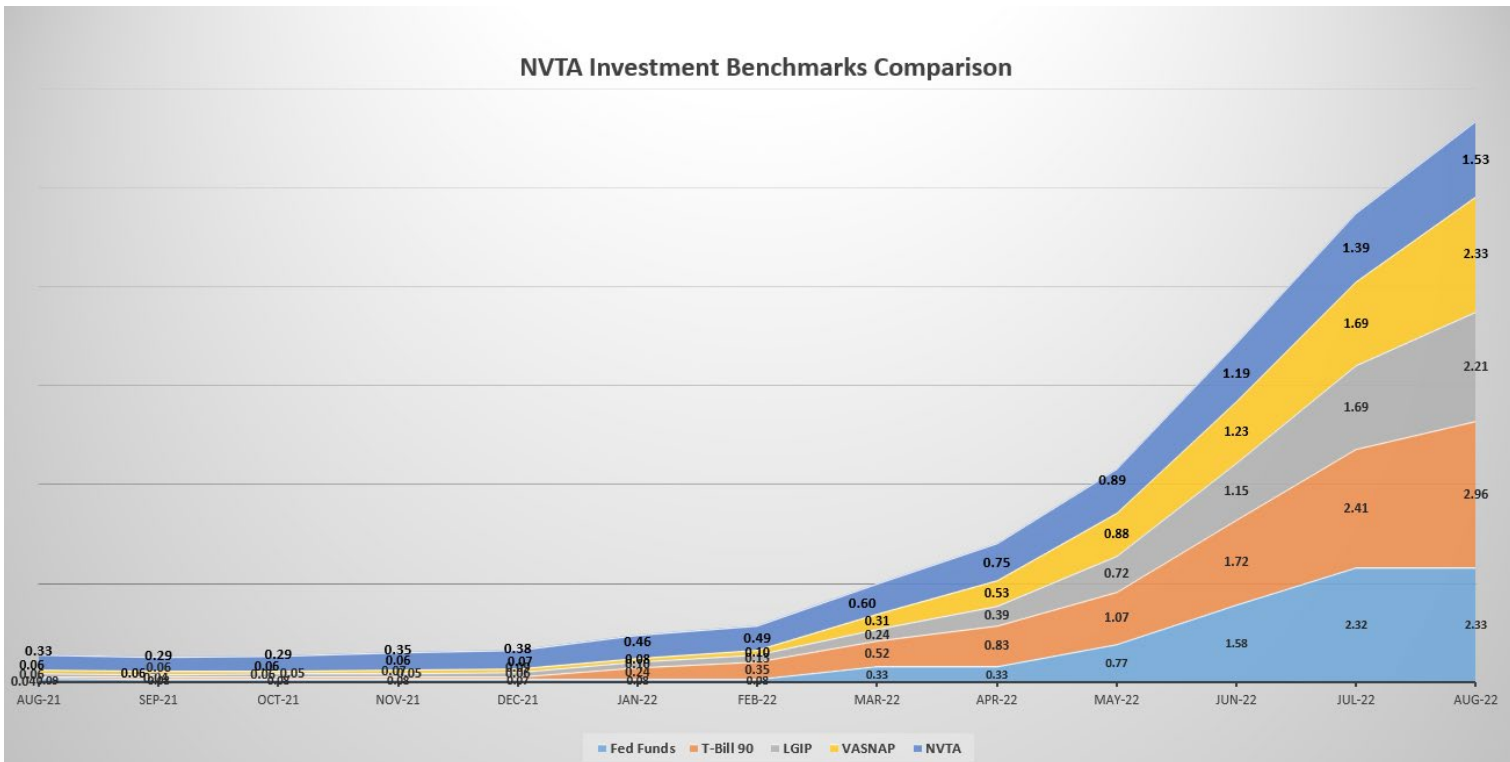
**a. Safety** The portfolio is invested primarily in:

- I. Local Government Investment Pools (1.04% from 1.05%)
- II. Collateralized bank money market accounts (1.39% from 3.22%)
- III. Commercial Paper (1.34% from 1.35%)
- IV. Negotiable CD's (28.26% from 24.90%)
- V. AAA/AA rated investment grade corporate bonds (23.73% from 24.71%)
- VI. Supranational Securities (4.65% from 4.71%)
- VII. Treasuries and Agencies (33.76% from 33.47%)
- VIII. VA & US Municipals (5.84% from 6.59%)

**b. Liquidity:** The NVTa Portfolio duration is 1.53 in August 2022 (1.0 = 1 year). In expectation of eventual interest rate increases, NVTa staff initiated a process in early summer to ladder maturities such that approximately \$40 million of securities mature each month. This is resulting in monthly opportunities to re-invest at increasing rates of return.

**c. Yield:** Market realities continue to work against bank depository rates and daily liquidity pools. During the summer, fixed income security yields have increased approximately 3% across asset classes.

- i. For the last several years, there was very little margin spread between funds placed with daily liquidity and those with a one-year maturity.
- ii. Since May 2022, staff has repositioned approximately \$180 million from community bank negotiated deposit placements to purchased fixed income securities. This action has been in addition to the approximately \$30 million a month in maturities and \$20 million from positive monthly cash flow.
- iii. Staff is considering the strategy of repositioning the investment portfolio by selling low-yielding securities which will incur a loss and buying high-yielding securities where the rate of return of the new security will cover the loss. The entire decision and transaction will be documented.
- iv. The intent is to buy high-yield securities for a maturity range of 1-2 years as the Federal Open Market Committee (FOMC) anticipates that ongoing increases in the target range for federal funds will be inevitable.
- v. Staff anticipates that yield will track or exceed the benchmarks with the occurrence of instrument maturities and new cash being placed for investment. Repositioning opportunities will be examined on an ongoing basis.



5. **Custodian Certification:** Truist Bank is the custodian of all of NVTA’s investment purchases and is where all of NVTA’s non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
6. **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority’s Annual Financial Statements and annual audit. The attached report documents:
  - a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
  - b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
  - c. **Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

**Attachment:** Compliance - GASB 40 Report



# Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

## Portfolio Holdings Compliance - GASB 40 Report - As of 8/31/2022

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit													
Bayerische Landesbank 3.88 6/27/2024	0727MCXE2	20,000,000.00	20,028,324.14	20,188,000.00	Fitch-F1	Moodys-P1	1.36	666	666	6/27/2024		3.816	1.77
Bayerische Landesbank 0.27 12/15/2022	0727MCPE1	30,000,000.00	30,002,641.78	29,789,400.00	Fitch-F1	Moodys-P1	2.03	106	106	12/15/2022		0.240	0.29
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	30,000,000.00	30,044,182.32	30,282,000.00	Fitch-F1	Moodys-P1	2.03	695	695	7/26/2024		3.799	1.85
Credit Suisse 0.27 11/16/2022	22552G4L1	25,000,000.00	25,002,131.08	24,853,500.00	S&P-A1	Moodys-P1	1.70	77	77	11/16/2022		0.229	0.21
Credit Suisse 0.68 10/10/2023	22552G4R8	15,000,000.00	15,010,002.19	14,590,050.00	S&P-A1	Moodys-P1	1.02	405	405	10/10/2023		0.619	1.13
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,010,106.90	14,502,750.00	S&P-A1	Moodys-P1	1.02	497	497	1/10/2024		0.700	1.38
John Marshall Bank 2.137 12/15/2022	JMBCD061522	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.68	106	106	12/15/2022		2.137	0.29
Nordea Bank 0.26 4/20/2023	65558UGN6	30,000,000.00	30,000,000.00	29,495,400.00	S&P-A1+	Moodys-P1	2.03	232	232	4/20/2023		0.260	0.64
Nordea Bank 2.6 12/20/2023	65558USB9	25,000,000.00	25,018,789.47	24,792,250.00	S&P-A1+	Moodys-P1	1.70	476	476	12/20/2023		2.540	1.32
Rabobank 0.26 2/23/2023	21684LAZ5	40,000,000.00	40,000,000.00	39,493,600.00	S&P-A1	Moodys-P1	2.71	176	176	2/23/2023		0.260	0.48
Rabobank 3.57 8/2/2024	21684XYT7	18,500,000.00	18,500,000.00	18,564,195.00	S&P-A1	Moodys-P1	1.25	702	702	8/2/2024		3.570	1.87
Standard Chartered Bank 0.25 10/21/2022	85325VN71	25,000,000.00	25,001,058.66	24,925,000.00	S&P-A1	Moodys-P1	1.70	51	51	10/21/2022		0.220	0.14
Standard Chartered Bank 0.35 6/16/2023	85325VQ37	25,000,000.00	25,003,983.80	24,476,750.00	S&P-A1	Moodys-P1	1.70	289	289	6/16/2023		0.330	0.80
Standard Chartered Bank 0.36 7/20/2023	85325VQ60	30,000,000.00	30,008,026.07	29,286,300.00	S&P-A1	Moodys-P1	2.03	323	323	7/20/2023		0.330	0.90
Swedbank 0.95 10/22/2024	87019VA2	22,000,000.00	22,023,261.39	20,803,200.00	S&P-A1	Moodys-P1	1.49	783	783	10/22/2024		0.899	2.18
TD Bank 3.63 6/27/2023	89114WZ57	20,000,000.00	20,000,000.00	19,919,000.00	S&P-A1+	Moodys-P1	1.36	300	300	6/27/2023		3.630	0.83
TD Bank 3.75 7/11/2023	89115B5E6	30,000,000.00	30,000,000.00	29,896,800.00	S&P-A1	Moodys-P1	2.03	314	314	7/11/2023		3.750	0.87
TD Bank 4.02 8/16/2023	89115BHE3	15,000,000.00	15,000,000.00	14,971,350.00	S&P-A1+	Moodys-P1	1.02	350	350	8/16/2023		4.020	0.97
Sub Total / Average Certificate Of Deposit		425,500,000.00	425,652,507.80	420,829,545.00			28.85	350	350			1.600	0.96
Corporate													
Apple 0.75 5/11/2023	037833DV9	5,000,000.00	5,016,229.42	4,908,900.00	S&P-AA+	Moodys-Aaa	0.34	253	253	5/11/2023		0.280	0.69
Apple 1.7 9/11/2022	037833DL1	16,145,000.00	16,144,524.67	16,140,963.75	S&P-AA+	Moodys-Aaa	1.09	11	11	9/11/2022		1.800	0.03
Apple 2.4 5/3/2023	037833AK6	2,500,000.00	2,534,443.88	2,482,775.00	S&P-AA+	Moodys-Aaa	0.17	245	245	5/3/2023		0.340	0.67
Apple 2.85 5/11/2024-24	037833CU2	2,135,000.00	2,219,943.42	2,109,017.05	S&P-AA+	Moodys-Aaa	0.14	619	558	5/11/2024	3/11/2024	0.484	1.65
Apple 2.85 5/11/2024-24	037833CU2	10,000,000.00	10,405,353.59	9,878,300.00	S&P-AA+	Moodys-Aaa	0.68	619	558	5/11/2024	3/11/2024	0.442	1.65
Apple 3.45 5/6/2024	037833AS9	10,000,000.00	10,525,613.29	9,983,400.00	S&P-AA+	Moodys-Aaa	0.68	614	614	5/6/2024		0.310	1.63
Asian Development Bank 1.75 9/13/2022	045167ED1	25,000,000.00	25,013,676.47	24,991,000.00	S&P-AAA	Moodys-Aaa	1.70	13	13	9/13/2022		0.210	0.03
Asian Development Bank 2.75 3/17/2023	045167EH2	18,083,000.00	18,327,803.73	18,016,997.05	S&P-AAA	Moodys-Aaa	1.23	198	198	3/17/2023		0.250	0.54
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	10,000,000.00	10,110,698.05	9,982,400.00	S&P-AA	Moodys-Aa2	0.68	196	137	3/15/2023	1/15/2023	0.665	0.53
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	5,000,000.00	5,061,435.41	4,991,200.00	S&P-AA	Moodys-Aa2	0.34	196	137	3/15/2023	1/15/2023	0.449	0.53
Berkshire Hathaway 2.75 3/15/2023-23	084670BR8	8,200,000.00	8,298,408.17	8,185,568.00	S&P-AA	Moodys-Aa2	0.56	196	137	3/15/2023	1/15/2023	0.501	0.53
Credit Suisse 0 3/13/2023	2254EBQD6	20,000,000.00	19,642,177.75	19,656,800.00	S&P-A1	Moodys-P1	1.36	194	194	3/13/2023		3.404	0.53
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,255,013.70	9,696,800.00	S&P-AA-	Moodys-Aa1	0.68	716	685	8/16/2024	7/16/2024	0.699	1.93
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,294,221.70	9,244,070.00	S&P-AA-	Moodys-Aa2	0.64	918	828	3/6/2025	12/6/2024	3.619	2.41
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,942,314.51	19,566,000.00	S&P-AA-	Moodys-Aa2	1.36	931	931	3/19/2025		3.110	2.44
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,234,962.73	11,868,090.00	S&P-AA+	Moodys-Aa2	0.88	1,027	1,027	6/23/2025		3.320	2.77
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	8,776,564.21	8,632,666.08	S&P-AA+	Moodys-Aa2	0.64	1,027	1,027	6/23/2025		3.829	2.77
IBRD 0.25 11/24/2023	459058JM6	25,000,000.00	25,012,866.57	24,005,250.00	S&P-AAA	Moodys-Aaa	1.70	450	450	11/24/2023		0.208	1.23
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,020,130.45	14,504,550.00	S&P-AA+	Moodys-Aa3	1.02	362	362	8/28/2023		0.344	1.00
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,020,151.98	14,504,550.00	S&P-AA+	Moodys-Aa3	1.02	362	362	8/28/2023		0.344	1.00
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,183,387.20	4,868,200.00	S&P-AA+	Moodys-Aa3	0.34	661	661	6/22/2024		0.701	1.77
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,578,543.27	7,165,442.20	S&P-AA+	Moodys-Aa3	0.49	587	587	4/9/2024		0.400	1.55

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
MetLife 0.45 9/1/2023	59217GEK1	10,000,000.00	10,014,922.75	9,676,900.00	S&P-AA-	Moody-Aa3	0.68	366	366	9/1/2023		0.301	1.00
MetLife 0.45 9/1/2023	59217GEK1	20,000,000.00	20,023,326.61	19,353,800.00	S&P-AA-	Moody-Aa3	1.36	366	366	9/1/2023		0.333	1.00
MetLife 0.45 9/1/2023	59217GEK1	13,920,000.00	13,940,849.50	13,470,244.80	S&P-AA-	Moody-Aa3	0.94	366	366	9/1/2023		0.300	1.00
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,237,421.68	16,867,200.00	S&P-AA-	Moody-Aa3	1.19	933	933	3/21/2025		3.420	2.45
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,514,474.01	13,029,900.00	S&P-AAA	Moody-Aaa	0.88	471	441	12/15/2023	11/15/2023	0.530	1.26
Nestle 3.35 9/24/2023-23	641062AD6	15,665,000.00	16,147,775.78	15,624,897.60	S&P-AA-	Moody-Aa3	1.06	389	358	9/24/2023	8/24/2023	0.437	1.04
New York Life 0.4 10/21/2023	64952WDT7	20,000,000.00	20,020,434.52	19,248,400.00	S&P-AA+	Moody-Aaa	1.36	416	416	10/21/2023		0.310	1.14
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,490,235.64	7,009,350.00	S&P-AA+	Moody-Aaa	0.51	790	790	10/29/2024		0.961	2.14
New York Life 1.1 5/5/2023	64952WDP5	18,175,000.00	18,281,902.09	17,874,385.50	S&P-AA+	Moody-Aaa	1.23	247	247	5/5/2023		0.230	0.68
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,705,886.35	4,437,667.50	S&P-AA+	Moody-Aaa	0.31	588	588	4/10/2024		0.378	1.57
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,625,473.03	4,586,600.00	S&P-AA-	Moody-Aa3	0.34	1,028	1,028	6/24/2025		4.050	2.77
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,311,896.94	8,658,810.00	S&P-AA-	Moody-Aa3	0.61	754	754	9/23/2024		0.700	2.00
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,943,270.44	9,834,200.00	S&P-AA	Moody-Aa1	0.68	974	974	5/1/2025		3.600	2.55
Walmart3.4 6/26/2023-23	931142EK5	10,000,000.00	10,246,989.65	10,025,300.00	S&P-AA	Moody-Aa2	0.68	299	268	6/26/2023	5/26/2023	0.372	0.81
Sub Total / Average Corporate		435,514,000.00	437,123,323.16	425,080,594.53			29.53	473	463			1.168	1.27
Local Government Investment Pool													
Commonwealth of VirginiaLGIP	LGIP0825	12,079.25	12,079.25	12,079.25	S&P-AAA	NR	0.00	1	1	N/A	N/A	2.213	0.00
Commonwealth of Virginia LGIP	LGIP0549	15,249,690.73	15,249,690.73	15,249,690.73	S&P-AAA	NR	1.03	1	1	N/A	N/A	2.213	0.00
SNAP - Income LGIP	SNAP1005	2,135.89	2,135.89	2,135.89	NR	NR	0.00	1	1	N/A	N/A	2.330	0.00
SNAP - Principal LGIP	SNAP1006	5,907,453.20	5,907,453.20	5,907,453.20	NR	NR	0.40	1	1	N/A	N/A	2.330	0.00
Sub Total / Average Local Government Investment Pool		21,171,359.07	21,171,359.07	21,171,359.07			1.44	1	1			2.246	0.00
Money Market													
John Marshall Bank ICS MM	MM60000	5,968,184.10	5,968,184.10	5,968,184.10	NR	NR	0.40	1	1	N/A	N/A	2.200	0.00
Truist MM	MM1006	1,447,113.97	1,447,113.97	1,447,113.97	NR	NR	0.10	1	1	N/A	N/A	2.099	0.00
United Bank Ck MM	MM0667	9,486.00	9,486.00	9,486.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	2,961,512.17	2,961,512.17	2,961,512.17	NR	NR	0.20	1	1	N/A	N/A	1.870	0.00
Sub Total / Average Money Market		10,386,296.24	10,386,296.24	10,386,296.24			0.70	1	1			2.090	0.00
Municipal													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,038,199.88	6,395,480.00	S&P-AAA	Moody-Aaa	0.47	1,066	1,066	8/1/2025		0.600	2.89
Calvert County MD 2 5/1/2023	131537T44	2,640,000.00	2,667,994.89	2,613,996.00	S&P-AAA	Fitch-AAA	0.18	243	243	5/1/2023		0.400	0.66
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,387,750.85	2,270,887.90	S&P-AAA	Fitch-AAA	0.16	609	609	5/1/2024		0.500	1.64
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,712,883.45	2,510,117.20	S&P-AAA	Fitch-AAA	0.18	974	974	5/1/2025		0.650	2.59
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,466,025.68	2,304,720.90	S&P-AAA	Moody-Aaa	0.16	793	793	11/1/2024		0.420	2.12
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,974,360.69	1,794,536.10	S&P-AAA	Moody-Aaa	0.13	1,158	1,158	11/1/2025		0.570	3.06
City Richmond GO 2 7/15/2023	76541VWT0	3,000,000.00	3,041,595.21	2,957,220.00	S&P-AA+	Moody-Aa1	0.20	318	318	7/15/2023		0.400	0.87
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,083,455.29	2,907,660.00	S&P-AA+	Moody-Aa1	0.20	684	684	7/15/2024		0.500	1.84
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	426,245.00	390,574.20	S&P-AA+	Moody-Aa1	0.03	1,049	1,049	7/15/2025		0.600	2.80
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,026,629.28	4,568,100.00	S&P-AAA	Moody-Aaa	0.34	1,127	1,127	10/1/2025		0.470	3.05
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,042,262.50	6,489,840.00	S&P-AA	Fitch-AA	0.47	1,035	1,035	7/1/2025		1.039	2.78
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,930,953.79	1,847,839.90	S&P-AA+	Moody-Aa1	0.13	457	457	12/1/2023		0.310	1.25
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,646,141.37	1,478,205.00	Fitch-AA+	Moody-Aa1	0.10	1,370	1,370	6/1/2026		1.080	3.50
VA Resources Auth Infrastructure Rev 0.329 11/1/20	92818NUZ9	435,000.00	435,000.00	432,742.35	S&P-AAA	Moody-Aaa	0.03	62	62	11/1/2022		0.329	0.17
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	720,000.00	720,000.00	694,814.40	S&P-AAA	Moody-Aaa	0.05	427	427	11/1/2023		0.436	1.16
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	938,220.00	S&P-AAA	Moody-Aaa	0.07	793	793	11/1/2024		0.636	2.15
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,076,266.20	S&P-AAA	Moody-Aaa	0.08	1,158	1,158	11/1/2025		0.736	3.13
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,828.15	1,220,934.00	S&P-AA	Moody-Aa1	0.09	793	793	11/1/2024		0.720	2.15
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	650,039.65	642,815.60	S&P-AA+	Moody-Aa1	0.05	701	701	8/1/2024		3.375	1.88
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,826,681.70	21,382,568.20	S&P-AA+	Moody-Aa1	1.55	732	732	9/1/2024		0.465	1.99
VA State College Building Auth 0.5 9/1/2023	92778WKP0	16,305,000.00	16,332,665.78	15,792,859.95	S&P-AA+	Moody-Aa1	1.11	366	366	9/1/2023		0.330	1.00
Sub Total / Average Municipal		85,130,000.00	85,889,713.16	80,710,397.90			5.77	729	729			0.542	1.97
US Agency													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,093,819.97	17,307,083.00	S&P-AA+	Moody-Aaa	1.30	1,181	1,181	11/24/2025		0.610	3.20
FFCB Var. FFCB 1/31/2023	3133EMPG1	25,000,000.00	25,000,000.00	24,996,750.00	S&P-AA+	Moody-Aaa	1.70	153	153	1/31/2023		2.956	0.00

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
FFCB Var. FFCB 11/7/2022	3133EK6W1	10,000,000.00	10,003,000.22	10,011,300.00	S&P-AA+	Moody's-Aaa	0.68	68	68	11/7/2022		2.956	0.00
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,999,257.75	14,194,200.00	S&P-AA+	Moody's-Aaa	1.02	575	575	3/28/2024		0.273	1.57
FHLB 1 11/15/2024-22	3130APRF4	22,500,000.00	22,514,185.55	21,248,100.00	Moody's-Aaa	S&P-AA+	1.53	807	807	11/15/2024		0.971	2.18
FHLB 1 2/7/2024-22	3130AQLR2	5,000,000.00	4,998,197.12	4,803,250.00	S&P-AA+	Moody's-Aaa	0.34	525	525	2/7/2024		1.025	1.43
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	23,777,000.00	S&P-AA+	Moody's-Aaa	1.70	680	41	7/11/2024	10/11/2022	1.040	1.85
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,960,492.70	18,840,800.00	S&P-AA+	Moody's-Aaa	1.36	866	135	1/13/2025	1/13/2023	1.185	2.34
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	18,838,400.00	S&P-AA+	Moody's-Aaa	1.36	839	839	12/17/2024		1.125	2.27
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	25,309,620.00	S&P-AAA	Moody's-Aaa	1.80	660	51	6/21/2024	10/21/2022	1.200	1.79
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	18,673,800.00	S&P-AA+	Moody's-Aaa	1.36	1,015	41	6/11/2025	10/11/2022	1.280	2.73
FHLB 1.3 12/15/2025-22	3130AQ5U3	25,000,000.00	24,994,857.98	23,074,500.00	S&P-AA+	Moody's-Aaa	1.70	1,202	1,202	12/15/2025		1.306	3.22
FHLB 1.4 2/18/2025-22	3130AQXX4	25,000,000.00	25,000,000.00	23,595,250.00	S&P-AA+	Moody's-Aaa	1.70	902	902	2/18/2025		1.400	2.43
FHLB 1.67 3/1/2024-22	3130AR6G1	26,000,000.00	26,000,000.00	25,185,420.00	S&P-AA+	Moody's-Aaa	1.76	548	548	3/1/2024		1.670	1.47
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	17,914,845.00	S&P-AA+	Moody's-Aaa	1.25	586	586	4/8/2024		1.780	1.97
FHLB 2.5 2/28/2024-22	3130ARQX2	25,000,000.00	25,000,000.00	24,503,250.00	S&P-AA+	Moody's-Aaa	1.70	546	546	2/28/2024		2.500	1.46
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,295,300.00	S&P-AA+	Moody's-Aaa	2.03	728	728	8/28/2024		2.640	1.95
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,008,759.53	14,214,750.00	Fitch-AAA	Moody's-Aaa	1.02	586	586	4/8/2024		0.338	1.60
FHLMC 2.57 1/22/2024-22	3134GXRZ9	28,500,000.00	28,500,000.00	28,162,845.00	S&P-AA+	Moody's-Aaa	1.93	509	509	1/22/2024		2.570	1.37
FHLMC 3.75 8/28/2024-22	3134GXP40	10,000,000.00	10,000,000.00	9,998,700.00	S&P-AA+	Moody's-Aaa	0.68	728	89	8/28/2024	11/28/2022	3.750	1.94
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,968,500.00	S&P-AA+	Moody's-Aaa	1.70	1,001	89	5/28/2025	11/28/2022	4.030	2.62
Sub Total / Average US Agency		436,100,000.00	436,072,570.82	418,913,663.00			29.57	720	502			1.784	1.93
US Treasury													
T-Note 1.625 5/31/2023	912828R69	21,000,000.00	20,808,616.47	20,731,830.00	Fitch-AAA	Moody's-Aaa	1.42	273	273	5/31/2023		2.867	0.74
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,933,953.61	19,682,800.00	Moody's-Aaa	None	1.36	608	608	4/30/2024		2.705	1.63
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,871,220.57	19,614,800.00	Moody's-Aaa	None	1.36	988	988	5/15/2025		3.000	2.61
Sub Total / Average US Treasury		61,000,000.00	60,613,790.65	60,029,430.00			4.14	617	617			2.857	1.64
Total / Average		1,474,801,655.31	1,476,909,560.90	1,437,121,285.74			100	521	453			1.531	1.40

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** November 3, 2022

**SUBJECT:** Monthly Revenue Report

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1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities. This report was presented to the Finance Committee on October 13, 2022.
2. **Background:** The attached reports reflect funding received and distributed through September 30, 2022.
3. **Discussion:**
  - A. **FY2023 Revenues (Attachment A)**
    - i. The Authority has received approximately \$43 million for FY2023, through the September 30, 2022, transfers from the Commonwealth.
    - ii. The Authority has received \$5 million of the annual Northern Virginia District Transfer; \$8 million in Regional Congestion Relief Fees; and \$30 million in Sales Tax Receipts.
    - iii. September represents the first month of sales tax receipts for FY2023. Attachment A shows an 16% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
    - iv. The annualized, two months of FY2023 Regional Congestion Relief Fees (Grantor's Tax) reflects a 10% positive variance when compared to the FY2023 budgeted amount. It is too early in the fiscal year to determine if this positive trend will continue.
  - B. **FY2023 Distribution to localities (Attachment B)**
    - i. Six member jurisdictions completed the required *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2023 Local Distribution Funds (30%).
    - ii. If the annual certification is not filed by August 1<sup>st</sup>, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received, in acceptable form, by March 1<sup>st</sup> of the current fiscal year, the jurisdiction's share of the Local Distribution Fund will be irrevocably transferred to the Regional Revenue Fund.
    - iii. Postponements of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.
    - iv. As of September 2022, \$11 million of the \$13 million received has been distributed in Local 30% Distribution funds for FY2023 to member jurisdictions.



**C. FY2015 to FY2023 Year over Year Revenue Comparison (Attachment C)**

This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received as of September 2022.

**Attachments:**

- A. FY2023 Revenues Received by Tax Type Compared to NVTA Estimates, Through September 2022
- B. FY2023 30% Distribution by Jurisdiction, as of September 2022
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for September 2015 to 2022

# Attachment A

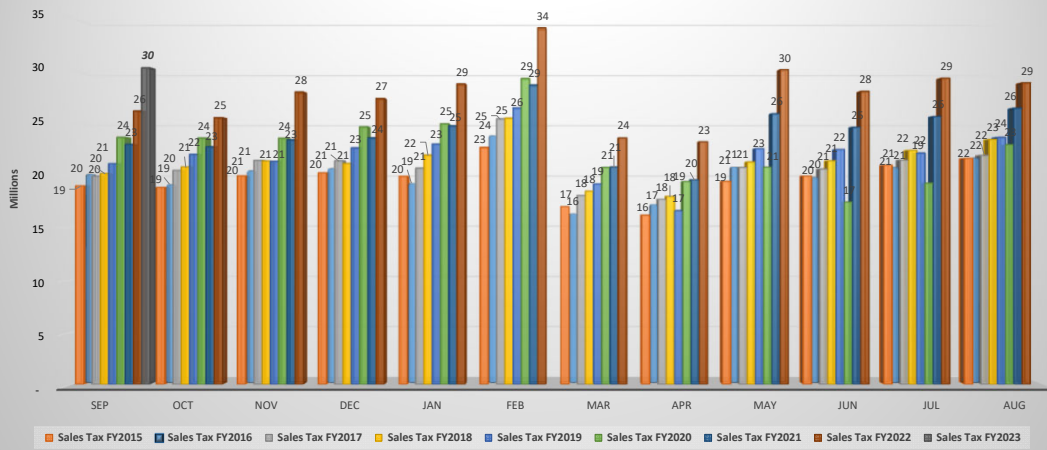
**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES**  
 Based on: Revenue Data Through September 2022  
 FYE June 30, 2023

		Received	Annualized Revenue based	FY2023	Annualized - Actual	
		To Date	on YTD Receipts	Budget	To Budget	
<b>Regional Sales Tax</b>	<b>1</b>					
<b>Transaction Months</b>						
Total Sales Tax Revenue		\$ 30,266,887	\$ 363,202,646	\$ 313,399,565	\$ 49,803,081	15.9%
		Received	Annualized Revenue based	FY2023	Annualized - Actual	
		To Date	on YTD Receipts	Budget	To Budget	
<b>Interstate Operation Enhance Program</b>	<b>1</b>					
<b>Transaction Months</b>						
Interstate Operation Enhance Program		\$ -	\$ -	\$ 20,261,936	\$ (20,261,936)	-100.0%
		Received	Revenue based	FY2023	Annualized - Actual	
		To Date	on YTD Receipts	Budget	To Budget	
<b>Regional Congestion Relief Fee</b>	<b>2</b>					
<b>Transaction Months</b>						
Total Regional Congestion Relief Fee		\$ 7,972,278	\$ 47,833,670	\$ 43,371,567	4,462,103	10.3%
		Received	Revenue based	FY2023	Annualized - Actual	
		To Date	on YTD Receipts	Budget	To Budget	
<b>NVTD Transfer from COVA</b>	<b>1</b>					
<b>Transaction Months</b>						
Total NVTD Transfer from COVA		\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 43,239,165	\$ 431,036,316	\$ 397,033,068	\$ 34,003,248	8.56%

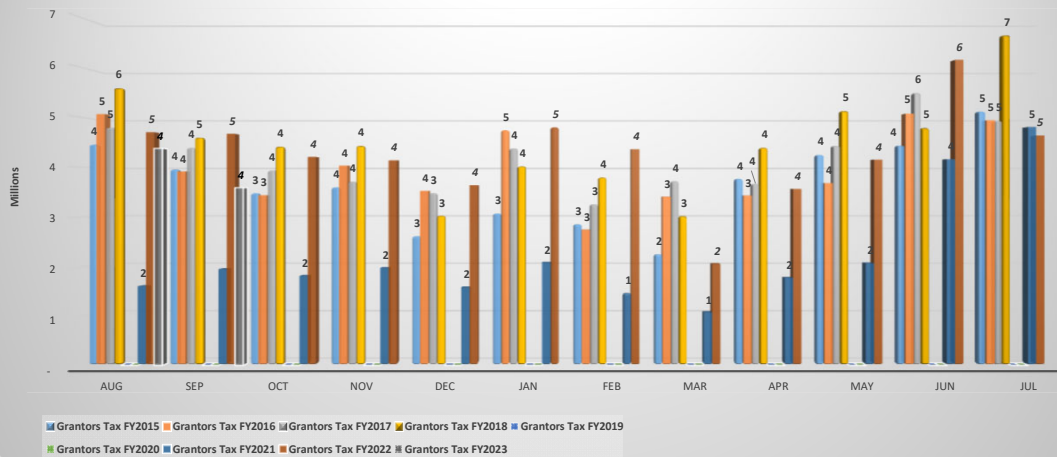
## Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2023 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through September 2022											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 8/31/2022 Accrued Interest (1)	8/31/2022 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ -	\$ 2,079,974.46	\$ 532,131.50	\$ 329,031	\$ -	\$ 2,941,137.36	\$ 882,341.21	\$ 641.50		\$ 882,982.71	
Arlington County	\$ -	\$ 2,692,433.97	\$ 970,284.50	\$ 436,558	\$ -	\$ 4,099,276.14	\$ 1,229,782.84	\$ 824.79		\$ 1,230,607.63	
City of Fairfax	\$ -	\$ 658,904.08	\$ 123,118.40	\$ 124,557	\$ -	\$ 906,579.10	\$ 271,973.73	\$ 183.29		\$ 272,157.02	
Fairfax County	\$ -	\$ 12,498,183.03	\$ 3,548,372.80	\$ 2,105,328	\$ -	\$ 18,151,883.37	\$ 5,445,565.01	\$ 3,849.00		\$ 5,449,414.01	\$ 5,449,414.01
City of Falls Church	\$ -	\$ 314,243.21	\$ 31,995.00	\$ 46,841	\$ -	\$ 393,079.06	\$ 117,923.72	\$ 91.64	\$ 19,334.65	\$ 98,680.71	\$ 118,015.36
Loudoun County	\$ -	\$ 6,331,129.53	\$ 1,393,626.20	\$ 1,020,395	\$ -	\$ 8,745,150.87	\$ 2,623,545.26	\$ 1,832.86	\$ 519,883.01	\$ 2,105,495.11	\$ 2,625,378.12
City of Manassas	\$ -	\$ 697,896.30	\$ 59,856.80	\$ 113,857	\$ -	\$ 871,610.25	\$ 261,483.08	\$ 183.29		\$ 261,666.37	\$ 261,666.37
City of Manassas Park	\$ -	\$ 196,572.87	\$ 22,093.20	\$ 33,025	\$ -	\$ 251,690.88	\$ 75,507.26	\$ 91.64	\$ 14,080.55	\$ 61,518.35	\$ 75,598.90
Prince William County	\$ -	\$ 4,797,549.72	\$ 1,290,799.90	\$ 790,409	\$ -	\$ 6,878,758.44	\$ 2,063,627.53	\$ 1,466.28	\$ 462,087.18	\$ 1,603,006.63	\$ 2,065,093.81
Total Revenue	\$ -	\$ 30,266,887.17	\$ 7,972,278.30	\$ 5,000,000.00	\$ -	\$ 43,239,165.47	\$ 12,971,749.64	\$ 9,164.29	\$ 1,015,385.39	\$ 11,965,528.54	\$ 10,595,166.57
Interest 8/31/2022						\$ 43,239,165.47	\$ 12,971,749.64			\$ -	\$ 12,980,913.93

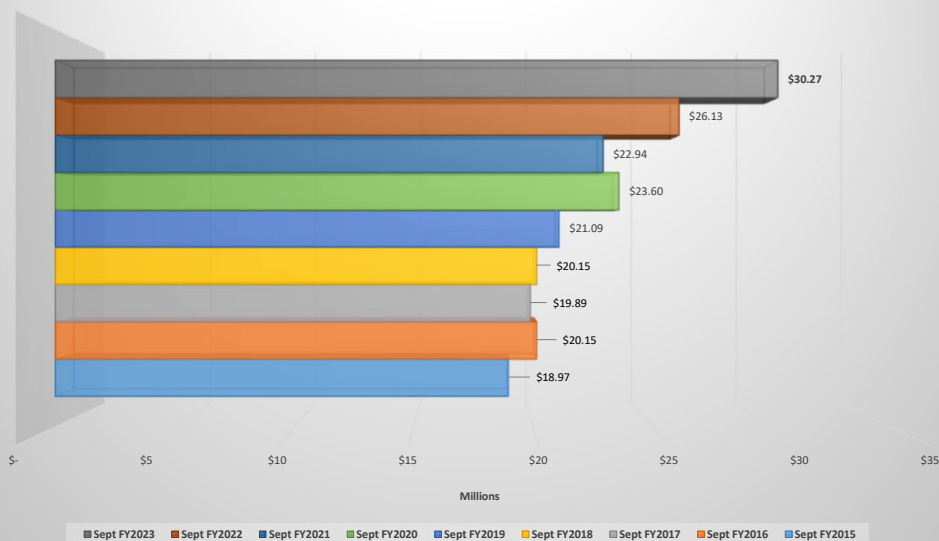
### Sales Tax (month received)



### Regional Congestion Relief Fee (month received)



### YTD Sales Tax Receipt Comparison September FYE2015 to FYE2023



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** November 3, 2022

**SUBJECT:** Monthly Operating Budget Report

---

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2023. This report was presented to the Finance Committee on October 13, 2023.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2023 through transfers from the Regional Revenue Fund.
- 3. Comments:** Through September 30, 2022, the FY2023 Operating Budget has produced the following:
  - A.** The Operating Budget was fully funded through quarterly transfers of \$886,850 from the Regional Revenue Fund.
  - B.** As of September 30, 2022, the attached Income Statement reflects the Authority utilized 19% of its FY2023 expenditure budget, through 25% of the fiscal year.
  - C.** As of September 30, 2022, all expense account remained within budget.
  - D.** The attached statement shows the total Operating Budget income and expenditure activity for FY2023 as of September 30, 2022.

**Attachment:** FY2023 Monthly Operating Budget as of September 30, 2022



1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
	Total Expenses	225,086.88	731,101.78	3,843,000.00	3,111,898.22	19
	Net Income from Operations	-225,086.88	-731,101.78			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			768,600.00	768,600.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			818,600.00	818,600.00	
	Total Other Expenses	0.00	0.00	818,600.00	818,600.00	
	Net Income	-225,086.88	-731,101.78			

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Councilmember Selonia Miles  
Planning Coordination Advisory Committee Vice Chair

**DATE:** November 3, 2022

**SUBJECT:** Planning Coordination Advisory Committee Report

---

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 October 26, 2022, at 6:30PM. The meeting was held at NVTa offices, with five members and one member-alternate present in-person, and two members participating virtually. The meeting was livestreamed on YouTube.
3. **Action Item: Summary Notes of September 28<sup>th</sup>, 2022, Meeting**  
The September 28, 2022, meeting summary was approved, with abstentions from members who did not attend the September 28, 2022, meeting.

4. **Discussion Items:**

A. **Status of TransAction Plan Update**

Mr. Jasper presented on the following topics – an overview of the TransAction planning process, feedback received to-date from Authority and NVTa standing/statutory committees, a list of proposed enhancements to the draft Plan and Project List based on these feedbacks and public comments, and upcoming steps for anticipated Plan adoption in December.

Regarding questions and comments from committee members, Mr. Jasper and Ms. Leven (Cambridge Systematics) expanded on electric vehicle (EV) improvements and emission reduction as listed in the chart on page 17 of the draft Plan. It was noted that TransAction cannot forecast or model the sole impacts that EV related projects in TransAction may have on EVs, and therefore the chart references the range both incorporating external factors have on EV rates and the current state of EVs.

Ms. Backmon also noted TransAction's adopted goals, Core Values, and performance measures reflect the diverse needs of the region and aid TransAction's evaluation of the transportation network on the regional level. She stated that TransAction is not the funding document, but identifies the multimodal transportation needs of the localities in order to meet to the regional goal of accessibility while remaining safe and equitable.



**B. NVTA Update**

NVTA Chief Executive Officer Monica Backmon updated members on NVTA's 2023 draft legislative program to be discussed at the November Authority meeting, with anticipated adoption in December.

- 5. Next steps:** PCAC Members will continue to be engaged in the update of NVTA's long-range transportation plan, TransAction.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** November 3, 2022

**SUBJECT:** Technical Advisory Committee Report

---

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 October 19, 2022, at 7PM. The meeting was held in-person. Eight committee members attended, and the meeting was also livestreamed on YouTube.
3. **Action Item: Summary Notes of September 21, 2022, Meeting**  
The meeting summary for the September 21, 2022, meeting was approved unanimously.

4. **Discussion Items:**

**A. Status of TransAction Plan Update**

Mr. Jasper presented potential enhancements to the draft TransAction Plan and ProjectList based on public comments and feedback from committees and the Authority. This included a short refresher of what TransAction is and what TransAction is not, the key takeaways of TransAction, and the expected schedule of TransAction adoption.

Mr. Jasper reviewed the topic of the emissions reduction with electric vehicles (EV) improvements paired with current and future EV rates. Dr. Nampoothiri highlighted that it is too difficult to predict/model the effects of solely the three EV-related projects' effects on emissions reduction. Therefore, the chart shown on page 17 of the draft summary report shows a range in emissions reduction based on current EV rates as well as forecasted EV improvements.

Mr. Jasper then discussed that Section 7 (Scenario Analysis) is under further review as its own unique section or if it would be better incorporated as a subsection to Section 6 (Plan Impacts). The focus of this revision is to highlight what scenario analysis is and what it is not and dedicate more time to what the scenario analysis results reveal as opposed to the mechanics of scenario analysis.

Mr. Jasper then discussed that Section 8 (Regional Benefits) would emphasize major takeaways, limitations and external factors, and address what success looks like to the

Plan. He then overviewed general points about the document's project list that need to be addressed. Mr. Jasper shared how some projects were duplicated in the project list, errors in projects' sponsor, projects' location, and discussed the interactive map tool. Mr. Jasper mentioned that two projects were identified to be under construction after the analysis started and therefore will be removed from the project list and analysis. Next month, a final draft will be presented to the committee. Mr. Jasper assured the committee that the final draft Plan will be sent one week prior to their next meeting.

Members made comments regarding improving transparency, understanding of scenario analysis, and historical data/community outreach. Ms. Backmon reminded the committee members that NVTa is not the only funding entity in the region, nor can it fund projects that do not have direct benefits to Northern Virginians. She reiterated that while NVTa funds all modes of transportation, TransAction is not a funding document.

#### **B. NVTa Update**

Ms. Backmon added that staff are working on the legislative program for 2023, and that there is still a balance of \$38.5 million remaining to be restored to the Authority from 2018 when \$102 million was diverted to the WMATA State of Good Repair needs.

- 5. Next Steps:** The TAC will continue to be engaged in the update of TransAction. The next meeting of the Committee will take place on November 16, 2022, at 7:00 PM remotely.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Chief Executive Officer's Report

---

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

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

The RM3P (Regional Multi-Modal Mobility Program) team will be holding a virtual ribbon cutting for the launch of its Data Exchange Platform (DEP) on November 16, 2022. It will also include a demonstration of the platform's abilities to capture, process and exchange data on real-time and historic multi-modal travel conditions, which are the product of work undertaken since RITIS (Regional Integrated Transportation Information System) was selected as the foundational core of the DEP in summer of 2021. Public agency data users and transportation app developers are the primary target audience for the event, as it is envisioned to be opportunity to continue the regional collaboration that is integral to RM3P. Opening remarks will be provided by the Commonwealth's Chief Information Officer Robert Osmond, and Chief Deputy Commissioner of the Virginia Department of Transportation and RM3P Program Principal Cathy McGhee will offer closing thoughts. Progress is also being made on other components of RM3P, including through active procurements for the AI-Based Decision Support System (DSS), Dynamic Incentivization (DI) and Commuter Parking Information System (CPIS) RM3P program elements.

**B. Program Information Management and Monitoring System (PIMMS)**

In October, as a part of the Phase four development process, staff and developers identified, and started work on the following enhancements to the system:

- a. Data versioning to create consistent snapshot reports for past periods.
- b. Better management of funding applications for continuation/non-continuation projects.
- c. An administrative function to update candidate Project List after each TransAction update.
- d. Enhanced Quarterly Reports to better track financial performance of projects.

PIMMS is now equipped with a Jurisdiction Administrator ('super-user') admin role, where a designated staff member in a jurisdiction/agency can manage staff

access/access levels to staff within their organization. Also, this Jurisdiction Administrator can provide access to a particular project to an outside organization's staff. This is helpful in cases where a project is being administered by a different entity than the project sponsor. Staff is in correspondence with project sponsors to introduce these two new features.

Project sponsors are now utilizing the system for all project administration tasks – reimbursement requests, cost/schedule updates (when necessary), and monthly project status updates.

**C. What You Need to Know about Transportation**

On October 14th, the Northern Virginia Transportation Alliance hosted its annual "What You Need to Know about Transportation" event in National Harbor with the theme of regional collaboration. Maryland Governor Larry Hogan, Virginia Department of Transportation Commissioner Stephen Brich, P.E., Maryland Department of Transportation Administrator Tim Smith, and I all presented at the event. I spoke about NVTa's regional investments and economic impacts of the investments, how NVTa is incorporating transportation technology, and coordination with jurisdictions and agencies to move multimodal transportation projects forward.

**D. Army Navy Drive Complete Street Groundbreaking**

On October 24th, NVTa, Arlington County and the National Landing Business Improvement District broke ground on the Army Navy Complete Street project, the second component of the Pentagon City Multimodal Connections and Transitway Extension. Board Chair Cristol and I provided remarks on the impact of the project. NVTa has invested more than \$227 million in transportation projects located in National Landing, including a nearly \$29 million total investment towards the Pentagon City Multimodal Connections and Transitway Extension project, rolling out in multiple phases. In May, NVTa broke ground on the first component of the project, totaling \$18.85 million of the \$29 million total NVTa investment. Most recently, construction began on the Army Navy Drive Complete Street segment, totaling \$10 million in NVTa regional revenues.

**E. 2022 Virginia Governor's Transportation Conference**

On October 27<sup>th</sup>, my Executive Assistant and I attended the 2022 Virginia Governor's Transportation Conference in Virginia Beach. Governor Glenn Youngkin and Virginia Secretary of Transportation Sheppard "Shep" Miller III, provided keynote remarks. Sessions we attended were Perspectives on Transportation by Secretary of the Louisiana Department of Transportation and Development Dr. Shawn Wilson; the Virginia General Assembly Joint House and Senate Transportation Committee Meeting; a discussion on what the Infrastructure Investment and Jobs Act (IIJA) means for Virginia where Authority member and Director of Department of Rail and Public Transportation Jennifer DeBruhl spoke; presentation on RM3P, variable speed limits and transportation

systems management; and sessions discussing the electrification, sustainability, and future of transportation.

## **2. Monthly Factoid Talking Point:**

### **A. NVTa has invested a total of \$454.4 million towards 18 projects in Metro's Silver/Orange Line corridor in Northern Virginia:**

#### Rosslyn Station

- Rosslyn Multimodal Network Improvements (\$11.9M)

#### Ballston-MU Station

- West Entrance (\$92M)

#### East Falls Church Station

- W&OD Dual Trails - 2 projects (\$3.9M)
- N. Washington St. Multimodal Improvements (\$22.5M)

#### West Falls Church Station

- Joint Campus Revitalization District Multimodal Transportation Project (\$15.7M)
- Access to Transit and Multimodal Connectivity (\$6.9M)

#### Spring Hill Station

- Route 7 Bridge Widening: Over Dulles Toll Road (\$13.9M)
- Route 7 Widening – Colvin Forest Drive to Jarrett Valley Drive (\$10.0M)
- Envision Route 7 BRT (\$0.8M)

#### Wiehle-Reston East Station

- Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (\$88.8M)

#### Herndon Station

- Herndon Metrorail Intermodal Access improvements (\$1.1M)
- Herndon Parkway Intersection Improvements at Van Buren St (\$0.5M)
- Herndon Parkway Improvements at Worldgate Drive Extension (\$4.6M)

#### Innovation Center Station

- Innovation Center Station (\$69.0M)
- Rock Hill Road Bridge (\$20.6M)

#### Loudoun Gateway Station

- Extend Shellhorn Road: Loudoun County Parkway to Randolph Drive (\$16.0M)

#### Ashburn Station

- Prentice Drive Extension: Lockridge Road to Shellhorn Road (\$76.2M)

## **3. Upcoming Events & Report Updates:**

### **A. NVTa Standing Committee Meetings**

- **Planning and Programming Committee:** The NVTa Planning and Programming Committee is scheduled to meet November 21, 2022, at 5:00pm.
- **Governance and Personnel Committee:** The NVTa Governance and Personnel Committee is scheduled to meet Thursday, December 8, 2022, at 5:30pm.
- **Finance Committee:** The NVTa Finance Committee is scheduled to meet Thursday, December 8, 2022, at 6:00pm.

**B. NVTa Statutory Committee Meetings:**

- **Technical Advisory Committee:** The NVTa Technical Advisory Committee is scheduled to meet Wednesday, November 16, 2022, at 7:00pm. This meeting will be held virtually.
- **Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee's is scheduled for Wednesday, November 16, 2022, at 5:00pm. This meeting will be held virtually.

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

**5. Regional Projects Status Report:** Please note the updated Regional Projects Status Report (Attachment C), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

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

**Attachments:**

- A.** Reallocation of RSTP funds for Prince William County
- B.** Reallocation of RSTP funds for City of Falls Church
- C.** Regional Funding Program Projects Status Report

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

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

**FROM:** Monica Backmon, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County

---

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Regional Surface Transportation Program (RSTP) funds for Prince William County.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 3, 2022, Prince William County requested the following reallocation:

- Transfer of \$4,574,577 of RSTP funds from UPC 107947 (Neabsco Mills Road Widening) to UPC 111485 (Neabsco/Potomac Commuter Garage)

If the requested transfer is approved, VDOT will move \$4,574,577 in SMART SCALE funds from the Neabsco/Potomac Commuter Garage project to the Neabsco Mills Widening project. This funding “swap” will resolve inconsistencies with the TIP/STIP and allow the project to move forward without a federal agreement on the construction phase.

At its meeting on November 3, 2022, the RJACC approved this request.

**Attachment(s):**

Request Letter from Prince William County  
DRAFT Letter to VDOT NOVA District Administrator Lynch

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





November 3, 2022

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 Regional Surface Transportation Program (RSTP) funds.

Prince William County requests the transfer of a total of \$4,574,577 in FY 22 RSTP funds from the following balance account:

- Neabsco Mills Road Widening- UPC 107947

The receiver project is the Neabsco/Potomac Commuter Garage (UPC 111485). This project will construct a 1,400 space parking garage for public and commuter bus use located right off of I-95. The SMART SCALE funded project will reduce existing and projected congestion, improve connectivity to I-95 and enhance access to industrial, commercial and retail areas. This project is scheduled to be completed in the summer of 2024 in conjunction with the nearby Neabsco Mills Widening project, which has been authorized by NVTA for RSTP funding, to significantly improve local and regional congestion.

If the requested transfer is approved, VDOT will move \$4,574,577 in SMART SCALE funds from the Neabsco/Potomac Commuter Garage project to the Neabsco Mills Widening project. This funding "swap" will resolve inconsistencies with the TIP/STIP and allow the project to move forward without a federal agreement on the construction phase.

The Neabsco/Potomac Commuter Garage project has been previously authorized by NVTA for RSTP funding and as a result, this request will only require RJACC approval. If you have questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales  
Director of Transportation

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 11/3/2022

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

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$4,695,000

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
107947	Neabsco Mills Road Widening	RSTP	Y		\$4,574,577.00	111485	Potomac Commuter Garage	Y	2020				

TOTAL OF TRANSFER - \$4,574,577

Attach Signed Request of Transfer Letter



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

November 10, 2022

Mr. John Lynch  
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 previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 3, 2022, Prince William County requested the following reallocation:

- Transfer of \$4,574,577 of RSTP funds from UPC 107947 (Neabsco Mills Road Widening) to UPC 111485 (Neabsco/Potomac Commuter Garage)

If the requested transfer is approved, VDOT will move \$4,574,577 in SMART SCALE funds from the Neabsco/Potomac Commuter Garage project to the Neabsco Mills Widening project. This funding “swap” will resolve inconsistencies with the TIP/STIP and allow the project to move forward without a federal agreement on the construction phase.

The RJACC approved the request on November 3, 2022, and the NVTA was informed at their November 10, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA  
Ricardo Canizales, Director, Transportation, Prince William County

## 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, Chief Executive Officer

**DATE:** November 3, 2022

**SUBJECT:** Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church

---

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 3, 2022, the City of Falls Church requested the following reallocation:

- Transfer of \$80,871 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “W&OD Trail Crossings” UPC 111402
- Transfer of \$64,586 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “W&OD Trail Crossings” UPC 111402
- Transfer of \$408,000 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “Broad Street Multimodal” UPC 111483

The funds requested for transfer from UPC 100411 were allocated to the project in addition to the originally recommended RSTP amounts from NVTA for FY22 and FY23, and are essentially a “surplus” to the City’s initially adopted RSTP fund balance. Transfer of a portion of these funds to the W&OD Trail Crossings project will help address a deficit and City hopes to allocate funds locally to complete the project budget. Transfer of another portion of the funds to the Broad Street Multimodal project will provide the project authorization to advance through the PE and RW phases, and provide additional funds for the construction budget.

At its meeting on November 3, 2022, the RJACC approved this request.

**Attachment(s):**

Request Letter from the City of Falls Church

DRAFT Letter to VDOT NOVA District Administrator Lynch

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



# CITY OF FALLS CHURCH

---

November 1, 2022

Richard Roisman  
Regional Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
3060 Williams Drive, Suite 200  
Fairfax, Virginia 22031

Dear Mr. Roisman:

The City of Falls Church requests the approval of the Regional Jurisdiction and Agency Coordinating Committee to make the following transfers of Regional Surface Transportation Program (RSTP) Funding:

Transfer of \$80,871 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “W&OD Trail Crossings” UPC 111402

Transfer of \$64,586 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “W&OD Trail Crossings” UPC 111402

Transfer of \$408,000 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “Broad Street Multimodal” UPC 111483

The City requests \$145,457 total in FY22 and FY23 RSTP funds be transferred to W&OD Trail Crossings, a project funded with TAP funds. These funds were allocated to UPC 100411 in addition to the originally recommended RSTP amounts from NVTa for FY22 and FY23, and are essentially a “surplus” to the City’s initially adopted RSTP fund balance. W&OD Trail Crossings experienced significant schedule delays and escalating construction costs as a residual effect of the COVID-19 pandemic. The current project cost is over \$2M, resulting in a deficit of ~\$443K. This transfer of RSTP funds will assist in fully funding the project. The City hopes to allocate funds locally to complete the project budget.

The City requests \$408,000 in FY23 RSTP funds be transferred to Broad Street Multimodal, an active project currently in the Right of Way phase. This transfer is part of an ongoing plan to fully fund the project. The cost estimate increased during design due to escalating construction and material costs since the original project estimate, written in 2017. This transfer of RSTP funds will provide the project authorization to advance through the PE and RW phases, and provide additional funds for the construction budget.

If you have any questions, please contact me at 703-298-5100 or [csobsey@fallschurchva.gov](mailto:csobsey@fallschurchva.gov).

Sincerely,

Caitlin Sobsey  
Grants Manager

**Caitlin Sobsey**

Digitally signed by Caitlin Sobsey  
DN: cn=Caitlin Sobsey, o, ou,  
email=csobsey@fallschurchva.gov, c=US  
Date: 2022.11.02 10:15:34 -04'00'

CC: Cindy Mester, Deputy City Manager  
Melissa Ryman, Deputy Director of Finance  
Zak Bradley, Interim Director of Public Works  
Karin Battle, Public Resources Manager  
Kerri Oddenino, Senior Planner  
Paul Stoddard, Director of Planning

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 11/1/2022

Name of Jurisdiction/Agency Requesting: City of Falls Church

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \_\_\_\_\_

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)
100411	Pedestrian, Bicycle, Bridge and Traffic Calming Improvements	RSTP	Y	2022	\$80,871.00	111402	W&OD Trail Crossings	Y	2020				
			N	2023	\$64,586.00	111402	W&OD Trail Crossings	Y	2020				
			N	2023	\$408,000.00	111483	Broad Street Multimodal	Y	2022				

TOTAL OF TRANSFER \$553,457.00

Attach Signed Request of Transfer Letter





## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

November 10, 2022

Mr. John Lynch  
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 the City of Falls Church

Dear Mr. Lynch:

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

On November 3, 2022, City of Falls Church requested the following reallocation:

- Transfer of \$80,871 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "W&OD Trail Crossings" UPC 111402
- Transfer of \$64,586 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "W&OD Trail Crossings" UPC 111402
- Transfer of \$408,000 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "Broad Street Multimodal" UPC 111483

The funds requested for transfer from UPC 100411 were allocated to the project in addition to the originally recommended RSTP amounts from NVTA for FY22 and FY23, and are essentially a "surplus" to the City's initially adopted RSTP fund balance. Transfer of a portion of these funds to the W&OD Trail Crossings project will help address a deficit and City hopes to allocate funds locally to complete the project budget. Transfer of another portion of the funds to the Broad Street Multimodal project will provide the project authorization to advance through the PE and RW phases, and provide additional funds for the construction budget.

The RJACC approved the request on November 3, 2022, and the NVTA was informed at their November 10, 2022, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Chief Executive Officer, NVT  
Cindy Mester, Deputy City Manager, City of Falls Church  
Caitlin Sobsey, Grant Manager, City of Falls Church

## NVTA Funding Program Project Status

## Summary Report

As of November 1, 2022.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): <b>1. Arlington County:</b> Third public engagement opportunity for CC2DCA Intermodal Connector project, October 4 - November 6. <b>2. Fairfax County:</b> 2 Virtual Public Information Meetings for the Seven Corners Ring Road Improvements project, November 9 (12 pm), and November 10 (7 pm).  <b>NOTE:</b> For latest information on project events, please refer to the " <b>Events and Meetings</b> " section on our home page - <a href="https://thenovaauthority.org/">https://thenovaauthority.org/</a> For full status information, please check NVTA web page on regional fund projects - <a href="https://thenovaauthority.org/funded-projects/">https://thenovaauthority.org/funded-projects/</a>
Total Revenue Allocated	\$3,120,908,894	
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$674,673,470	
Total Number of Individual Projects	122	
SPAs	162	
Currently Active	63	
Completed	55	
Not Yet Executed	44	
Substantive Status Updates (during September-October 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	Arlington County Board approved the VDOT license agreement and Sheraton easement acquisitions at the September Board meeting. Notice to proceed will follow once paperwork is complete.	10.0%
Boundary Channel Drive Interchange (FY2014)	A ground-breaking ceremony was held on September 8, 2022; construction activities are underway.	50.7%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	30% Design Plans were submitted for County and WMATA review on October 10; technical coordination & comment resolution meetings in November/December as the project team prepares final design package.	63.5%
ART Operations and Maintenance Facilities (FY2018-23)	Construction Notice-To-Proceed issued to contractor on June 14, and a ground-breaking event was held on June 15. All construction related permits issued, contractor working on relocating sewer line and installing new water line.	7.1%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16/FY2017/FY2018-23)	VDOT approved final “Released for Construction” plans in September 2022. Substantial completion in Fall 2023.	FY2015-16: 86.5% FY2018-23: 3.6%
Rolling Road Widening - Old Keene Mill Road to Franconia Springfield Parkway (FY2015-16/FY2018-23)	Phase 2 ROW acquisition started in February 2020 and ended summer 2022.	FY2015-16: 75.0% FY2018-23: 0.0%
Loudoun County		
Route 15 Bypass Widening: Battlefield Parkway to Montresor Road (FY2018-23)	Phase 1: 100% design plans, and floodplain study alteration submitted to the Loudoun County B&D & VDOT in August; design team is reviewing comments received for the 100% design plans.	0.0%
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY0218-23)	Phase 1 - Abutment Stem wall complete & bridge girders are installed. Phase 2 - the environmental reevaluation was approved by VDOT on 9/14/22.	6.5%
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	Loudoun Water approved the relocation and betterment plan on September 14, 2022.	6.4%
Prince William County		
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Survey and base plan preparation are being completed. A virtual Public Information Meeting was held on September 13. Soils and geotechnical investigations are scheduled for November 2022. Next Transportation Tuesday scheduled for December 2022.	FY2015-16: 100.0% FY2018-23: 0.0%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Construction contract award approved by the Board on May 10, 2022. Construction Notice to Proceed was issued on July 11. A ground-breaking ceremony was held on September 27. Design revision of the road profile was completed and submitted to the County and VDOT for review.	11.2%
North Woodbridge Mobility Improvements (FY2020-25)	50% Design Plans submitted in May. Public hearing was held on June 7, 2022 and comments are being addressed. Stormwater Management expansion plan have been approved.	0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Construction is underway. Construction plans for the bicycle-pedestrian portion of the project have been completed and approved.	26.2%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	A ribbon-cutting ceremony is scheduled for November 3, at 11 am.	100.0%
East Elden Street Improvements & Widening (FY2015-16)	VDOT rejected all bids (August 24), and is reviewing the cost estimate. This project will be re-advertised. VDOT is reviewing the Ductbank excavation depth	24.7%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	A Public Meeting was held on September 21, to provide project information, answer questions, and get written feedback from public. Presentation to Town Council planned for November to endorse preferred alternative.	24.7%

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

# NVTA Funding Program Project Status

## Summary Report

No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Boundary Channel Drive Interchange (FY2014)	September 2022.	50.7%
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	September 2022.	44.4%
Downtown Falls Church Multimodal Improvements (FY2020-25)	August 2022.	0.0%
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	August 2022.	0.0%
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	July 2022.	8.8%
VRE Crystal City Station Improvements (FY2015-16/FY2018-23/FY2020-25)	September 2022.	
WMATA		
Blue Line Traction Power Upgrades (FY2017)	July 2022.	70.1%

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