



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## **AGENDA**

Thursday, November 12, 2020

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

**Meeting to be conducted on WebEx and Live Streamed via YouTube**

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Dev Sen, Interim Clerk
3. **Adoption of Resolution 20-06 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic** Chair Randall  
*Recommended action: Adoption of Resolution 20-06 for Electronic Meetings During COVID-19 Pandemic*
4. **Minutes of the October 8, 2020 Meeting**  
*Recommended action: Approval [with abstentions from those not present]*

## **Presentations**

5. **FY2020 Audit Presentation** Mr. Michael Garber, PBMares, LLP  
Mayor Parrish, Chair – Finance Committee
6. **I-495 NEXT Project Briefing** Ms. Susan Shaw, Mega-Projects Manager, VDOT
7. **I-495 American Legion Bridge Transit/TDM Study Update** Ms. Ciara Williams  
DRPT
8. **VTrans Update** Mr. Jitender Ramchandani  
Office of Intermodal Planning and Investment

## **Action Items**

9. **Acceptance of FY2020 Annual Audit** Mayor Parrish, Chair – Finance Committee  
*Recommended action: Acceptance of Audit Report*
10. **Approval of Prince William County RSTP Transfer Request from Route 15 to Neabsco/Potomac Commuter Garage**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of Transfer*

## **Discussion/Information Items**

### **11. 2020/21 General Assembly**

- i. **Draft 2021 Legislative Program**
- ii. **2020 General Assembly Special Session Update (Verbal)**

Ms. Baynard, McGuire Woods Consulting, LLC

Ms. Monica Backmon, Executive Director

### **12. 2020 Annual Report to the Joint Commission on Transportation Accountability**

Ms. Backmon, Executive Director

### **13. Finance Committee Report**

Mayor Parrish, Chair

- i. **Investment Portfolio Report**
- ii. **Monthly Revenue Report**
- iii. **Operating Budget Report**

Mr. Longhi, CFO

Mr. Longhi, CFO

Mr. Longhi, CFO

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

Mayor Wilson, Chair

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

Mayor Colbert, Chair

### **16. Technical Advisory Committee Report**

Mr. Boice, Chair

### **17. Executive Director's Report**

Ms. Backmon, Executive Director

### **18. Chair's Comments**

## **Closed Session**

### **19. Adjournment**

## **Correspondence**

**Next Meeting: December 10, 2020 at 6:00pm (Please note time)**

**NVTA Offices**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**RESOLUTION 20-06 FINDING NEED TO CONDUCT MEETING BY ELECTRONIC**  
**COMMUNICATION MEANS DURING GOVERNOR’S DECLARED STATE OF**  
**EMERGENCY DURING COVID – 19 PANDEMIC**

**NOVEMBER 12, 2020 MEETING ELECTRONICALLY**

November 12, 2020

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Northern Virginia Transportation Authority hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Authority to assemble in a single location on November 12, 2020, to discuss and transact the business of the Authority listed on the November 12, 2020, Authority Meeting Agenda; and

**BE IT FURTHER RESOLVED**, that the Authority hereby finds that meeting by electronic means is authorized because the items on the November 12, 2020, Authority Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

**BE IT FURTHER RESOLVED**, that the items on the November 12, 2020, Authority Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 12th day of November, 2020.



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### MINUTES

Thursday, October 8, 2020

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted on WebEx and Live Streamed via YouTube

#### 1 Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:07pm.

#### 2. Roll Call

Ms. Duker, Clerk

- ✓ Voting Members: Chair Randall; Mayor Parrish; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Meyer; Mayor Wilson; Mayor Rishell; Council Member Snyder; Senator Boysko; Delegate Roem; Delegate Watts; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mayor Wood, Ms. Cuervo, Ms. Mitchell.
- ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication and Public Affairs Manager); Dev Sen (Financial Analyst); Margaret Duker (Board Clerk) and various jurisdictional and agency staff.
- ✓ Other Attendees: Rob Dickerson (Council of Counsels); Steven MacIsaac (Council of Counsels); Joanna Anderson (Council of Counsels); Daniel Robinson (Council of Counsels); Tracy Baynard (McGuire Woods Consulting, LLC).

#### 3. Adoption of Resolution 20-05 to Find Need to Conduct Meeting by Electronic Communication Means during Governor's declared State of Emergency during COVID-19 Pandemic

NVTA Council of Counsels

*Recommended action: Adoption of Resolution 20-05 for Electronic Meetings During COVID-19 Pandemic*

- ✓ Mayor Parrish made the motion to adopt Resolution 20-05 to Find the Need to Conduct Meeting by Electronic Communication Means during the Governor's declared State of Emergency during COVID-19 Pandemic; seconded by Chairman McKay. Motion passed unanimously (14-0) vote.

#### 4. Minutes of the September 10, 2020 Meeting

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

- ✓ Mayor Parrish moved adoption of the September 10, 2020 minutes; seconded by Delegate Roem. Motion passed unanimously by a (14-0) vote.

## **Action Items**

### **5. Approval of Standard Project Agreement for Prince William County—Regional Funding 2018-032-3 (Construct Route 28 Corridor Roadway Improvements)**

Mr. Longhi, CFO

*Recommended action: Approval of Standard Project Agreement*

- ✓ Mr. Longhi informed the Authority that this project was funded in the FY2018-2023 Six Year Program and is currently due for its Standard Project Agreement in accordance with NVTAP Policy 29.
- ✓ Chair Wheeler affirmed Prince William County Board's support of the project and their willingness to proceed with it.
- ✓ Mayor Parrish noted that the Manassas City Council voted unanimously to support the project.
- ✓ Mayor Rishell also noted that the City of Manassas Park's governing body also voted unanimously to support the project.
- ✓ Delegate Roem commented that the extensions of Well Street should be further considered.
- ✓ Chairman McKay affirmed his support of the project and the need to keep it moving forward. He noted that the community still has some concerns regarding the process and different elements of the project.
- ✓ Chairman McKay added that since different aspects of the project have yet to be determined and addressed through public meetings, forums and the like, he requested updates on the various upcoming milestones for situational awareness.
- ✓ Board Member Cristol inquired whether the project was going to displace affordable housing in any way.
- ✓ Chair Wheeler responded that there are some homes in a mobile home park that could be impacted, but since the design of the project has not been completed, the impacts cannot be fully determined at this time.
- ✓ Board Member Cristol further asked whether it would be possible for the design to be constructed in such a way as to avoid displacing the mobile home park.
- ✓ Chair Wheeler responded that this was why the project needs to move forward - to determine the design impacts early and find ways to mitigate them.
- ✓ Council Member Snyder asked what Prince William County was going to do to lessen the impact on the mobile home park.
- ✓ Chair Wheeler noted that they are aware of the issue and are seeking ways to avoid or mitigate the project's impact on residents.
- ✓ Mayor Meyer expressed his support for the project with the caveat that a lot of public input still needs to be heard and addressed.
- ✓ Senator Boysko and Delegate Watts expressed their appreciation for the comments made by the rest of the Authority and agreed with them.

- ✓ Chair Randall noted that when she was elected and joined the Authority, she was lucky to have someone like Chairman Nohe and other Authority Members brief her on how the Authority works. She noted that six out of the eight members on the Prince William County Board, are first time elected officials. As such, at the invitation of Chair Wheeler, she had gone before the Prince William Board, to explain how the Authority's funding works. Once the funding issues were clarified, the Prince William Board, voted to move forward with the project as described in the application to NVTa.
- ✓ Ms. Hynes noted that she understands the Corps of Engineers will have to issue a permit for this project, but questioned what would happen to the Authority's funding on the project if the permits are not issued.
- ✓ Ms. Backmon noted that Prince William County initiated a Comprehensive Plan Amendment for the widening option as an alternative, in the event the Corps of Engineers does not issue a permit for the Bypass.
- ✓ Ms. Hynes further inquired if the lack of a permit would require Authority cancellation of the current project to open the door for Prince William to submit a new application.
- ✓ Ms. Backmon responded that such a decision would be entirely up to the Authority, that an alternative project would have to be modeled and further analysis conducted.
- ✓ Ms. Backmon noted that Prince William County is preparing to issue a Request for Proposal (RFP) for design work for alternative 2B/Bypass, to begin next year and end in 2023.
- ✓ She further added that Prince William County is preparing to submit their application to the Corps of Engineers by late 2021/early 2022, and anticipates receiving feedback from the Corps within a sixty to ninety-day period.
- ✓ Prince William County also anticipates holding a series of public meetings on the project in coordination with Fairfax County.
- ✓ Chair Wheeler added that the road design has to be sixty percent complete before the County can apply to the Corps for a permit.
- ✓ Chair Randall inquired whether any funding has been spent on the current design.
- ✓ Ms. Backmon responded this as one of the reasons why the County is seeking to execute the SPA as it will allow them to use some of the \$89 million for design work.

Chair Wheeler moved approval of the Standard Project Agreement 2018-032-3, Prince William County (Construct Route 28 Corridor Roadway Improvements), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director to sign on behalf of the Authority; seconded by Mayor Parrish. Motion passed (13-1 vote) with Delegate Roem voting No.

**6. Approval of the Legislative Services Contract with McGuire Woods Consulting, LLC**

Mr. Longhi, CFO

*Recommended action: Approval of Contract*

- ✓ Mr. Longhi informed the Authority that the legislative services contract is coming to an end. As such, staff prepared a new competitive contract and advertised it on the State's eProcurement system as well as on NVTa's website.
- ✓ NVTa received one proposal which was from McGuire Woods Consulting, LLC.
- ✓ In response to a question from Board Member Cristol, Mr. Longhi noted that since one proposal was received, a required cost analysis was conducted which confirmed that the proposed costs were in-line with that of other organizations.
- ✓ Mayor Parrish noted that the Finance Committee unanimously voted at their September 15<sup>th</sup> meeting to recommend Authority approval.

Mayor Parrish moved Authority approval of the proposed Legislative Service Agreement with McGuire Woods Consulting LLC.; seconded by Chairman McKay. Motion passed unanimously (14-0) vote.

**7. Adoption of Replacement Policy 2 - Conflict of Interest Policy**

Mr. Longhi, CFO

*Recommended action: Adoption of Replacement Policy*

- ✓ Mr. Longhi informed the Authority that the current Conflict of Interest Policy has not been updated since it was adopted in December 2014.
- ✓ The proposed replacement policy was presented to the Finance Committee for review in September. The Committee unanimously voted to recommend Authority adoption.
- ✓ This replacement policy makes the Statement of Economic Interest (Statement) reporting cycle once a year instead of twice.
  - Includes procedures to identify which Authority staff are required to file an annual Statement.
  - Further corrects/updates references to the Code of Virginia.
- ✓ The current policy underwent numerous revisions while under review with NVTa's Council of Counsels and staff, resulting in the track change version becoming illegible. As a result, the current policy is proposed to be repealed and replaced.

Mayor Parrish moved Authority adoption of the proposed replacement Policy Number 2 – Conflict of Interest; seconded by Mayor Rishell. Motion passed unanimously (14-0) vote.

**8. Approval of the Proposed Revisions to Policy 13 - Investment Policy**

Mr. Longhi, CFO

*Recommended action: Approval of Revisions to Policy*

- ✓ In addressing the Authority, Mr. Longhi noted that the current Investment Policy was adopted on December 11, 2014, and revised twice in 2019.
- ✓ Some of the objectives of the proposed changes include:



- Add Fitch, as one of the ratings agencies used when considering investment purchases.
- Add International Bank of Reconstruction and Development (IBRD) and Asian as well as African Development Bank (ADB) bonds issued by the World Bank, as allowed in the State Code, to the list of allowable investments. Capped at 36-month maturities and a maximum 15% of the portfolio.
- Update policy language/terminology.
- Add language to address a security downgrade and update language/processes for e-confirms and e-statements.
- Extend the maturity period of qualified bonds issued by Virginia cities and counties from 36 to 60 months.
- ✓ The proposed changes were reviewed at the September Finance Committee meeting and unanimously recommended for Authority approval.

Mayor Parrish moved Authority adoption of the attached proposed revisions to the Policy 13 - Investment Policy; seconded by Mayor Rishell. Motion passed unanimously by a (14-0) vote.

#### **9. Approval of the Call for Projects for FY2027 CMAQ/RSTP Funds**

Mr. Nampoothiri, Senior Transportation Planner

*Recommended action: Approval of Call for Projects*

- ✓ Mr. Nampoothiri addressed the Authority noting that the federally funded Congestion Mitigation and Air Quality Program/Regional Surface Transportation Program (CMAQ/RSTP) funds that come to the region, are coordinated by NVTa.
- ✓ The federal funds are given to the State which in turn allocates to regions based on air quality, population and other factors.
- ✓ With input from the Regional Jurisdiction and Agency Coordinating Committee (RJACC), the Authority recommends the programming of over \$80 million in CMAQ/RSTP annually to projects, subject to the CTB's approval.
- ✓ This call is for FY2027 funds with \$23 million allocated to CMAQ and \$57 million to RSTP.
- ✓ Once recommendations are approved by the Authority in March 2021, they will be forwarded to the CTB for further consideration by June 2021.

Chair Randall moved Authority approval of the issuance of the Call for Projects for the FY 2027 CMAQ and RSTP Funds; seconded by Delegate Watts. Motion passed unanimously by a (14-0) vote.

#### **10. Approval of RSTP Transfer for the City of Falls Church**

Ms. Backmon, Executive Director

*Recommended action: Approval of Transfer*

- ✓ Ms. Backmon pointed that Authority action is requested since the Authority recommends approval of transfer requests for new projects before funds can be reallocated.

- ✓ The City of Falls Church requests the following transfers:
  - Transfer of \$54,875 in RSTP funds from “Roosevelt Street Sidewalk Improvements” UPC 103632 to “S. Washington St. Multimodal Improvements” UPC 110038
  - Transfer of \$668,256.52 in RSTP funds from “Bikeshare Connections” UPC 109954 to “S. Washington St. Multimodal Improvements” UPC 110038
  - Transfer of \$430,000 in RSTP funds from “Bikeshare Connections” UPC 109954 to “W&OD Trail Crossings” UPC 111402
- ✓ The transfer of RSTP funds will enable the project to advance through the design and RW phases, and provide additional funds for the construction budget.
- ✓ Chair Randall asked Ms. Backmon about the source of RSTP funds.
- ✓ Ms. Backmon responded that they are federal funds which jurisdictions apply for and NVTa makes recommendations to the CTB for final approval.
- ✓ Council Member Snyder added that this request is to enable the City of Falls Church move funds to multimodal projects and will help improve bus connectivity and the W&OD Trail Crossings.

Council Member Snyder moved Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church; seconded by Chairman McKay. Motion passed unanimously by a (14-0) vote.

### **Discussion/Information Items**

#### **11. 2020 General Assembly Special Session Update**

Ms. Baynard, McGuire Woods

- ✓ Chair Randall requested of Ms. Baynard to highlight anything from the General Assembly’s 2020 Special Session which might impact the Authority.
- ✓ Ms. Baynard first thanked everyone for the opportunity to keep working with the Authority for few more years.
- ✓ She noted that the main issue of discussion at the ongoing Special Session has been the Budget.
- ✓ Also noted that the House and Senate have adopted flexibility language for the Commonwealth Transportation Board (CTB) to keep projects moving forward.
- ✓ This 2020 Special Session has focused on COVID-19 impacts on the economy, criminal justice reform, racial equality and healthcare reform.
- ✓ Ms. Baynard noted the need to ensure that the Authority’s revenue sources are safeguarded and not seen as an alternative to solving other important but challenging problems.
- ✓ She pointed that the Governance and Personnel Committee discussed protective language that could be adopted by the Authority as well as member jurisdictions about safeguarding the Authority’s revenue sources and not diverting much needed funding towards other needs.
- ✓ She noted that of the \$102 million that was diverted from the Authority, \$70 million has been restored, with \$32 million still needed to be recouped. However,

restoration may not be a discussion to be had the upcoming 2021 Session. Rather, efforts are needed to ensure that the remaining dedicated revenue sources are maintained.

- ✓ Chair Randall informed the Authority that as part of their 2021 Legislative Program, the Loudoun County Board adopted protective language which seeks to safeguard the Authority's revenues. She encouraged other jurisdictions to adopt similar language to ensure the Authority's money is safeguarded.
- ✓ She explained that with the ongoing COVID pandemic, she wants to ensure that the Authority's revenues are not targeted for diversion.

## **12. Finance Committee Report**

Mayor Parrish, Chair

- ✓ At the request of Mayor Parrish, Mr. Longhi reviewed a table which showed how much each county, city and town has received in Local Distribution (30%) funding and Regional Revenue Funding (70%) in project funding. He also noted the project funding for NVTC, VRE, WMATA and DRPT, since those projects were specific to a jurisdiction.
- ✓ Mayor Parrish expressed his appreciation to NVRTA staff for putting this together, noting this helps the Authority as well as jurisdictions, see how funds are being spent in Northern Virginia and making a lot of difference.

### **i. Investment Portfolio Report**

Mr. Longhi, CFO

No verbal report given

### **ii. Monthly Revenue Report**

Mr. Longhi, CFO

No verbal report given

### **iii. Operating Budget Report**

Mr. Longhi, CFO

No verbal report given

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

Mayor Wilson, Chair

- ✓ Mayor Wilson pointed that some of the issues noted in the PPC Report include the impacts of COVID on transit ridership on Metro Rail and Bus, exploring commuter capacity opportunities, and the objectives of TransAction.
- ✓ Chair Randall stated the importance helping people understand that transit can be safe during COVID.
- ✓ It was noted that with employers realizing that teleworking works and can help save on leasing and other costs, life may not go back to normal post COVID.
- ✓ Council Member Snyder thanked staff for their presentation and added that the issue of transit ridership raises many questions regarding other modal options like highways, pedestrian bikeshare and others, which will need to be addressed.

## **14. Planning Coordination Advisory Committee Report** Councilmember Miles, Vice-Chair

- ✓ No verbal report given

## **15. Technical Advisory Committee Report**

Mr. Boice, Chair

- ✓ No verbal report given

## **16. Executive Director's Report**

Ms. Backmon, Executive Director

- ✓ Ms. Backmon informed the Authority that the first socially distanced groundbreaking event will be held in the City of Manassas on October 26, 2020, with Chair Randall, Mayor Parrish and VDOT's District Engineer, Helen Cuervo in attendance.

**17. Chair's Comments:** No Comments

**Closed Session**

**Motion for a Closed Session**

- ✓ Chair Randall moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code sections 2.2-3711.A.7 and 8, for the purpose of consultation with legal counsel concerning potential litigation concerning the terms and conditions of Standard Project Agreements (SPA) 996-14-034-109 and (SPA) 996-80821 with WMATA for 8 Car Train Traction Power Upgrades, and the statutory requirements of Chapter 25 of Title 33.2 of the Code of Virginia governing the NVTa's legal authority to provide NVTa funding for capital projects; seconded by Board Member Cristol.
  - Motion passed unanimously (14-0 vote).
  - Closed session convened at 8:18pm.

**Motion to Reconvene an Open Session**

- ✓ Chair Randall moved that the members of the Northern Virginia Transportation Authority certify that at the just concluded closed meeting: (1) only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Authority; seconded by Mayor Parrish.
  - Motion passed with a 14-0 vote.
  - Open Meeting reconvened at 9:09pm.

**18. Adjournment:** Meeting adjourned at 9:09pm.

**Next Meeting: November 12, 2020 at 7:00pm**

**NVTa Offices**

# I-495 American Legion Bridge Transit and TDM Study Update

*Northern Virginia Transportation Authority Meeting*

*November 12, 2020*

Ciara Williams, NOVA Transit Planning Manager  
Department of Rail and Public Transportation

## Study Context

- Fall 2019: Governors Northam and Hogan announce *Capital Beltway Accord* to Rebuild American Legion Bridge and Connect Interstate Highway System
- Complements Virginia's I-495 NEXT and Maryland's Managed Lanes Study for regionwide seamless network of reliable travel options around the Capital Beltway, I-270, I-95, I-395, and I-66
- This study is funded and managed jointly by DRPT and MDOT-MTA, and is separate from improvement projects in the corridor.

# Study Objectives

Identify a range of potential current and future multimodal solutions that might be implemented to:

- Reduce congestion
- Improve trip reliability and regional connections
- Enhance existing and planned multimodal mobility and connectivity



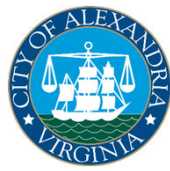
**I-495 American Legion Bridge**

# Study Process

- Three Stakeholder Meetings held to date, four remaining
  - July 16, 2020
  - August 28, 2020
  - October 16, 2020
- Commuter Surveys
  - Survey 1: Purpose was to gain an understanding of commuter choices in addition to driving alone, closed August 28, 2020
  - Survey 2: Purpose is to gain input on draft recommendations, Late October
- Project Website – all materials, public comment form



# Who is Involved? Study Stakeholders Include...

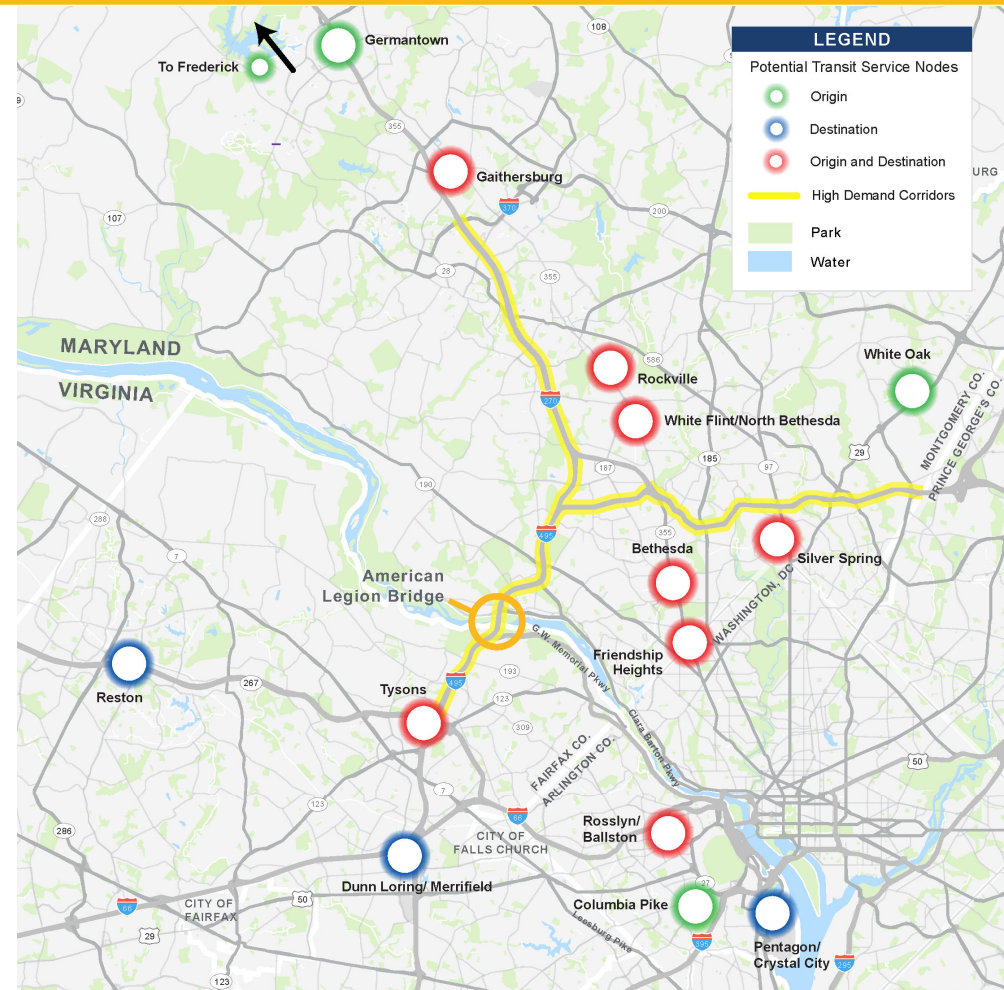


Northern Virginia  
Transportation Authority  
*The Authority for Transportation in Northern Virginia*



# Travel Demand

- **High demand**
  - MD 355 Corridor and Silver Spring in MD to Tysons, Dunn Loring, and VA 7 corridor
- **Moderate demand**
  - Fairfax and Arlington in VA to Bethesda and Friendship Heights in MD
- **Corridor segments with highest number of trips:**
  - I-270/I-270 spur from I-495 to I-370 (MD)
  - I-495 from the Bridge to Dulles Corridor (VA)
  - I-495 from the I-270 spur junction to Prince George's County line (MD)
  - I-495 from the Bridge to the I-270 spur junction (MD)



## Potential Transit Alternatives Under Consideration

Option	Virginia	↔	Maryland
1a	Tysons		Bethesda
1b			Friendship Heights
2a			Frederick
2b			Germantown
3			White Flint
4a			Silver Spring
4b			White Oak via Silver Spring

Option	Virginia	↔	Maryland
6a	Dunn Loring		Frederick
6b			Germantown
6c			Gaithersburg
6d			Rockville
6e			Silver Spring
6f			White Oak
6g			Bethesda

Option	Virginia	↔	Maryland
5a	Reston		Frederick
5b			Germantown
5c			Gaithersburg
5d			Rockville
5e			Silver Spring
5f			White Oak
5g			Bethesda

Option	Virginia	↔	Maryland
7a	Arlington		Frederick
7b			Germantown
7c			Gaithersburg
7d			Rockville
7e			Bethesda
7f			Silver Spring
7g			White Oak

Option	Name
8	Employment Hub Autonomous Shuttle
9	Microtransit Express Bus Routes

## Technology and Commuter Assistance Program Options

Commuter Parking  
Information System

Vanpool Formation and  
Expansion Program

Real-Time Toll and  
Transit Information

Carpool Promotion Programs

Real-Time Arrival Information

Corridor-Specific Mobility  
Options Marketing Campaign

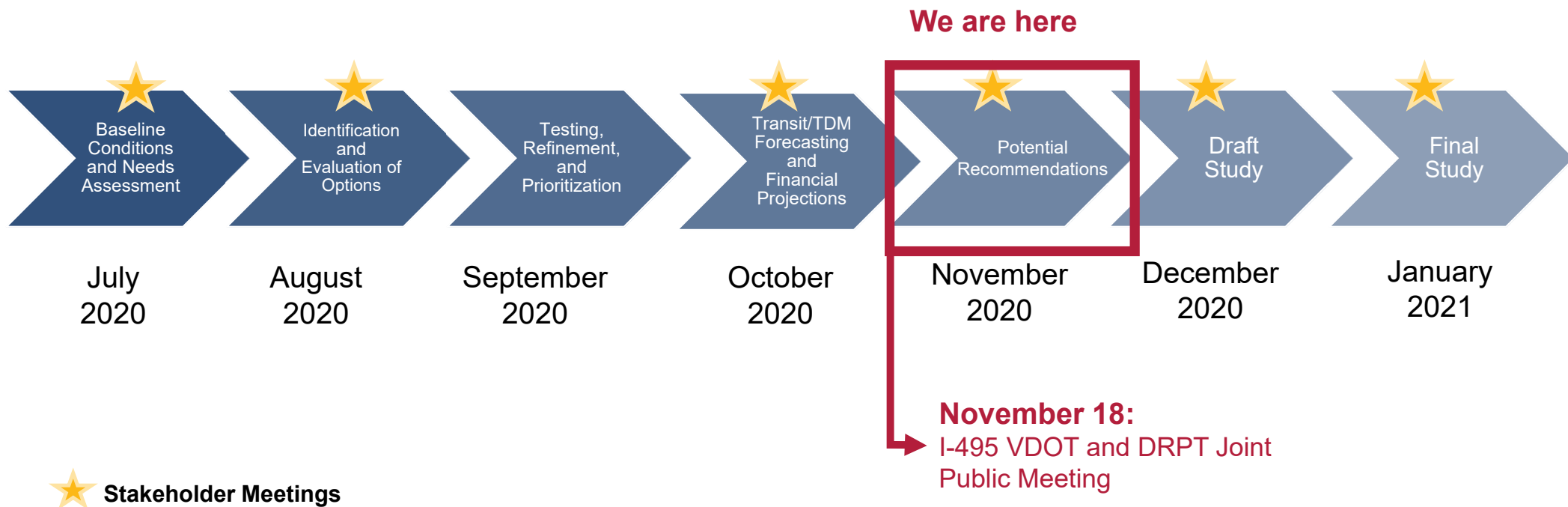
Real-Time Passenger  
Load Information

Targeted Residential Outreach

Transit Signal Priority

Targeted Employer Outreach

# Next Steps



## Keeping track of the Study is easy

- On DRPT Webpage – Major Initiatives
- All study materials are posted for public review
- The study webpage includes a [stakeholder comment link](#)

# I-495 American Legion Bridge Transit and TDM Study Update

*Northern Virginia Transportation Authority Meeting*

*November 12, 2020*

Ciara Williams, NOVA Transit Planning Manager  
Department of Rail and Public Transportation



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## DRAFT POLICY FOR THE PRIORITIZATION OF VTRANS MID-TERM NEEDS

Jitender Ramchandani, AICP, PMP  
Virginia Office of Intermodal Planning and Investment

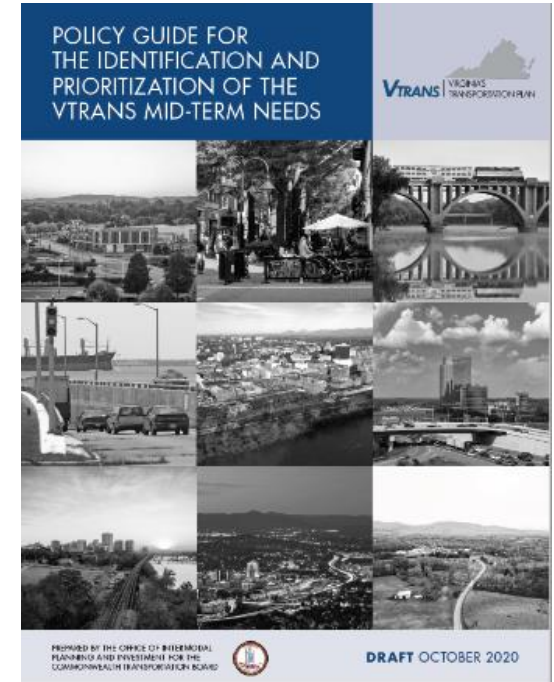
November 12, 2020





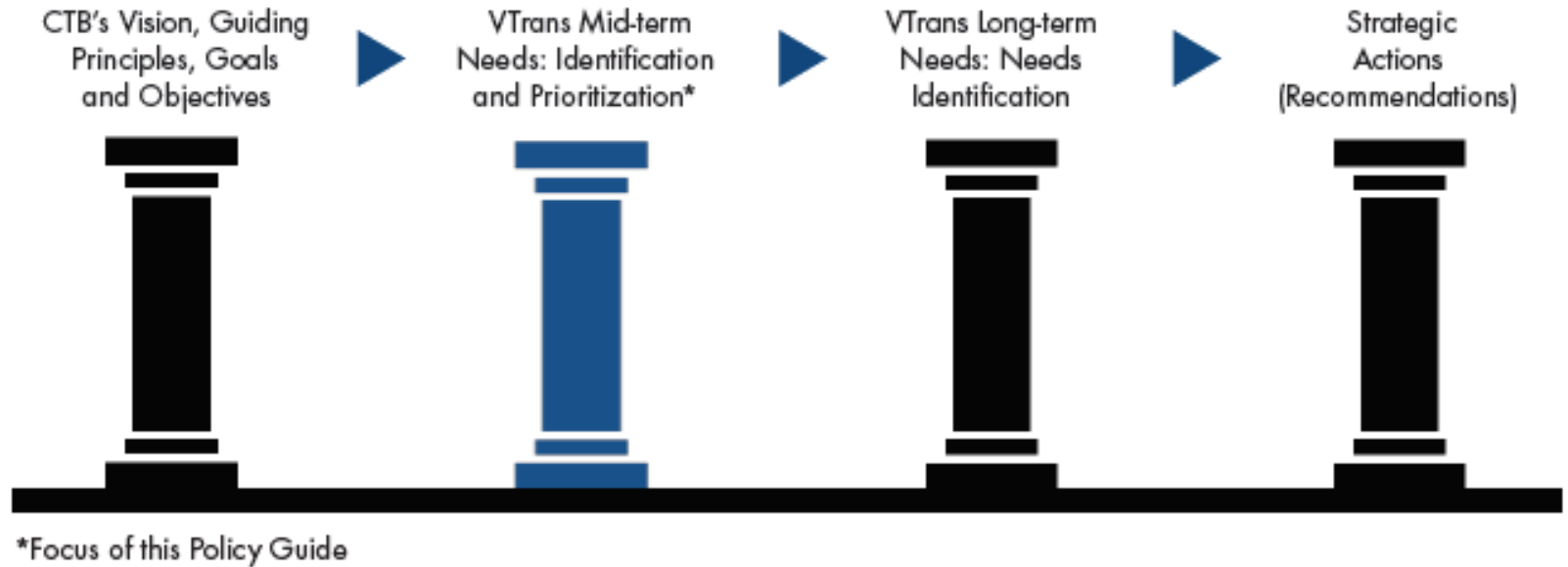
# DISCUSSION ITEMS

- **Context and Overview**
- **Significance of the Mid-term Needs Prioritization Policy**
- **Process and Steps**
- **Summary Statistics**
- **Resources for Review and Reference**
- **Next Steps**



## CONTEXT AND OVERVIEW | ABOUT VTRANS

- VTrans is Virginia's Multimodal Transportation Plan



### Major Components of VTrans

## CONTEXT AND OVERVIEW | ABOUT VTRANS

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- VTrans seeks to address various state and federal requirements and business requirements
  - Federal requirement [23 U.S.C. 135](#) and others
  - State requirement [§ 33.2-353](#): OIPI to **assist the CTB** in the development and **update of a Statewide Transportation Plan**. Conduct a statewide needs assessment of CoSS, RN, UDA travel markets
  - State requirement [§ 2.2-229](#): OIPI to assist the Commonwealth Transportation Board in the **development of a comprehensive, multimodal transportation policy**, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353
  - State requirement [§ 33.2-214.1](#): A project/funding request submitted for SMART SCALE **screened by the CTB for consistency with capacity and safety needs identified in VTrans**
  - State requirement [§ 33.2-357](#): A projects/funding request submitted for VDOT Revenue Sharing Program receives **a priority consideration if the projects meets a need in VTrans** or accelerates a project in a locality's capital improvement plan

## CONTEXT AND OVERVIEW | ABOUT VTRANS

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- VTrans also benefits from and intends to inform local and regional transportation plan and planning process
  - State requirement [§ 33.2-353](#): “It is the intent of the General Assembly that this plan assess transportation needs and assign priorities to projects on a statewide basis, **avoiding** the production of **a plan that is an aggregation of local, district, regional, or modal plans.**”

- **VTrans identifies Transportation Needs (policy and infrastructure) for two planning horizons**

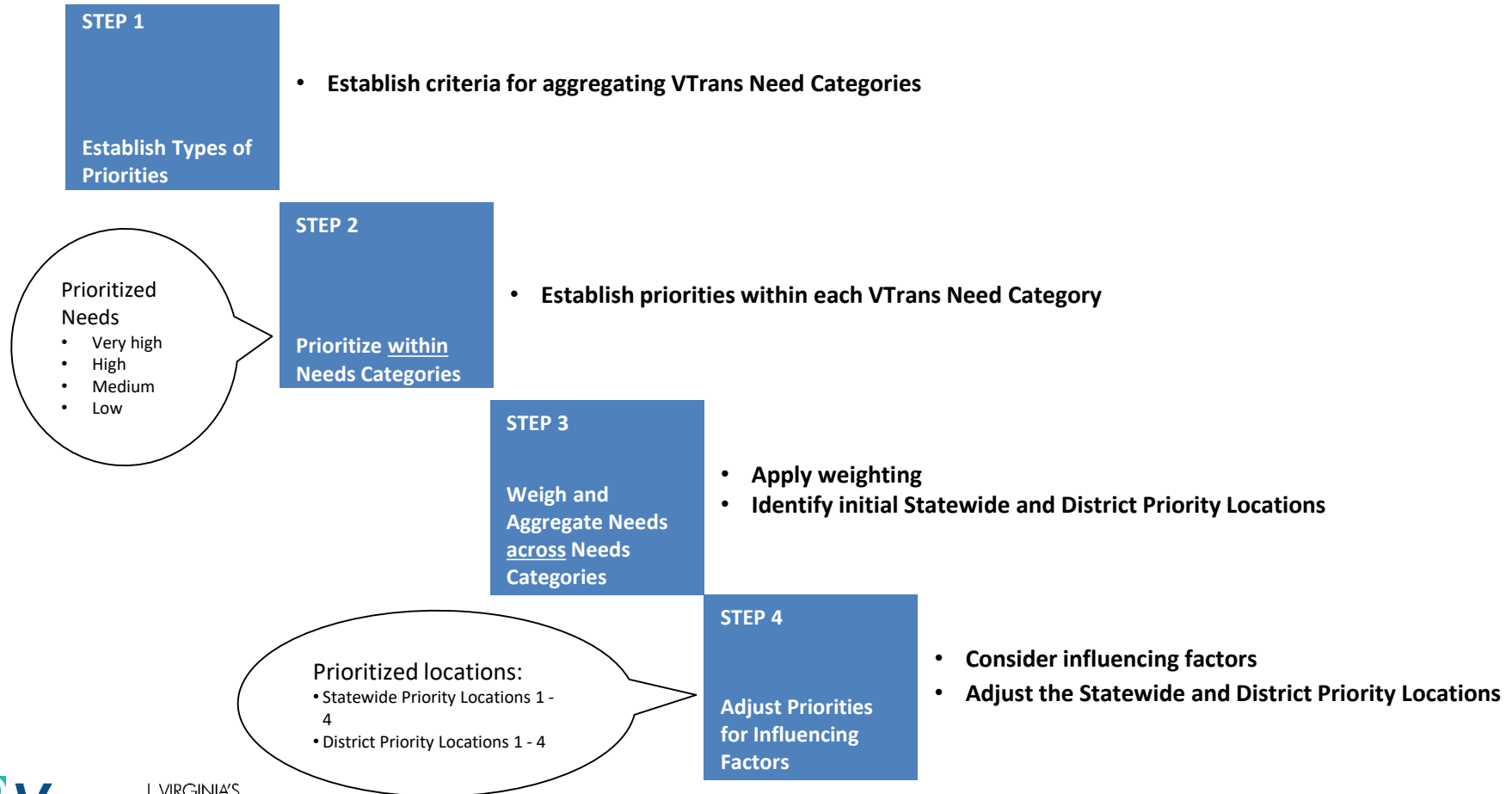
	Mid-Term Needs	Long-Term Needs
<b>Planning Horizon</b>	<ul style="list-style-type: none"><li>• 0 - 10 years</li></ul>	<ul style="list-style-type: none"><li>• Next 20+ years</li></ul>
<b>Purpose</b>	<ul style="list-style-type: none"><li>• Screen SMART SCALE funding requests</li><li>• Act as a criteria for the evaluation of VDOT Revenue Sharing funding requests</li></ul>	<ul style="list-style-type: none"><li>• Inform policy to prepare for gradual and systematic change</li></ul>
<b>Board Action</b>	<ul style="list-style-type: none"><li>• January 2020: Policy for Identification of VTrans Mid-term Needs adopted</li><li>• January 2021: Policy for the Prioritization of VTrans Mid-term Needs, request for CTB action</li></ul>	<ul style="list-style-type: none"><li>• Scheduled for fall of 2021</li></ul>

## CONTEXT AND OVERVIEW | SIGNIFICANCE OF THE PRIORITIZATION POLICY

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- Based on the guidance from the CTB, the Policy for the Prioritization of VTrans Mid-term Needs may form the basis for:
  - Allocation of limited state dollars for studies, project development, or advanced activities
  - Other planning and programming purposes

# DRAFT PRIORITIZATION POLICY | PROCESS



# DRAFT PRIORITIZATION POLICY | STEP 1: ESTABLISH TYPES OF PRIORITIES

**Statewide Priorities:** Statewide Priorities are established using Needs in the following VTrans Travel Markets:

- Corridors of Statewide Significance (CoSS)
- Safety along CoSS

One set of Statewide Priorities  
Directly or indirectly benefit Virginians no matter where they live.



**Construction District Priorities:** Construction District Priorities are established using Needs in the following VTrans Travel Markets:

- Regional Networks (RN)
- Safety
- Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA)

Nine sets of Construction District Priorities, one for Each Construction District  
Serve regional transportation needs in each Construction District.



Photo Credit: Virginia Department of Transportation



# DRAFT PRIORITIZATION POLICY | STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- Prioritize each Need Category (e.g. Congestion, Safety, etc.) using:
  - Severity
  - Magnitude

Very High

## Severity

Measure acuteness of a Need

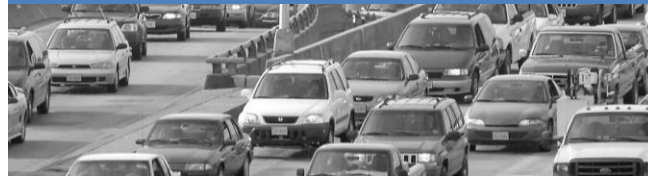


Low

Very High

## Magnitude

Number of users, riders, residents that can potentially benefit



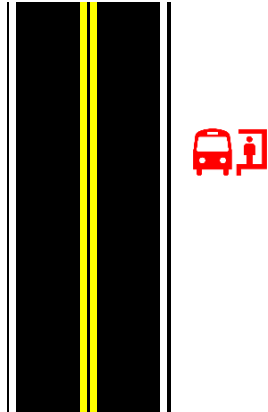
Low

Photo Credit: Virginia Department of Transportation

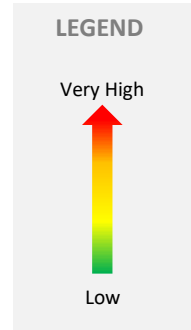
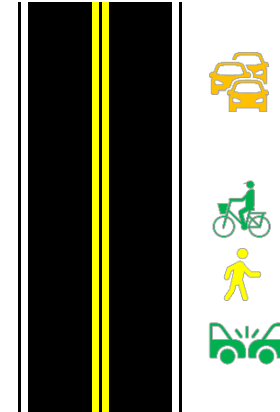
## DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

- Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each segment

- Location with a Very High Transit Access Need
- No other Needs are present



- Location with several High, Medium, and Low Needs
- No Very High Need Present



# DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting - District Priority			
			Area Type A	Area Type B	Area Type C	Area Type D
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.			
CoSS	Improved Reliability	15.00%				
CoSS	Rail on Time Performance	10.00%				
CoSS	Capacity Preservation	10.00%				
CoSS	Transportation Demand Management	15.00%				
Safety	Roadway Safety (on CoSS)	25.00%				
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%
RN	Improved Reliability		20.00%	10.00%	5.00%	5.00%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Transit Access - Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%
Total		100%	100.00%	100.00%	100.00%	100.00%

# DRAFT PRIORITIZATION POLICY | STEP 4: ADJUST FOR INFLUENCING FACTORS

- Initial Priority Locations are adjusted for two types of influencing factors depending on co-located relevant Needs
  - Co-located bridge and pavement needs
  - Exposure to flooding

## Co-located Bridge and Pavement Needs



Carson Road (Rte 703) Bridge Replacement



I-81 Pavement Project

## Exposure to Flooding

Projected or Historic Sea-level Rise, Storm Surge, and Inland/Riverine Flooding



Tropical Storm IDA – Route 10

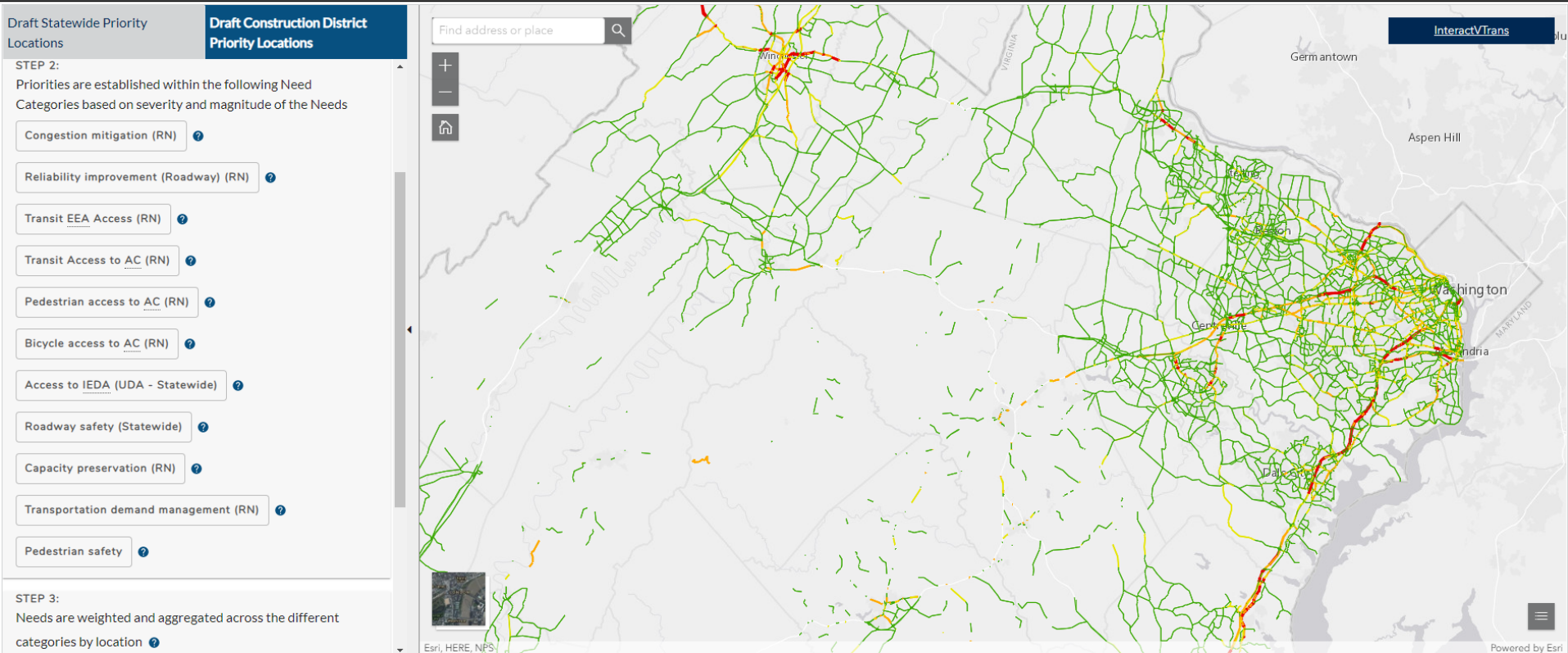


Hurricane Isabel – Midlothian Turnpike & Labbrook Drive

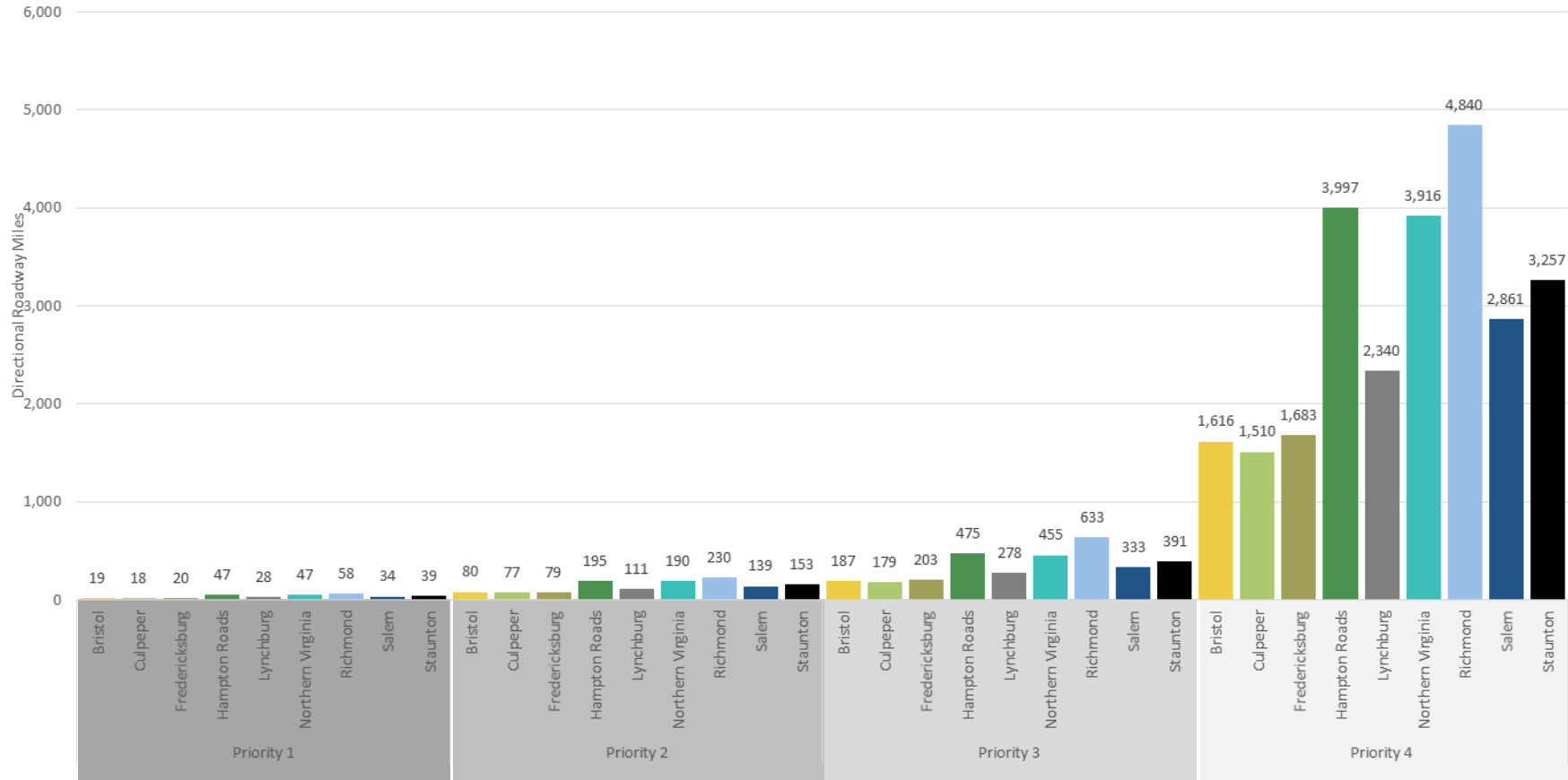
Photo Credit: Virginia Department of Transportation

# DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results

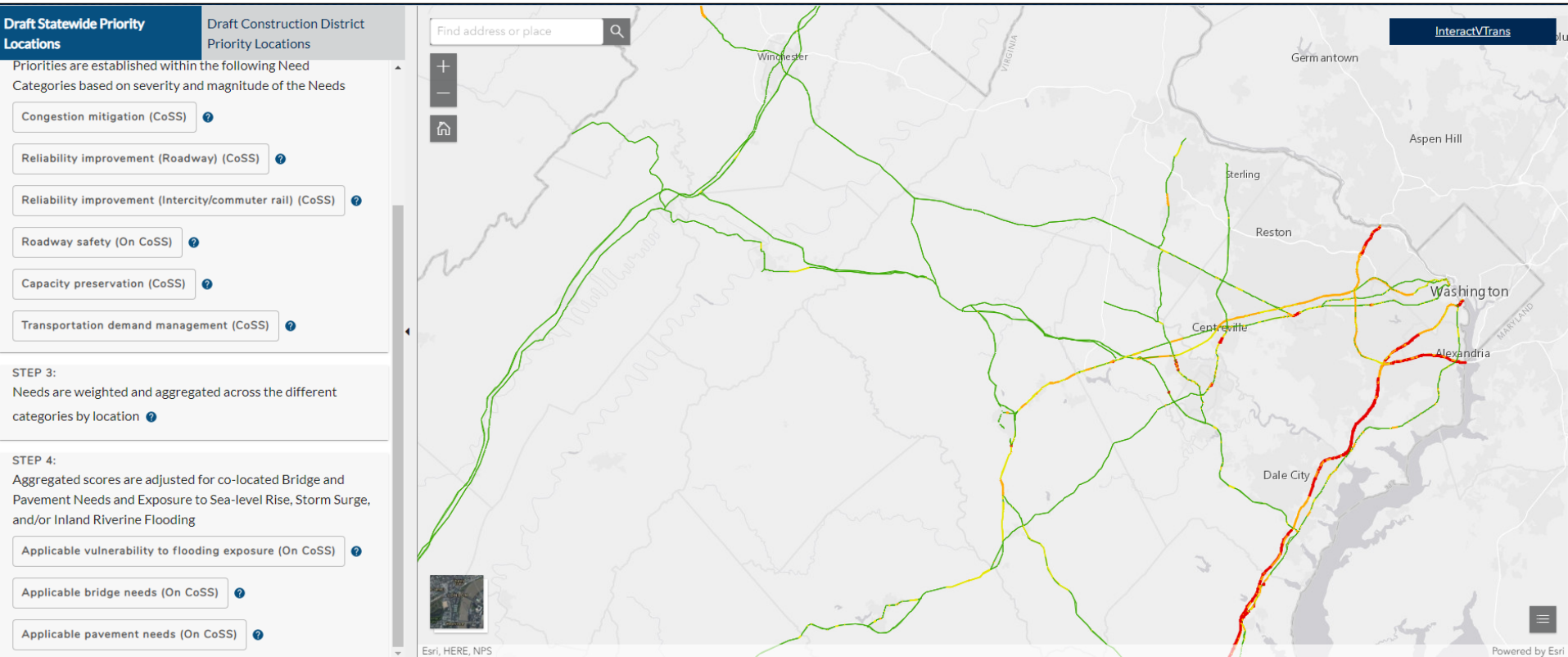


# DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS | SUMMARY BY DISTRICT

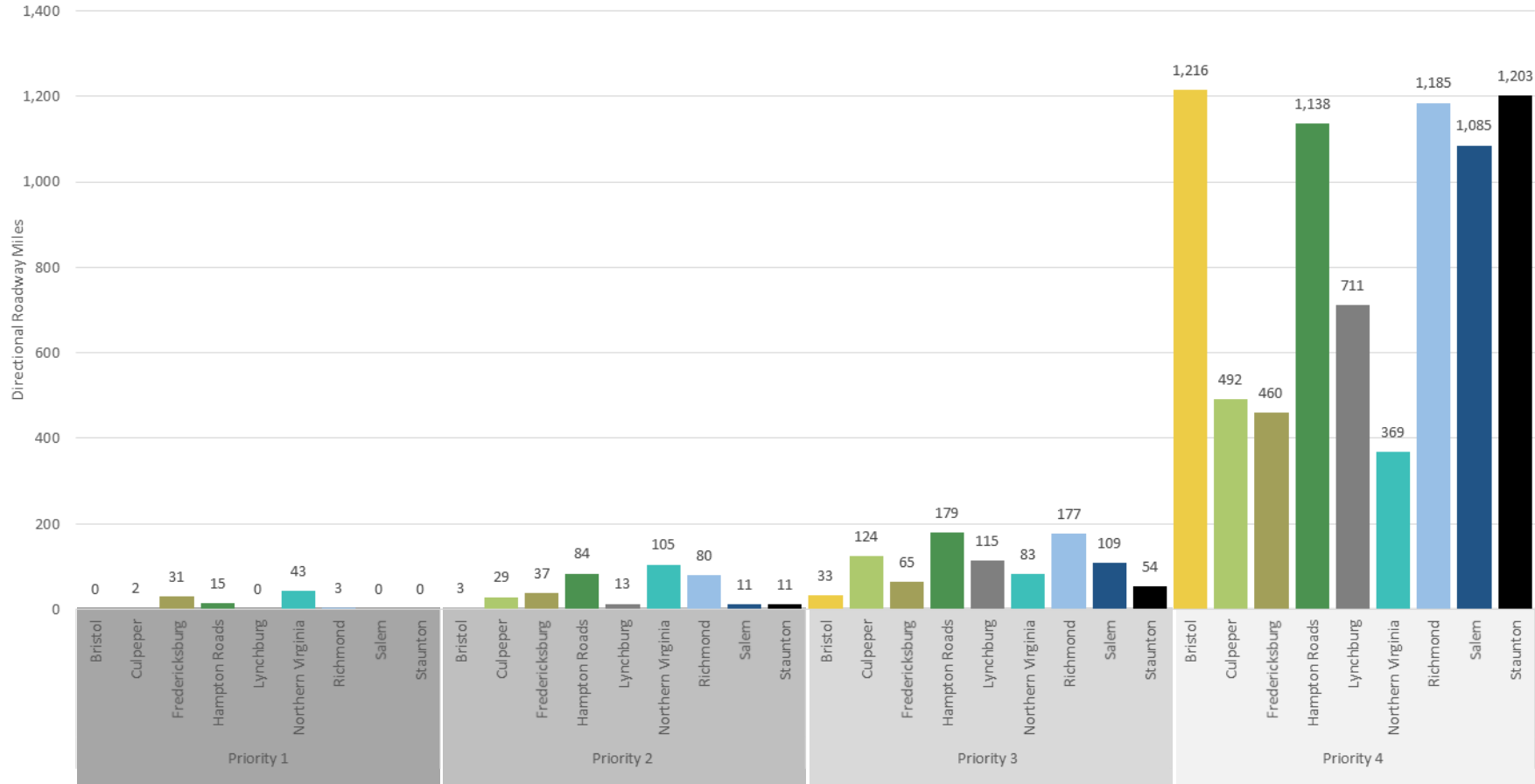


# DRAFT STATEWIDE PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results



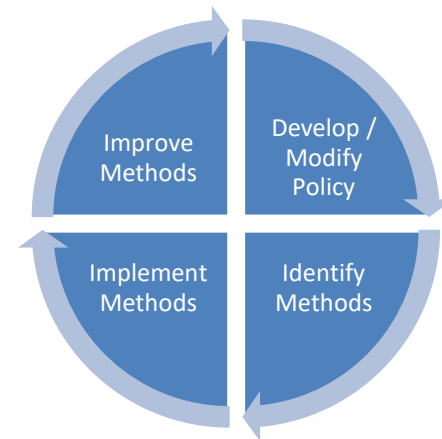
# DRAFT STATEWIDE PRIORITY LOCATIONS | SUMMARY BY CONSTRUCTION DISTRICT





# DRAFT PRIORITIZATION POLICY | NOTEWORTHY ITEMS

1. A solution/improvement does not have to be co-located with a prioritized need.
2. Identified Mid-term Needs or priorities do not limit or prescribe nature, type (infrastructure, program, policy), or mode (highway, transit, bike-ped) of improvements.
3. Continuous Improvement
  - In case of inadvertent errors in the execution (maps), the Board-adopted Policy and the methods, processes, and techniques documented in the [Technical Guide](#) take precedence.
  - The execution of the Prioritization Policy (maps) will benefit from **Continuous Improvement**. For example, in the future programmed projects can be considered while establishing priority locations.



## CONTEXT AND OVERVIEW | TIMELINE

May	<b>Briefings</b> Gather initial feedback on the policy for the prioritization of VTrans Mid-term Needs
July	<b>CTB Workshop</b> Present initial approach to the policy and gather feedback
July - Sept	<b>Evaluate</b> Develop initial policy options and develop results
Oct - Nov	<b>Briefings</b> Present policy outline
Oct - Nov	<b>Release Draft Policy</b> 30-day review and comment period, Conduct VTrans Virtual Workshops
Dec	<b>CTB Workshop</b> Present summary of comments received on the draft policy
Jan 2021	<b>CTB Meeting</b> Incorporate changes and request Board Action



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**Thank you**

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

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

**FROM:** Mayor Parrish, Chairman, NVTa Finance Committee

**DATE:** November 5, 2020

**SUBJECT:** Fiscal Year 2020 Financial and Compliance Audit Reports

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1. **Purpose.** To seek the Northern Virginia Transportation Authority (NVTa) acceptance of the FY2020 Financial and Compliance Audit Reports as recommended by the Finance Committee. A ZIP file was used to pre-distribute the reports prior to the meeting due to the file size.
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, 2020.*
3. **Background.**
  - 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 FY2020 financial reports.
  - c. PBMares, LLP, through one of the firm's partners, Mr. Michael Garber, CPA, MBA presented the FY2020 audited financial reports to the Authority's Finance Committee on October 15, 2020. The Finance Committee serves as the Authority's Audit Committee.
  - d. The Authority's FY2020 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 FY2020.

**Attachment:**

- Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2020 (Pre-distributed as noted above.)
- The FY2020 Audit Reports will be available at <http://thenovaauthority.org/funding/audited-financial-statements-adopted-budgets/> shortly after acceptance.

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

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

**FROM:** Monica Backmon, Executive Director

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

**DATE:** November 5, 2020

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- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County.
- 2. Suggested Motion:** *I move approval of the Prince William County request to reallocate \$11,129,041 in RSTP funds from the Route 15 Improvements with Railroad Overpass to the Neabsco/Potomac Commuter Garage.*
- 3. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On October 22, 2020, Prince William County requested the following transfers:

- Transfer of \$11,129,041 in RSTP funds from “Route 15 Improvements with Railroad Overpass” UPC T17496 to “Neabsco/Potomac Commuter Garage” UPC T111485

This SMART SCALE funded project will construct a 1,400-space parking garage for public and commuter bus use located adjacent to I-95. The project will reduce existing and projected congestion, improve connectivity to I-95 and enhance access to industrial, commercial and retail areas. The project is scheduled to be completed in FY 2023. Approval of the requested transfer of funds will allow the project to stay on schedule.

At its meeting on October 22, 2020, the RJACC recommended approval of the request.

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

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

November 12, 2020

Ms. Helen Cuervo  
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 Ms. Cuervo:

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

On October 22, 2020, Prince William County requested the following transfers:

- Transfer of \$11,129,041 in RSTP funds from "Route 15 Improvements with Railroad Overpass" UPC T17496 to "Neabsco/Potomac Commuter Garage" UPC T111485

This SMARTS SCALE funded project will construct a 1,400-space parking garage for public and commuter bus use located adjacent to I-95. The project will reduce existing and projected congestion, improve connectivity to I-95 and enhance access to industrial, commercial and retail areas. The project is scheduled to be completed in FY 2023.

Approval of the requested transfer of funds will allow the project to stay on schedule.

On November 12, 2020, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall  
Chair

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



October 20, 2020

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

RE: Request to Transfer RSTP & CMAQ Funds

Ms. Backmon,

Prince William County requests the approval of the NVTa RJACC for the transfer of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds.

Prince William County requests the transfer of a total of \$11,129,041 in future RSTP funds. The RSTP donor project is the Route 15 Improvement with Railroad Overpass Project (UPC T17496). The receiver project is the Neabsco/Potomac Commuter Garage project (UPC 111485). This project constructs a 1,400-space parking garage for public and commuter bus use located adjacent to 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 FY 2023 to significantly improve local and regional congestion. Approval of the requested transfer of funds will allow the project to stay on schedule.

Prince William County also requests the transfer of a total of \$6,289,930 in prior year CMAQ funds. The CMAQ donor project is the VRE Rippon Station Platforms Project (UPC T10671). The VRE Rippon Station Platforms Project has been included in Transforming Rail in Virginia Program, authorized by the General Assembly during the 2020 legislative session. As a result, the project has been delayed until 2030 and VRE and the County requests to transfer of the funds to an active project to better align funding with project schedules. The receiver project is the VRE Broad Run Station Project (UPC T8523). This project will expand station and train storage capacity to alleviate regional congestion. Transfer of the requested funds will allow the project to stay on track for completion in 2024. A letter from VRE making this request is also attached.

The Neabsco/Potomac Commuter Garage project has not been previously authorized by NVTa for funding. As a result, approval by NVTa will be necessary pending RJACC approval. The VRE Broad Run Station Project has received prior approval from NVTa and only RJACC approval is requested. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

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

Ricardo Canizales  
Director of Transportation

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

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 10/20/2020

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

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$11,129,041

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)
T17496	Route 15 Improvement with Railroad Overpass	RSTP	N	2022	\$6,391,000.00	111485	Neabsco/Potomac Commuter Garage	N					
		RSTP	N	2023	\$4,738,041.00	111485	Neabsco/Potomac Commuter Garage	N					

TOTAL OF TRANSFER - \$11,129,041

Attach Signed Request of Transfer Letter



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

**TO:** Members Northern Virginia Transportation Authority

**FROM:** Chair Randall, Chair – Governance and Personnel Committee

**DATE:** November 5, 2020

**SUBJECT:** Draft 2021 Legislative Program

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- 1. Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with a draft of the proposed 2021 Legislative Program and summary document for discussion, as prepared by the Governance and Personnel Committee (GPC).
- 2. Background:** The Governance and Personnel Committee last met on Thursday, November 12, 2020, to review and comment on a preliminary draft of the 2021 Legislative Program. This draft is being presented for discussion purposes.
- 3. Preparation of the draft 2021 Legislative Program:**
  - i. The Committee received a briefing from Ms. Tracy Baynard which recapped the 2020 General Assembly Special Session and reviewed preparations and an outlook for the 2021 session.
  - ii. A preliminary draft of the 2021 Legislative Program was presented and discussed by the Committee.
  - iii. Two major initiatives for the 2021 Legislative Program are presented as;
    1. Protective language regard NVTa funding and authority.
    2. Flexibility for continued virtual meetings.

**Attachments:**

- A. 2021 Legislative Program (Draft)
- B. 2021 Legislative Program One Pager (Draft)



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

## **NVTA 2021 State and Federal Legislative Program**

**GPC Review 11-12-20**  
**(Adopted: XXXX)**

### **PREAMBLE:**

The Northern Virginia Transportation Authority (Authority), created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects, to address the mobility needs of Planning District 8, is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars. The Authority brings Northern Virginia jurisdictions and agencies together to prioritize and fund regionally significant multimodal transportation solutions. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation, also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements, and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the 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.

### **2021 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:**

#### **I. RESTORE LONG TERM FUNDING TO THE AUTHORITY (Revised Position)**

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 2% Transit Occupancy Tax and the \$.15/\$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 recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session, the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022, the new interstate funding tools will raise just under \$20 million annually for the Authority and its member jurisdictions. However, actual receipts and March 2020 pre-COVID Commonwealth revenue estimates, indicate this revenue will average \$13.6 million from FY2021 through FY2026. **NEW LANGUAGE**

In the 2020 General Assembly Session, the Authority secured an additional \$50 million in replacement dedicated revenues. Starting May 1, 2021, the Authority and the member jurisdictions, will have access to a \$.10/\$100 regional grantors tax and \$20 million annually from the state Commonwealth Transportation Fund. **NEW LANGUAGE**

An additional \$32 million in annual dedicated revenues is still needed to restore the region (Authority) to pre-2018 levels of funding. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

## **II. PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (New Position)**

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill in funding needs the Commonwealth is unable to meet to keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region.

## **III. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS FOR PUBLIC BODIES (NEW POSITION)**

In response to the COVID-19 health and safety emergency, the General Assembly and Governor approved budget language allowing public bodies to hold meetings virtually in times of health and safety concerns to conduct ordinary business. This flexibility has enabled the Authority to approve fund allocations that keep transportation improvements moving forward. We support permanent flexibility to hold meetings electronically that are accessible to the public when health and safety concerns are present.

### **A. STATE LEGISLATIVE PROGRAM**

#### **I. STATE FUNDING**

**Allocation of Statewide Revenues:** It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- a) **State of Good Repair: The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to**

**ensure Northern Virginia's primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.**

- i. The Authority encourages the Commonwealth to adopt performance metrics and a funding strategy for pavement and bridge maintenance that recognizes the unique use patterns in Northern Virginia where primary and secondary roads carry significantly more traffic than similar facilities in other parts of Virginia.

**b) Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below \$100 million.**

- i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region.
- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

**c) Transit Capital Funding: The Authority supports efforts to fully address the pending state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services.** Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges.

**d) Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure.** Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

**e) Smart Scale: The Authority supports allocation of state funds via objective and transparent data analysis.** In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost.

## **II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's

economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- a) **State of Good Repair:** The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.
  - i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.
- b) **Safety:** The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- c) **Sustainable Governance, Operating and Funding Reforms:** The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA's current and long-term challenges.
  - i. Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
  - ii. WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
  - iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.
- d) **Maximize Metrorail's Existing Infrastructure:** The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.
  - i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
  - ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

### **III. VIRGINIA RAILWAY EXPRESS (VRE)**

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.
- c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

#### **IV. LAND USE PLANNING**

**The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.**

#### **V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

**The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

**The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.**

**The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

#### **VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS**

**A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, teleworking, safe pedestrian and bicyclist movement; and user-friendly access to transit.** The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

## **FEDERAL LEGISLATIVE PROGRAM**

### **I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:**

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

**USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to rules to establish performance measures and standards for numerous programs;**

**The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region.** These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

**To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and**

**Safety and security must continue to be an important focus of transportation projects.**

*(Reaffirms previous position)*

### **II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:**

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.

- i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to provide at least \$200 million annually to address urgent capital needs of the region's critical transit backbone.
- ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
- iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Reaffirms Previous Position)

- b) **Maximize Metrorail's Existing Infrastructure:** The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- i. While focusing on safety and state of good repair, the region must also work

to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.

- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

### **III. VIRGINIA RAILWAY EXPRESS (VRE):**

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

### **IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:**

**The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)**

### **V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:**

**The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. (Reaffirms previous position)**

### **VI. FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:**

**The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)**

### **VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:**

**The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan**



**Washington National Airport.** Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*



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

### **Northern Virginia Transportation Authority**

#### **2021 Virginia General Assembly Priorities**

The Northern Virginia Transportation Authority has two priorities for the 2021 Virginia General Assembly session:

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

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region.

#### **SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS FOR PUBLIC BODIES**

In response to the COVID-19 health and safety emergency, the General Assembly and Governor approved budget language allowing public bodies to hold meetings virtually to conduct ordinary business. This flexibility has enabled the Authority to approve funding appropriations that keep transportation improvements moving forward. We support permanent flexibility to hold meetings electronically that are accessible to the public when health and safety concerns are present.

#### **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 Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions.

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 2% Transit Occupancy Tax and the \$.15/\$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 recognition of the pressing transportation needs in Northern Virginia, during the 2019 and 2020 General Assembly Sessions, the Governor and the General Assembly adopted new revenue sources to partially replace funds diverted from the region. When fully implemented in FY 2022, the new interstate funding tools gained in 2019 will raise just under \$20 million per year for the Authority and its member

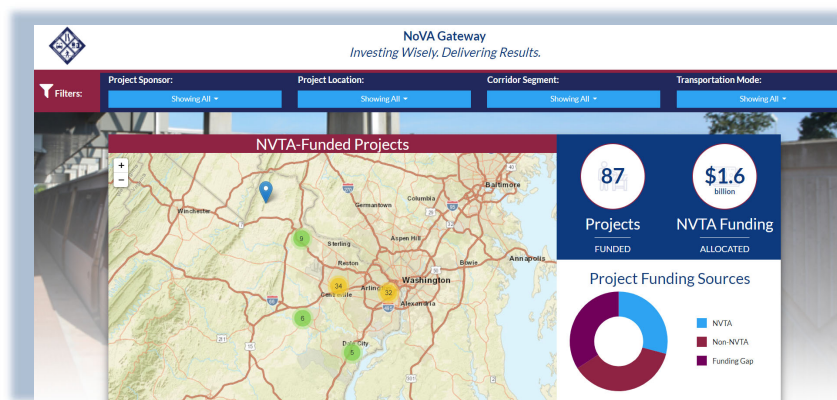
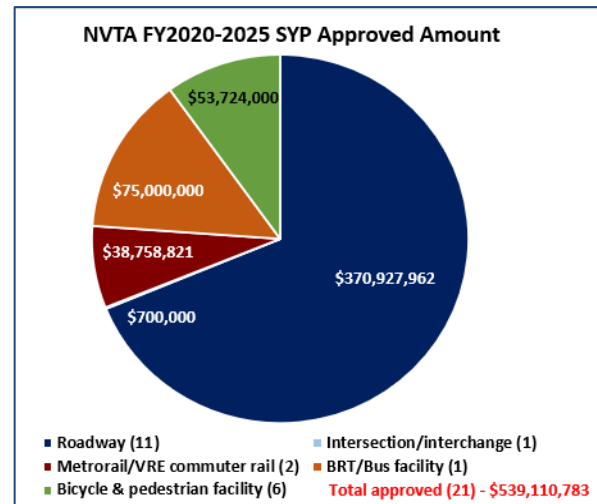
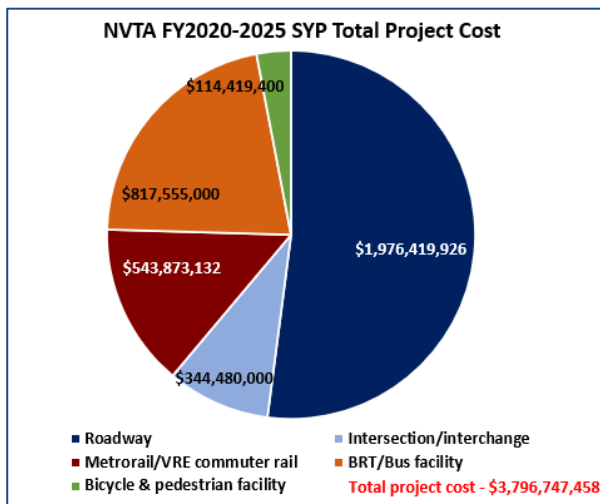
jurisdictions. When fully implemented in 2021, the additional \$50 million in will bring the Authority within \$32 million of revenue lost.

To restore the region's dedicated funding to pre-2018 levels, the Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

### At-a-Glance: FY2020-2025 Six Year Program Adoption

#### **\*\*Six Year Program Update Adopted, July 9, 2020**

- **Authority's 5<sup>th</sup> Funding Program – Most competitive to date**
- **\$1.44 Billion in regional revenue funds was requested by 13 Northern Virginia jurisdictions and agencies for 41 multimodal transportation projects**
- **\$539 Million in Authority regional revenues programmed on 21 multimodal transportation projects**
- **To date, the Authority is advancing a total of 106 regional multimodal transportation projects, totaling \$2.5 billion, for congestion reduction throughout the region**
- **\*\*Despite COVID-19 impacts on revenue, the Authority is able to preserve all project funding programs.**



### Introducing NOVA Gateway

The new [NoVA Gateway](#) dashboard offers current information and the status of ongoing and completed projects that use NVTA's regional revenues. The tool allows you to search by NVTA-funded project, location, transportation, and more...all in real-time.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** November 4, 2020

**SUBJECT:** FY2020 Report to the Joint Commission on Transportation Accountability

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- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) of the FY2020 Report developed for submission to the Joint Commission on Transportation Accountability (JCTA).
  - 2. Background.** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of HB2313. To meet this requirement, the NVTa staff has prepared a report to inform the JCTA on the FY2020 revenues, allocations, and an update on the use of the Northern Virginia Transportation Authority 70% Regional Revenue Funds for FY2021-2025, which focuses on the revenues programmed and appropriated for the Authority's FY2018-2023 and FY2020-2025 Six Year Programs, and 30% Local Distribution Revenue Funds for FY2014 to FY2020, which the NVTa jurisdictions used for various transportation projects and programs. The report also provides the revenue estimates for the period FY2021-2025.
- Attachment.** FY2020 Annual Report to the Joint Commission on Transportation Accountability

# **Planning For Evolving Needs**



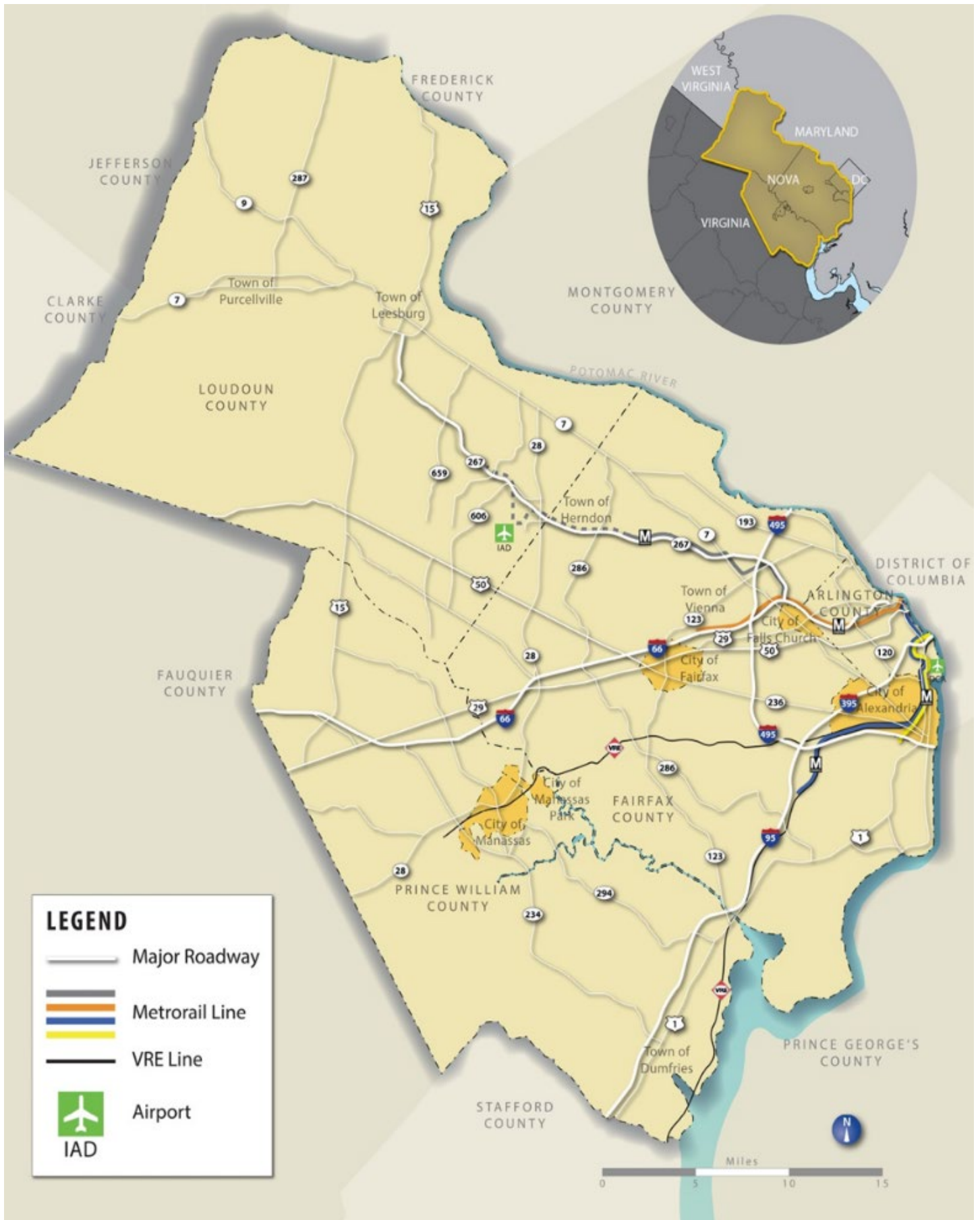
## **Fiscal Year 2020 Annual Report to the Joint Commission on Transportation Accountability**

**November 4, 2020**

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Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031  
Phone: (703) 642 4652  
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## NVTA Jurisdictions and Major Transportation Facilities in Northern Virginia



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## Background

The Northern Virginia Transportation Authority (NVTA) is a political subdivision of the Commonwealth of Virginia, created in 2002 by the General Assembly through the Northern Virginia Transportation Authority Act, Chapter 25, Title 33.2, of the Code of Virginia (Senate Bill 576). The NVTA's primary functions are to conduct regional transportation project planning, prioritization and funding for Northern Virginia.

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313). This legislation established a funding stream for transportation in Northern Virginia and allows the Authority to begin fulfilling its mission to address regional transportation challenges. HB 2313 separates these funds into "70% Regional Revenue," which is allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenue," which is distributed to jurisdictions for their transportation projects and purposes. Revenues began to flow to the Authority on July 1, 2013. Subsequently, on July 24, 2013, the Authority approved its first project list, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. The Authority adopted its next two programs, the FY2015-16 Program and the FY2017 Program on April 23, 2015, and July 14, 2016, respectively. On June 14, 2018, the Authority adopted its inaugural Six Year Program (FY2018-2023 SYP) with 44 projects totaling \$1.285 billion in funding. Subsequently, the Authority adopted the FY2020-2025 SYP on July 9, 2020, with 21 projects totaling \$539 million in funding.

The member jurisdictions of the NVTA include the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA's governing body consists of seventeen members as follows: the chief elected official, or their designees, of the nine cities and counties that are members of the Authority; two members appointed by the Speaker of the House (one must be a member of the House of Delegates) residing in different counties and cities embraced by the Authority; one member of the Senate, appointed by the Senate Committee on Rules; and two citizens who reside in different counties and cities embraced by the Authority, appointed by the Governor. In addition, the Director of the Virginia Department of Rail and Public Transportation, or his/her designee; the Commissioner of Highways, or his/her designee; and the chief elected officer of one town in a county which the Authority embraces, serve as non-voting member of the Authority.

Per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313. To meet this requirement, the NVTA has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2020.

## What is New?

During the 2018 General Assembly Session, HB1539/SB856 resulted in the diversion of two of the Authority's three revenue sources. The Transient Occupancy Tax and the Grantor's Tax were assigned to the WMATA Capital Fund. Additionally, this legislation required jurisdictions served by WMATA's Metro system to absorb \$27 million in annual costs. The combined annual impact was a loss of \$102 million in revenues for regional (70%) and local (30%) transportation use.

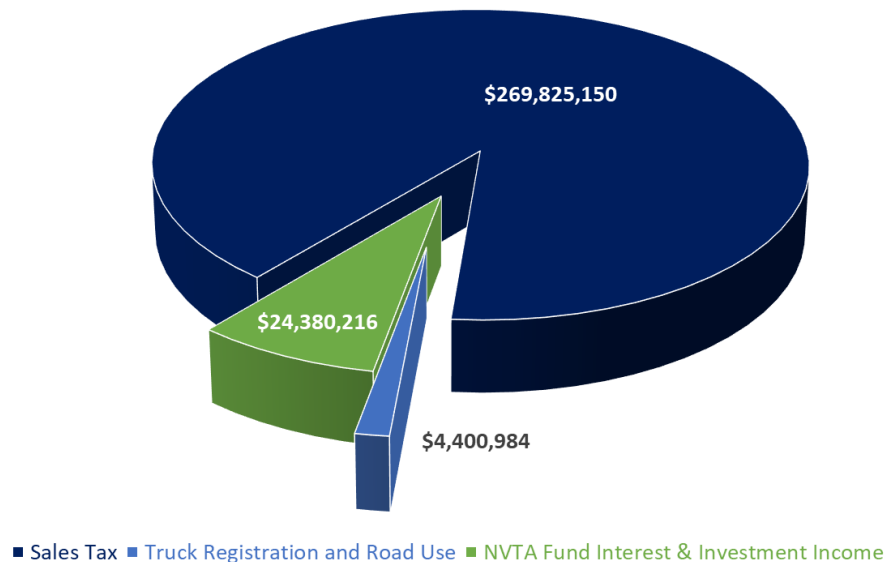
The 2019, General Assembly provided a small recovery of the \$102 million per year revenue diversion to WMATA through SB1716/HB2718, related to an I-81 funding agreement. The Commonwealth estimated that when fully implemented in FY 2022 this revenue stream would produce \$20 million per year. However, actual receipts, prior to the COVID-19 pandemic, have been substantially short of that estimate.

In 2020, the General Assembly amended numerous laws related to transportation across the Commonwealth. These changes were encompassed in HB1414/SB890, which when fully implemented, will return to NVTA, a portion of the Northern Virginia based Grantor's Tax diverted in 2018. Additionally, HB1414/SB890, includes a fixed amount annual transfer to NVTA of \$20 million. The 2019 and 2020 General Assembly actions are estimated by the Commonwealth to return to NVTA \$70 million of the \$102 million diverted to WMATA in 2018.

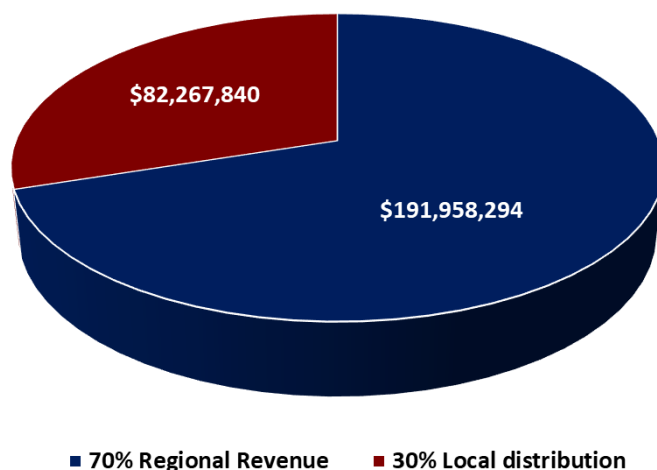
## Fiscal Year 2020 – Overall Revenue and Allocation

HB 2313 generated approximately \$274.2 million in FY2020. These funds were then distributed, as per HB 2313, with 30% to the member jurisdictions and 70% to the selected regional transportation projects. An additional \$24.3 million was generated through regional revenue fund interest making the total funds \$298.6 million.

*Figure 1. NVTA FY2020 Revenue Breakdown*



*Figure 2. NVTA FY2020 HB2313 Revenue Allocation*



Source: Audited NVTA FY2020 Financial Reports

# Fiscal Year 2020-2025 Six Year Program – 70 Percent Regional Revenue Funds

In July 2019, the Authority adopted its Six Year Program update for FY2020-2025 approving \$539 million for 21 multimodal projects across the region. Additionally, the Authority appropriated \$ 570,189,322 for 20 projects from the FY2018-2023 SYP in FY2020.

Details of the projects in the FY2020-2025 Program are provided in Table 1.

**Table 1. Projects Adopted in the FY2020-2025 Six Year Program**

Jurisdiction / Agency	Project Title	NVTA Funding Amount	Phases Funded
<b>County</b>			
Arlington	Rosslyn Multimodal Network Improvements	\$11,874,000	Design, PE, ROW, CN
Arlington	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	\$18,000,000	Design, PE, CN
Fairfax	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court	\$37,400,000	Design, PE, ROW, CN
Fairfax	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	\$27,700,000	Design, PE, ROW, CN
Fairfax	Richmond Highway Widening from Route 235 North to Route 235 South	\$120,387,962	ROW, CN
Fairfax	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	\$15,000,000	Design, PE, ROW, CN
Loudoun	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	\$36,700,000	CN
Loudoun	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	\$18,000,000	Design, PE, ROW, CN
Prince William	North Woodbridge Mobility Improvements	\$ 8,000,000	Design, PE, ROW, CN
Prince William	Summit School Road Extension and Telegraph Road Widening	\$ 24,000,000	CN
<b>City</b>			
Alexandria	Alexandria Duke Street Transitway	\$75,000,000	ROW, CN, Asset acquisition
City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	\$700,000	Design, PE, ROW, CN
City of Fairfax	Government Center Parkway Extension	\$3,540,000	ROW, CN
City of Fairfax	Old Lee Highway Multimodal Improvements	\$8,000,000	CN
City of Fairfax	Roadway Network Northfax West	\$2,200,000	ROW, CN
City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	\$6,900,000	Design, PE, ROW, CN
City of Falls Church	Downtown Falls Church Multimodal Improvements	\$8,300,000	ROW, CN
<b>Town</b>			
Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	\$78,000,000	CN
<b>Agency</b>			
VRE	VRE Crystal City Station Improvements*	\$15,800,000	CN
NOVA Parks Authority	Arlington W&OD Trail Enhancements	\$650,000	Design, PE
DRPT	Franconia-Springfield Passenger Rail Bypass	\$22,958,821	CN
<b>TOTAL</b>		<b>\$539,110,783</b>	

Note: PE – Preliminary Engineering; ROW – Right of Way; CN - Construction

## Fiscal Year 2020 – 30 Percent Local Distribution Revenue Funds

HB 2313 provides that 30% of the revenues received by the NVTa shall be distributed to the member jurisdictions, on a pro-rata basis, after the Authority completes the annual certification for each jurisdiction, ensuring that the funds were only used under the requirements of HB2313.<sup>1</sup> Counties are required by law to work cooperatively with towns (with a population of 3,500 or more) to ensure the towns receive their respective share of the 30% local revenues.

Each jurisdiction's 30% share is based on the total of the taxes that are generated or attributable to the jurisdiction. Use of 30% revenues is solely the decision of the jurisdiction, provided they are used for one of four purposes:

1. urban or secondary road construction;
2. capital improvements that reduce congestion;
3. other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or,
4. public transportation purposes.

Each jurisdiction annually certifies to the NVTa that the funds were used as required by HB 2313. The distribution of FY2020 30% Local Funds is noted in Table 2 below.

**Table 2. 30 Percent Local Funds Distribution for FY2020 (as of June 30, 2020)**

Jurisdiction	30% Local Funds
Arlington County	\$7,859,449
Fairfax County	\$34,460,459
Loudoun County	\$16,278,968
Prince William County	\$12,817,480
City of Alexandria	\$5,336,416
City of Fairfax	\$2,312,991
City of Falls Church	\$940,514
City of Manassas	\$1,912,561
City of Manassas Park	\$499,558
<b>Total Revenue</b>	<b>\$102,390,189</b>

*Source: Audited NVTa FY2020 Financial Reports*

*Note: Distribution includes interest accrued on the Local Distribution bank account*

All member jurisdictions received their proportional share of the 30% Local Funds in FY2020. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 3 shows the projects which jurisdictions are advancing with 30% local funds through FY2020. It is important to note that 30% funds can be accumulated over multiple years to advance projects.

With the passage of HB1539 in 2018, the distribution of 30% Local Funds was reduced starting in FY2019.

<sup>1</sup> Jurisdictions must enact the local Commercial and Industrial Property (C&I) at \$0.125 per \$100 valuation. Those jurisdictions that do not impose the C&I tax at the maximum allowed rate, will have to make an equivalent transfer for the difference or have their 30% revenues reduced by a corresponding amount. Jurisdictions that use the funds for non-transportation purposes will not receive 30% funds in the following year. Jurisdictions must also maintain a required level of prior local transportation funding in order to continue to receive 30% funds in the future.

**Table 3. Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds**

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
<b>Arlington County</b>		<b>\$ 35,810,354</b>	
Arlington Transit Vehicle Facility and Satellite Parking	Design, CN	\$ 5,738,871	Funded and ongoing
Capital Bikeshare (multiple locations)	Operations, Expansion	\$ 5,851,721	Funded and ongoing
Transit Operations (incremental cost for new routes)	Operations	\$ 4,411,061	Funded and ongoing
Improvements Outside Major Corridors (multiple locations)	Design, CN	\$ 4,406,021	Funded and ongoing
Bus Stops and Shelters, including accessibility improvements (multiple locations)	Design, CN	\$ 2,052,583	Funded and ongoing
Intelligent Transportation Systems (includes TMC and CCTV upgrades)	Design, Acquisition, CN	\$ 1,388,126	Funded and ongoing
Traffic Counts (multiple locations)	Other	\$ 1,056,969	Funded and ongoing
Transit Development Plan & ART Asset Management Plan	Study	\$ 275,247	Completed
Program Administration	Other	\$ 1,061,971	Funded and ongoing
Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (multiple locations)	Design, CN	\$ 3,534,062	Funded and ongoing
ART Bus Procurement	Acquisition	\$ 2,888,515	Funded and ongoing
Arlington Blvd Intersections (multiple locations)	Design	\$ 387,783	Completed
Court House Metrorail Station Second Elevator	Design	\$ 60,894	Funded and ongoing
Ballston-MU Metrorail Station West Entrance	Design	\$ 16,958	Funded and ongoing
STAR Call Center Office Space	Other	\$ 187,045	Completed
Bus Bay Expansion - East Falls Church Metro Station	Design, CN	\$ 50,222	Funded and ongoing
Bicycle and Pedestrian Facilities	Design, CN	\$ 1,039,379	Funded and ongoing
Carlin Springs Road Bridge over George Mason Drive	CN	\$ 526,800	Completed
Transit ITS and Planning (Includes TSP)	Other	\$ 732,476	Funded and ongoing
Transportation Demand Management	Other	\$ 143,650	Funded and ongoing
<b>Fairfax County</b>		<b>\$ 106,041,401</b>	
Fairfax Connector Service	Operations	\$ 39,855,545	Service in effect
Town Center Parkway DTR Underpass Rail Support	PE, CN	\$ 8,659,067	Project incorporated into Dulles Rail project
Fairfax County Parkway/Popes Head Road Interchange	PE, Design	\$ 4,000,000	Ongoing
Frontier Drive Extension	PE, Design	\$ 3,000,000	Design/PE ongoing
Various Project Implementation Works	Other	\$ 5,977,460	Ongoing
Braddock Road Multimodal Study	Study	\$ 1,622,687	Completed. Design/Construction by VDOT
Route 1 Bus Rapid Transit	PE, Design	\$ 708,703	Project team continues to work on the environmental study and roadway design.
Herndon Metrorail Parking Garage	PE, Design, CN	\$ 1,893,194	New Garage opened to public in April 2019 to facilitate work on existing garage.
Traffic Studies/Planning (7 individual projects)	Other	\$ 2,218,392	Various stages
Spot Roadway Program (13 individual projects)	All	\$ 4,656,087	Various stages
Innovation Center Metrorail Parking Garage	PE, Design, CN	\$ 762,205	Substantially complete; Facility will open to public when Silver Line Phase 2 service begins.
Route 1 Study (Pohick to Occoquan)	Study	\$ 651,424	Completed
Soapstone Drive DTR Overpass	PE, Design	\$ 8,227,562	Environmental/Design/Supplemental Architectural Survey ongoing

Shirley Gate Extension (Planning)	Study	\$	405,895	Completed
Springfield Parking Garage	PE, Design	\$	223,648	Ongoing
Seven Corners Interchange Improvements	PE, Design	\$	196,602	Scope and consultant selection for this study has been finalized.
Tysons Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$	87,318	Completed
Braddock Road Improvement Ph 2	Other	\$	5,400,000	In preliminary stages
Route 7 widening	PE, Design, CN	\$	3,078,499	Ongoing
I-66/ Random Hills Road	Other	\$	10,471	Ongoing
Balls Hill Road & Old Dominion Drive	PE, Design	\$	336,300	Ongoing
WMATA Capital Funding	WMATA Capital Fund	\$	14,070,342	County transfer to the WMATA Capital Fund, per VA Code.
<b>Loudoun County</b>		<b>\$</b>	<b>102,925,954</b>	
Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$	12,315,652	Funded and ongoing (Design)
Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$	6,000,000	Funded and ongoing (Construction)
Northstar Blvd 79 (Route 50 to Shreveport)	CN	\$	14,282,000	Funded and ongoing (Design)
Contingency - Sidewalks (Countywide)	Design	\$	1,279,759	Funded and ongoing
Northstar / Belmont Ridge Rd Traffic Signal	CN	\$	620,000	Funded and ongoing (Construction)
Contingency - Traffic Signal (Countywide)	Design	\$	44,379	Funded and ongoing
Mooreview Pkwy (Croson to Old Ryan Rd)	CN	\$	324,608	Funded and ongoing (Construction)
Contingency - Traffic Calming (Countywide)	Design, CN	\$	47,324	Funded and ongoing
Farmwell Rd (Smith Switch to Ashburn Rd)	Design, CN	\$	3,500,000	Funded and ongoing (Design)
Northstar Blvd 79 (Route 50 to Tall Cedar)	Design, ROW, CN	\$	7,350,000	Funded and ongoing (ROW)
Project Management Consulting Services	Design	\$	238,750	Funded and ongoing
Braddock Riding Center Drive Signal	Design, ROW, CN	\$	83,555	Complete
Woodgrove & Fields Farm Road	Design, ROW, CN	\$	4,000,000	Funded and ongoing (ROW)
Belmont Ridge Road South	Design, ROW, CN	\$	2,400,000	Funded and ongoing (PE)
Marblehead Drive & Gloucester Traffic Study	Design, ROW, CN	\$	50,000	Funded and ongoing (PE)
Crosstrail Phase A2 Claudia Dr & Sycolin Road	Design, ROW, CN	\$	1,594,493	Funded and ongoing (Construction)
Loudoun County Parkway and Beaumeade Circle Signal	Design, ROW, CN	\$	460,123	Funded and ongoing (Construction)
Oak Grove Road Route 824	PE, Design	\$	60,000	Funded and ongoing (Design)
Route 9 & Route 287 Roundabout	Design, CN	\$	1,000,000	Funded and ongoing (Design)
Shaw Road Improvements	CN	\$	322,339	Funded and ongoing (ROW)
Braddock Summerall Supreme	CN	\$	2,421,000	Funded and ongoing (Design)
Edgewater Street Sidewalk	PE, Design	\$	300,000	Funded and ongoing (Construction)
Montresor Road Sidewalk	PE, Design	\$	255,200	Funded and ongoing (Design)
West Poplar Road Traffic Study	PE	\$	38,420	Complete
Traffic Calming Signs	CN	\$	54,256	Funded and ongoing (Construction)
Moorefield Parkway to Moorefield Station	CN	\$	4,340,000	Funded expected to start Oct 2018
Westwind Drive State St to Ladbrook Drive	CN	\$	3,064,125	Funded expected to start
Leesburg Tuscarora Creek Trail	CN	\$	1,800,000	Funded expected to start (FY 2021)
Hillsboro Route 9 Improvements	CN	\$	3,361,000	Funded and ongoing (IFB)
Route 7 & Route 690 Interchange	CN	\$	3,845,000	Funded
Crosstrail Phase B	CN	\$	1,490,000	Funded
Sterling Sidewalks	Design	\$	10,000	Complete
River Creek Sidewalks	Design	\$	23,305	Funded and ongoing (Design)
Broadlands Blvd Sidewalk	CN	\$	4,500	Funded and ongoing (Construction)
LC Parkway Dulles Landing to Route 50	CN	\$	1,173,687	Funded
Belmont Ridge Road & Freedom Trail Sidewalk	CN	\$	140,429	Funded
Belmont Ridge Road Improvements (Gloucester to Hay)	Design, CN	\$	10,805,386	Funded
W&OD Crossing Improvements	Design	\$	440,000	Funded and ongoing (Design)
Route 7 Improvements (Route 9 to Dulles Greenway)	Design, CN	\$	3,620,000	Funded



Prentice Lockridge Loudoun County Parkway	Design	\$ 2,017,103	Funded and ongoing (Design)
Leesburg Bus Shelters	Design, CN	\$ 60,000	Funded
Metro Capital Contribution	Other	\$ 7,689,561	Funded
<b>Prince William County</b>		<b>\$ 75,889,355</b>	
Minnieville Road (Spriggs Rd to Route 234)	PE, ROW, CN	\$ 19,950,000	Completed
Neabsco Mills Road Widening (Route 1 to Smoke Court)	ROW, CN	\$ 9,378,750	Design ongoing
Virginia Railway Express (VRE) Subsidy	Transit Subsidy	\$ 29,544,611	\$5,968,406 in FY17, \$5,363,372 in FY18, \$6,183,745 in FY19, \$6,098,311 in FY20, and \$5,930,777 in FY21
Prince William Parkway (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project Management	\$ 1,750,000	Completed
Route 28, Phase 2 (Relocated Vint Hill Road to Fitzwater Drive)	CN	\$ 1,500,000	Completed
Route 1 Jefferson Davis Hwy (Neabsco Mills to Featherstone)	ROW	\$ 1,200,000	Completed
Potomac and Rappahannock Transportation Commission (PRTC) Subsidy	Transit Subsidy	\$ 1,298,017	One-time payment in June of 2017 (FY 17) to PRTC of \$1,298,017 to make up the shortfall between our subsidy obligations to PRTC and fuel tax revenue
University Blvd Extension (Sudley Manor Dr to Edmonston Dr)	PE, ROW, CN	\$ 6,867,081	Design ongoing
Telegraph Road (Horner) Traffic Signal Project	PE, ROW, CN	\$ 650,000	Completed - Signal operational
Dumfries Road Shared Use Path/Trail (Country Club Drive to Exeter Drive)	CN	\$ 1,470,896	Completed
Potomac and Neabsco Parking Garage	ROW	\$ 2,280,000	Funded and ongoing (PE)
Old Bridge Road at Gordon Boulevard (Route 123) Intersection Improvements	PE	\$ 1,500,000	Project will be further evaluated by VDOT prior to beginning PE
Devlin Road Widening (Linton Hall Rd to Wellington Rd)	PE	\$ 4,000,000	Design ongoing
Minnieville Road/Prince William Parkway Interchange	PE	\$ 2,500,000	PE (30% Design)
Van Buren Road Extension (Route 234 to Cardinal Drive) NEPA Study	PE	\$ 2,000,000	NEPA study ongoing
<b>City of Alexandria</b>		<b>\$ 29,378,138</b>	
DASH Bus Fleet Replacement	Bus Procurement	\$ 16,454,000	Funded and ongoing
WMATA Capital Contribution	Design, CN	\$ 7,113,911	Funded and ongoing
Additional WMATA Subsidy (Base Ops)	Support for WMATA subsidy	\$ 4,256,000	Completed
Bus Shelters and Benches	CN	\$ 519,227	Completed
Seminary Rd at Beauregard St Ellipse	Design	\$ 325,000	Funded and ongoing
Route 1 at E Reed Intersection Improvements	CN	\$ 350,000	Completed
Cameron & Prince Pedestrian and Bicycle Facilities	CN	\$ 300,000	Completed
Access to Transit - City Sidewalk Connections	CN	\$ 60,000	Completed
<b>City of Fairfax</b>		<b>\$ 11,459,246</b>	
CUE Operations	Operations	\$ 6,747,672	Ongoing
Jermantown Road	CN	\$ 869,302	Complete
Traffic Signal Preemption	CN	\$ 386,154	Complete
Roadbed Reconstruction (Route 50 Kamp Washington to Fairchester Dr)	CN	\$ 430,306	Complete
George Snyder Trail	CN	\$ 93,329	PE ongoing
Emergency Power Battery Backup	CN	\$ 73,567	Complete
Old Town Sidewalk Spot Widening	Study, PE	\$ 55,391	PE ongoing
Traffic Signal Upgrades	CN	\$ 35,214	Complete
Burke Station Road Sidewalk	PE, ROW, CN	\$ 33,329	CN ongoing
Chain Bridge Road Sidewalk	PE, CN	\$ 27,001	ROW ongoing
Northfax West Planning	PE	\$ 21,712	PE ongoing

Railroad Avenue Sidewalk	PE	\$	19,515	PE ongoing
Old Town Traffic Study	Study	\$	14,841	Complete
Orchard Drive Sidewalk Design	PE	\$	14,775	PE ongoing
Government Center Parkway Extension	PE	\$	12,715	PE ongoing
Orchard Street/CBR Intersection Evaluation	PE	\$	11,517	Complete
Cobbdale Traffic Calming	PE	\$	9,107	Complete
University Drive Road Diet	PE	\$	48,262	Complete
Mason to Metro Bike Route	PE	\$	13,884	Complete
University Drive Extension	PE	\$	6,211	PE ongoing
Fairfax Boulevard Sidewalk Improvements	PE	\$	715	PE ongoing
Eaton/CBR Intersection	PE	\$	130,175	PE for Smart Scale application complete; awaiting funding
Pickett Trail Connector	PE	\$	37,559	PE for Smart Scale application complete; awaiting funding
Warwick/Fairfax Blvd	PE	\$	78,751	PE for Smart Scale application complete; awaiting funding
University Drive Traffic Calming	PE	\$	112,004	RW phase
Transportation Project Evaluation for Smart Scale Applications	Other	\$	152,964	Complete
Downtown Electronic Parking Signage	Other	\$	170	Ongoing
<b>City of Falls Church</b>		<b>\$</b>	<b>5,784,244</b>	
South Washington POA Multimodal Improvements	PE, RW, CN	\$	1,145,000	Funded and expected to start in September 2019
WMATA Subsidy (Citywide)	Operations & Capital	\$	1,635,505	Annual spending
Van Buren Bridge Improvements	PE, CN	\$	275,000	Completed
Funds Match DRPT Bus Shelter (Route 7, various locations)	PE, RW, CN	\$	220,772	Completed
Bikeshare Connections to Metro (Citywide)	PE only	\$	51,708	Completed/In close-out
Downtown Area Pre-scoping	PE Only	\$	60,000	Funded and ongoing
W&OD Trail Improvements (Various locations)	PE, RW, CN	\$	40,000	Funded and expected to start in July 2023
N Wash & Columbia Signal & Intersection Improvements	PE, RW, CN	\$	112,500	Funded pending SYIP. Ad date 10/19/20
N West & Great Falls Signal	PE, RW, CN	\$	75,000	Funded and in CN
Infrastructure Programs - Signals- S Maple Ave and W Annandale Rd Signal	PE, RW, CN	\$	328,751	Funded pending SYIP and ongoing. Ad date 01/31/2023
Transportation Program Management (DRPT match)	Operating expense	\$	16,000	Funded and ongoing. TDM grant match
NVTA Expense (Annual)	Operating expense	\$	50,573	Annual spending in the past
Broad Street Ped Crossing	PE, RW, CN	\$	195,000	Funded and ongoing. Ad date: 3/4/21
W&OD Trail Crossings	PE, RW, CN	\$	164,400	Funded and ongoing. Ad date: 3/31/21
N West Pedestrian Improvements	PE, CN	\$	150,000	Completed
Veterans Commons Park	PE, RW, CN	\$	60,000	Funded and expected to start in July 2023
South Washington POA - Maple Ave & S Wash Intersection	PE, RW, CN		579,227	Funded and ongoing. Ad date: 02/28/21
South Washington POA - S Wash & Annandale Intersection	PE, RW, CN		412,500	Funded and ongoing. Ad date: 1/20/25
Envision Route 7	PE only	\$	23,000	Funded
Neighborhood Traffic Calming	PE, RW, CN	\$	100,000	Funded and ongoing
Berman Park	PE,RW,CN		8,291	New - Funded, design/PE to start in FY21
Traffic signal program	Other		81,017	In program account; not yet allocated to projects.
<b>City of Manassas</b>		<b>\$</b>	<b>9,442,026</b>	
Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$	1,659,000	Completed
Dean Dr Extended (Route 28 to existing Dean Drive)	PE, ROW, CN	\$	1,993,000	Design - Construction expected to start Spring 2021 (funded)
Battle St (Portner Street to Quarry Road)	PE, ROW, CN	\$	381,646	Completed
Grant Avenue (Lee Avenue to Wellington Rd)	PE, ROW, CN	\$	900,000	Design - Construction expected to start Spring 2021 (funded)



Sidewalk & Bicycle Infill Initiatives (Citywide)	PE, ROW, CN	\$ 1,535,700	5 projects: 2 completed & 3 in design (funded)
Centerville Road Improvements (Liberia Ave to City Limits)	PE	\$ 803,687	Completed
Fairview Avenue/Tudor Intersection Improvements	PE, ROW	\$ 200,000	Traffic signal warrant study in FY19. Reevaluation in FY23
Grant Avenue Pedestrian Improvements (at Center Street)	CN	\$ 22,680	Completed
Godwin Drive Bike Trail (Wellington Road to Hastings Drive)	PE, ROW, CN	\$ 900,000	Design - Construction expected to start Spring 2021 (funded)
Roundabout Sudley/Centerville	PE	\$ 425,000	Feasibility study completed (unfunded)
Transportation Master Plan (Citywide)	Planning	\$ 175,000	Completed
Commercial Corridor streetscape: Mathis Streetscape from Sudley Road to Liberia Ave. (Planning) & Liberia Ave/Route 28 intersection pedestrian improvements (Design)	Planning, PE, ROW, CN	\$ 146,313	2 projects: 1 in planning (unfunded) & 1 in design (funded)
Traffic Signal Coord & Upgrades (Citywide)	CN	\$ 300,000	Funded and on-going
<b>City of Manassas Park</b>		<b>\$ 823,218</b>	
Conner Drive Extension	PE, ROW, CN	\$ 36,687	Acquisitions complete. Utility relocations ongoing. Advertisement in 2021.
Moseby Drive Culvert Replacement	PE, ROW, CN	\$ 43,396	Construction contract awarded.
Street Resurfacing	CN	\$ 498,457	Ongoing
Sidewalk, Curb & Gutter, and Asphalt Repairs	CN	\$ 244,679	Ongoing
<b>Town of Dumfries</b>			
None			
<b>Town of Herndon</b>		<b>\$ 8,521,000</b>	
Van Buren Street Improvements (Old Spring Street to Herndon Parkway)	PE, Design, ROW, Utility, CN	\$ 1,778,000	PE completed, RW underway, CN begins 2021
Elden St and Center St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 850,000	PE completed, RW underway, CN begins 2020
Elden St and Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 977,000	PE completed, RW underway, CN begins 2021
Park Ave & Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 450,000	Construction completed 2017
Trails to Herndon Metrorail (Herndon Pkwy/Van Buren St to Metrorail)	PE, Design, ROW, Utility, CN	\$ 415,000	PE completed; ROW underway
Worldgate Drive Extension	PE, Design	\$ 150,000	Survey, engineering design completed 2016
Park Avenue sidewalks (sidewalk extension of Park Ave. and Monroe St. project)	Utility, CN	\$ 100,000	Construction completed 2017
Widen East Spring Street (Herndon Parkway to Town limits)/with Herndon Parkway cycle track	ROW, Utility, CN	\$ 968,000	PE completed; ROW underway; CN begins 2021
Traffic Signal Uninterruptable Power Supply (UPS) for Town Arterial Roadways	PE, Design, ROW, Utility, CN	\$ 350,000	Completed
Sterling Road Improvements (Elden Street to Town Limits)	PE, Design	\$ 204,000	Study and Concept Design underway
Herndon Parkway Intersection Improvements at Van Buren Street	CN	\$ 1,000,000	PE completed; RW / CN underway
Herndon Metrorail Intermodal Access Improvements	CN	\$ 1,125,000	PE completed; RW / CN underway
Herndon Metrorail Transit-Related Growth Study	Study	\$ 154,000	Study underway
<b>Town of Leesburg</b>		<b>\$ 8,905,091</b>	
Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 587,000	PE Phase. Design is ongoing. Construction scheduled to begin in 2021.
Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln)	Design, ROW, CN	\$ 3,017,300	CN Phase
Morven Park Rd Improvements (W Market St to Old Waterford Rd)	Design, ROW, CN	\$ 2,349,200	PE Phase. Design is ongoing. Construction scheduled to begin in Winter 2020/2021.

West Market St Sidewalk (Morven Park Rd to Ayr St)	Design, ROW, CN	\$ 1,664,000	CN Phase
Traffic Management System/Emergency Evacuation System (Townwide)	CN	\$ 521,347	Completed
Battlefield Parkway (S King St to Dulles Greenway)	CN	\$ 701,000	Completed
Edwards Ferry Road Sidewalk, Bus Shelters & Bus Route Signs	Design, ROW, CN	\$ 65,244	CN Phase
Edwards Ferry Road NE Sidewalk Improvements	Design, ROW, CN	\$ 214,000	PE Phase. Design is ongoing. Construction scheduled to begin in 2021.
<b>Town of Purcellville</b>		<b>\$ 2,969,915</b>	
Nursery Ave Improvements	Design, ROW, CN	\$ 696,744	Design complete, ROW complete, construction began August 2020
32nd & A Street Intersection Improvements	Design, ROW, CN	\$ 506,000	Complete
Main & Maple Intersection Improvements, Phase 1	Design, ROW, CN	\$ 648	Complete
Main & Maple Intersection Improvements, Phase 2	Design, ROW, CN	\$ 159,344	Design is underway
12th Street Drainage & Roadway Improvements	Design, ROW, CN	\$ 1,000,000	Design is underway
32nd & Main Street Intersection Improvements	Design, ROW, CN	\$ 486,783	Design is underway
Hatcher Avenue Sidewalk Improvements	Design, ROW, CN	\$ 120,396	Design and ROW ongoing. Construction in 2021.
<b>Town of Vienna</b>		<b>\$ 5,510,000</b>	
Follin Lane SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,500,000	Completed
Marshall Road SW Sidewalk	PE, ROW, CN	\$ 830,000	Completed
Church Street NE Sidewalk	PE, ROW, CN	\$ 330,000	Completed
Park Street NE Sidewalk	PE, ROW, CN	\$ 550,000	Design 90% complete
Old Courthouse Road Sidewalk	PE, ROW, CN	\$ 2,300,000	Design 100%, ROW 100%, Construction Winter 2021
<b>TOTAL</b>		<b>\$ 403,459,941</b>	

Notes:

- PE: Preliminary Engineering; ROW: Right of Way; CN: Construction

- This list was generated on October 23, 2020 based on responses from jurisdictions to an NVTa staff request

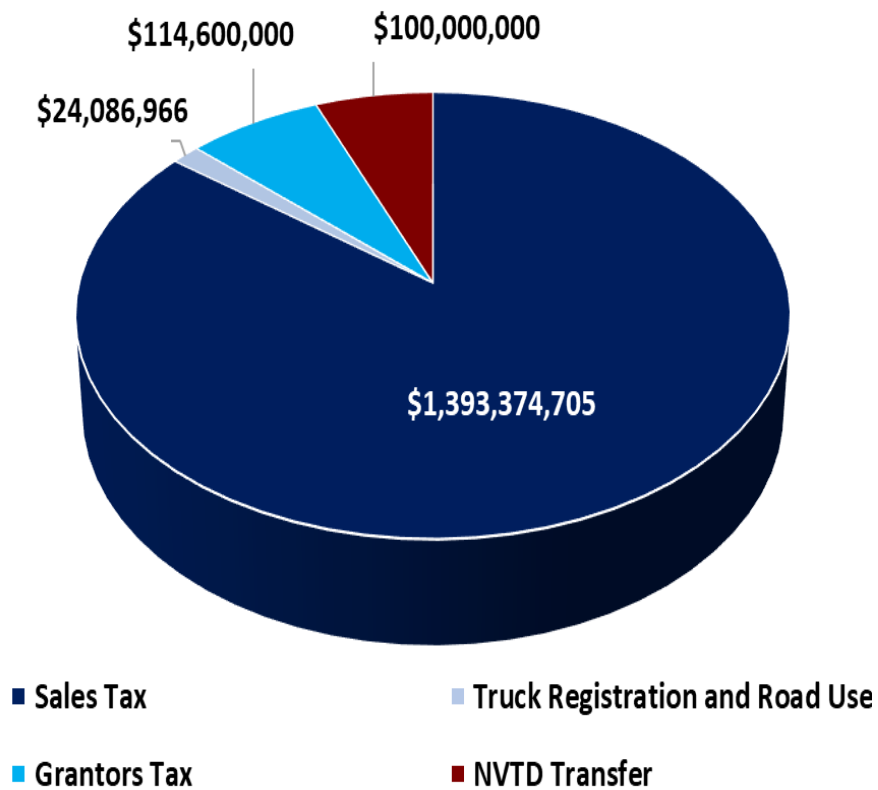
## Fiscal Year 2021-2025 Revenue Estimates

The Authority's revenue estimates are made using a multi-jurisdictional approach. Jurisdictional input is heavily relied upon in making the revenue estimates. Current revenue projections for FY2021 through FY2025 are shown in the table below. These estimates were adopted by the Authority in May 2020 and reflect funding changes through the 2020 General Assembly Session and the impact of the COVID-19 pandemic.

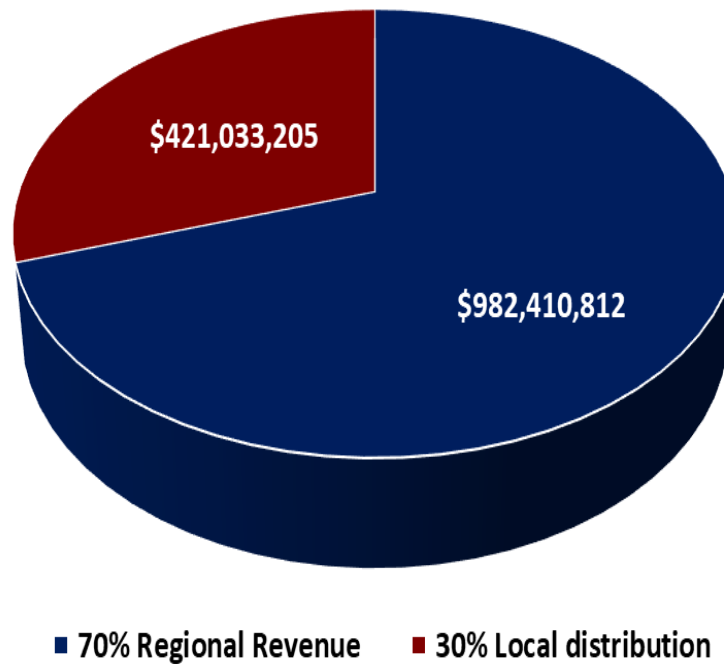
**Table 4. NVTa Revenue and Distribution Estimates for FY2021–2025**

NVTa Revenue	FY2021 Projection	FY2022 Projection	FY2023 Projection	FY2024 Projection	FY2025 Projection	Five-Year Total
Sales Tax	\$218,287,309	\$269,593,219	\$294,409,812	\$301,770,057	\$309,314,308	\$1,393,374,705
Truck Registration & Road Use	\$2,128,723	\$3,910,372	\$6,015,957	\$6,015,957	\$6,015,957	\$24,086,966
Grantors Tax	\$11,100,000	\$19,500,000	\$24,000,000	\$30,000,000	\$30,000,000	\$114,600,000
NVTd Transfer	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$100,000,000
<b>Total Revenue</b>	<b>\$265,846,393</b>	<b>\$272,982,830</b>	<b>\$280,453,992</b>	<b>\$288,142,662</b>	<b>\$296,018,140</b>	<b>\$1,403,444,017</b>

**Figure 3. NVT A FY2021-2025 Estimated Revenue Breakdown**



**Figure 4. NVT A FY2021-2025 Estimated Revenue Allocation**



*Source: Audited NVT A FY2020 Financial Reports*

## Voting Members

### Chair

**Hon. Phyllis J. Randall**, Loudoun County

### Vice Chairman

**Hon. Harry J. “Hal” Parrish, II**, City of Manassas

**Hon. Jennifer Boysko**, Virginia Senate

**Hon. Katie Cristol**, Arlington County

**Mary Hughes Hynes**, Governor’s Appointee, Commonwealth Transportation Board

**Jim Kolb**, Governor’s Appointee

**Hon. Jeffrey C. McKay**, Fairfax County

**Hon. David L. Meyer**, City of Fairfax

**Hon. Jeanette Rishell**, City of Manassas Park

**Hon. Danica Roem**, Virginia House of Delegates

**Hon. David Snyder**, City of Falls Church

**Hon. Vivian Watts**, Virginia House of Delegates

**Hon. Ann Wheeler**, Prince William County

**Hon. Justin Wilson**, City of Alexandria

## Non-Voting Members

**Hon. Derrick R. Wood**, Town of Dumfries

**Helen Cuervo**, Virginia Department of Transportation

**Jennifer Mitchell**, Virginia Department of Rail and Public Transportation



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

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

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

**FROM:** Mayor Parrish, Chair – Finance Committee

**DATE:** November 5, 2020

**SUBJECT:** Finance Activity Report

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1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with a report of Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met October 15, 2020. The meeting was chaired by Finance Committee Vice-Chair Mayor Rishell. The next meeting is scheduled for Thursday, November 19, 2020 at 1:00 PM. The following summarizes the October 15th meeting.

**3. Action Item Summary:**

FY2020 Finance Statement Audit. The Finance Committee also serves the Authority as the Audit Committee. In that role, the Committee received a presentation and draft audit from Mr. Michael Garber a Partner with audit firm PBMares, LLP.

Mr. Garber advised the Committee that the draft audit indicates the Authority will receive an unmodified or ‘clean’ audit opinion. Additionally, he recapped some of the notable aspects of the Authority’s financial condition and indicated Authority staff had prepared well for the audit.

The Committee voted unanimously to recommend Authority acceptance of the audit at the November meeting.

**4. Discussion Item Summary:**

- a. The Committee received reports and discussed:
  - i. Monthly Investment Report
  - ii. Monthly Revenue Report
  - iii. Monthly Operating Budget Report

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

**TO:** Chairman Parrish and Members, NVTa Finance Committee

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

**DATE:** October 9, 2020

**SUBJECT:** Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) Finance Committee with required reports on investment activities and portfolio performance through September 30, 2020.
- 2) **Background:** This report is on investment activity through September 2020 and affirms the portfolio 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.

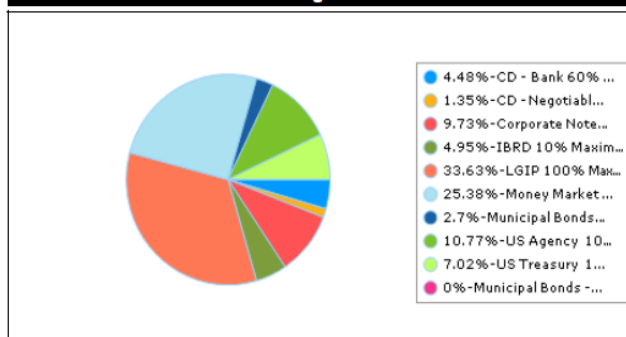


### Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

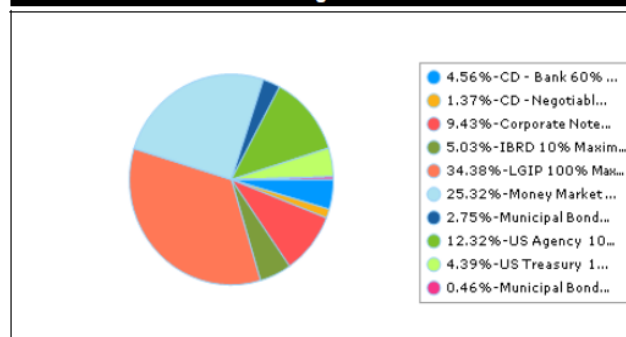
Begin Date: 8/31/2020, End Date: 9/30/2020

Asset Category Allocation				
Asset Category	Book Value 8/31/2020	% of Portfolio 8/31/2020	Book Value 9/30/2020	% of Portfolio 9/30/2020
CD - Bank 60% Maximum	49,815,273.30	4.48	49,815,273.30	4.56
CD - Negotiable 25% Maximum	15,000,000.00	1.35	15,000,000.00	1.37
Corporate Notes 50% Maximum	108,096,340.00	9.73	103,092,009.77	9.43
IBRD 10% Maximum	55,016,848.78	4.95	55,015,847.46	5.03
LGIP 100% Maximum	373,827,632.32	33.63	375,903,900.86	34.38
Money Market 60% Maximum	282,051,985.96	25.38	276,819,141.52	25.32
Municipal Bonds - US 75% Maximum	30,014,583.91	2.70	30,013,623.89	2.75
US Agency 100% Maximum	119,693,477.80	10.77	134,667,492.78	12.32
US Treasury 100% Maximum	77,977,730.72	7.02	47,978,777.10	4.39
Municipal Bonds - Virginia 75% Maximum	0.00	0.00	5,043,169.20	0.46
Total / Average	1,111,493,872.79	100.00	1,093,349,235.88	100.00

Portfolio Holdings as of 8/31/2020



Portfolio Holdings as of 9/30/2020



### 3) Current Period Reports:

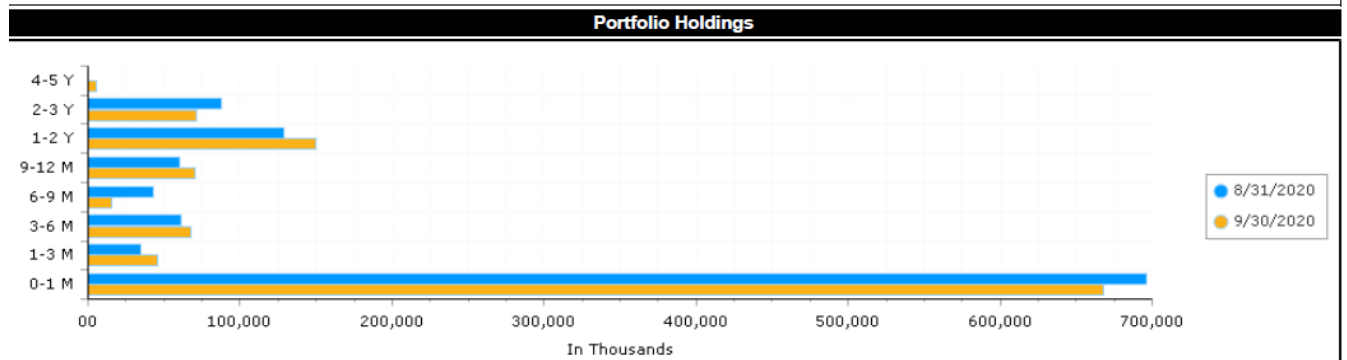
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



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

Begin Date: 8/31/2020, End Date: 9/30/2020

Maturity Range Allocation				
Maturity Range	Book Value 8/31/2020	% of Portfolio 8/31/2020	Book Value 9/30/2020	% of Portfolio 9/30/2020
0-1 Month	695,888,245.67	62.61	667,719,036.42	61.07
1-3 Months	34,953,809.39	3.14	45,473,888.40	4.16
3-6 Months	61,168,389.69	5.50	68,016,074.87	6.22
6-9 Months	42,937,873.73	3.86	15,573,440.70	1.42
9-12 Months	60,270,904.63	5.42	70,246,976.92	6.42
1-2 Years	128,601,038.84	11.57	149,734,368.87	13.70
2-3 Years	87,673,610.84	7.89	71,542,280.50	6.54
4-5 Years	0.00	0.00	5,043,169.20	0.46
Total / Average	1,111,493,872.79	100.00	1,093,349,235.88	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of .33 (1.0 = 1 year) and the maturity schedule shown above.

NVTA Investment Benchmarks	Sep-20 Month End
Fed Funds Rate	0.09%
Treasury 90 Day T Bill	0.10%
Local Government Investment Pool	0.22%
Virginia Non-Arbitrage Program	0.30%
<b>NVTA Performance</b>	<b>0.66%</b>

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of September 2020 was .661. 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;

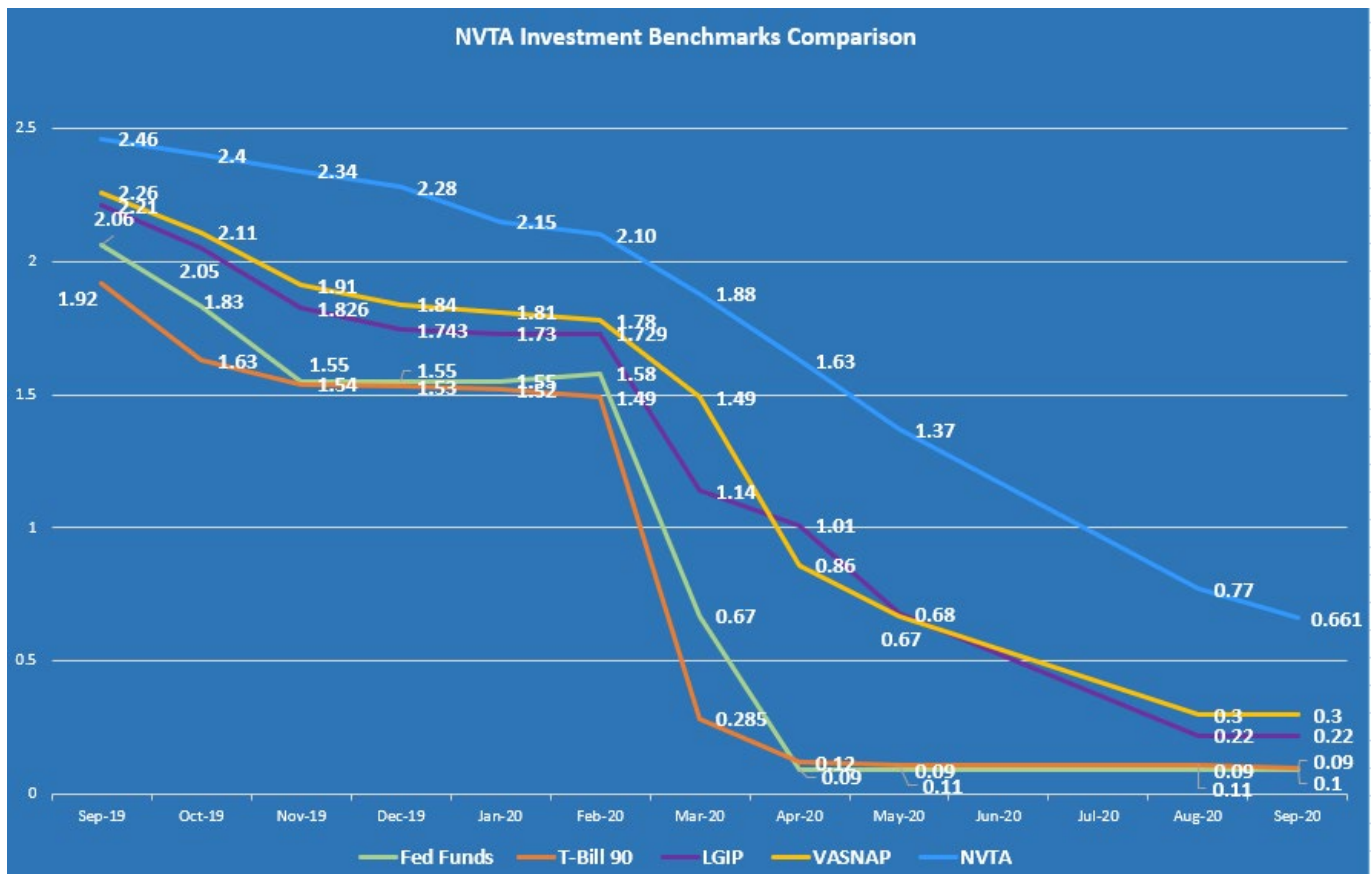
- i) Local Government Investment Pools (remains at 34%)
- ii) Collateralized bank money market accounts (remains at 25%)
- iii) AAA/AA rated investment grade corporate bonds (14% from 15%)
- iv) Treasuries and Agencies (17% from 16%)

**b) Liquidity:**

The NVTa Portfolio average duration was .33 – approximately one third of a year – reflecting a strategy to use local government investment pools to delay buying into the low market rates caused by the Federal Reserve’s economic intervention.

**c) Yield:**

- i) Given the change in market dynamics - the Federal Reserve has dropped rates near zero because of the pandemic – longer-dated maturities pay suboptimal rates. As such, NVTa intends to focus on shorter-term investments once the positive differences between the LGIP rates and Treasuries, Agencies and Corporates plays out (October/November 2020).
- ii) The NVTa portfolio is showing declines while still retaining valued compared to the benchmarks. However, over time NVTa’s portfolio performance will move (decline) with the market. The portfolio is well positioned to take early advantage of rising rates as COVID-19 lockdowns end and the economy begins to recover.





**5) Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTAs investment purchases and is where all of NVTAs 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. 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 NVTAs securities or cash.

**Attachments:** Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and annual audit.



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Portfolio Holdings Compliance - GASB 40 Report - As of 9/30/2020

Issuer	Face Amount Shares	Book Value	Market Value Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit										
Atlantic Union Bank 1.7 12/26/2020	9,500,000.00	9,500,000.00	9,500,000.00	NR	NR	0.87	87	12/26/2020	1.700	0.24
United Bank 1.9 1/14/2021	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.92	106	01/14/2021	1.900	0.29
United Bank 0.2 9/2/2021	30,315,273.30	30,315,273.30	30,315,273.30	NR	NR	2.77	337	09/02/2021	0.200	0.92
Sub Total / Average Certificate Of Deposit	49,815,273.30	49,815,273.30	49,815,273.30			4.56	243		0.827	0.67
Corporate Bond										
Apple Corp. 1.7 9/11/2022	16,145,000.00	16,114,276.54	16,582,206.60	S&P-AA+	Moody's-Aa1	1.48	711	09/11/2022	1.800	1.92
Apple Corp. Var. Corp 2/9/2022	5,011,000.00	5,035,812.90	5,041,015.89	S&P-AA+	Moody's-Aa1	0.46	497	02/09/2022	0.743	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,995,832.72	5,010,450.00	S&P-AA+	Moody's-Aa1	0.46	44	11/13/2020	2.718	0.12
Berkshire Hathaway 2.2 3/15/2021	7,386,000.00	7,365,631.53	7,439,326.92	S&P-AA	Moody's-Aa2	0.68	166	03/15/2021	2.833	0.46
Berkshire Hathaway 2.2 3/15/2021	10,000,000.00	10,006,146.66	10,072,200.00	S&P-AA	Moody's-Aa2	0.92	166	03/15/2021	2.061	0.46
Berkshire Hathaway 2.75 3/15/2023-23	10,000,000.00	10,506,048.25	10,533,900.00	S&P-AA	Moody's-Aa2	0.92	896	03/15/2023	0.665	2.39
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,532,698.09	5,616,600.80	S&P-AA	Moody's-Aa2	0.51	228	05/16/2021	2.923	0.62
Chevron Corp. 2.1 5/16/2021	5,000,000.00	5,034,960.00	5,050,900.00	S&P-AA	Moody's-Aa2	0.46	228	05/16/2021	0.973	0.62
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,003,550.66	1,004,440.00	S&P-AA	Moody's-Aa1	0.09	522	03/06/2022	0.618	0.00
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,525,281.68	7,533,300.00	S&P-AA	Moody's-Aa1	0.69	522	03/06/2022	0.618	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,029,676.94	10,046,800.00	S&P-AA	Moody's-Aa1	0.92	685	08/16/2022	0.610	0.00
IBRD 1.75 1/27/2023-21	30,000,000.00	30,002,347.46	30,124,500.00	S&P-AAA	Moody's-Aaa	2.75	849	01/27/2023	1.746	2.28
IBRD ADB Var. Corp 12/15/2021	25,000,000.00	25,013,500.00	24,977,750.00	S&P-AAA	Moody's-Aaa	2.29	441	12/15/2021	0.260	0.00
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,947,108.29	5,054,000.00	S&P-AAA	Moody's-Aaa	0.46	312	08/08/2021	2.850	0.85
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,997,432.49	5,005,200.00	S&P-AA-	Moody's-Aa3	0.46	23	10/23/2020	2.746	0.06
Walmart Var. Corp 6/23/2021	5,000,000.00	5,005,782.61	5,008,350.00	S&P-AA	Moody's-Aa2	0.46	266	06/23/2021	0.453	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,991,770.41	5,017,150.00	S&P-AA	Moody's-Aa2	0.46	76	12/15/2020	2.722	0.21
Sub Total / Average Corporate Bond	157,602,000.00	158,107,857.23	159,118,090.21			14.42	505		1.458	0.92
FFCB Bond										
FFCB Var. FFCB 8/1/2022	25,000,000.00	25,000,000.00	24,983,750.00	S&P-AA+	Moody's-Aaa	2.29	670	08/01/2022	0.160	0.00

Issuer	Face Amount Shares	Book Value	Market Value Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,005,250.00	S&P-AA+	Moody's-Aaa	0.46	348	09/13/2021	0.259	0.00
FFCB 0.23 8/3/2022	20,000,000.00	20,000,000.00	19,910,400.00	S&P-AA	Moody's-Aaa	1.83	672	08/03/2022	0.230	1.84
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,998,632.73	20,000,000.00	S&P-AA+	Moody's-Aaa	1.83	392	10/27/2021	0.145	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,033,884.79	10,069,400.00	S&P-AA+	Moody's-Aaa	0.92	768	11/07/2022	0.520	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,006,545.08	10,031,300.00	S&P-AA+	Moody's-Aaa	0.92	593	05/16/2022	0.370	0.00
Sub Total / Average FFCB Bond	90,000,000.00	90,039,062.60	90,000,100.00			8.24	593		0.241	0.41
FHLB Bond										
FHLB 1.67 8/25/2023-21	21,000,000.00	21,000,000.00	21,118,860.00	S&P-AA+	Moody's-Aaa	1.92	1,059	08/25/2023	1.670	2.84
Sub Total / Average FHLB Bond	21,000,000.00	21,000,000.00	21,118,860.00			1.92	1,059		1.670	2.84
FHLMC Bond										
FHLMC 1.875 11/17/2020	5,000,000.00	4,993,454.55	5,011,450.00	S&P-AA+	Moody's-Aaa	0.46	48	11/17/2020	2.910	0.13
Sub Total / Average FHLMC Bond	5,000,000.00	4,993,454.55	5,011,450.00			0.46	48		2.910	0.13
Local Government Investment Pool										
Commonwealth of VirginiaLGIP	11,998.18	11,998.18	11,998.18	S&P-AAA	NR	0.00	1	N/A	0.218	0.00
Commonwealth of Virginia LGIP	157,639,793.66	157,639,793.66	157,639,793.66	S&P-AAA	NR	14.43	1	N/A	0.218	0.00
VIP Stable NAV LGIP	218,252,109.02	218,252,109.02	218,252,109.02	S&P-AAA	NR	19.97	1	N/A	0.224	0.00
Sub Total / Average Local Government Investment Pool	375,903,900.86	375,903,900.86	375,903,900.86			34.40	1		0.222	0.00
Money Market										
Access National Bank MM	57,717,291.74	57,717,291.74	57,717,291.74	NR	NR	5.28	1	N/A	0.240	0.00
BB&T MM	464,173.24	464,173.24	464,173.24	NR	NR	0.04	1	N/A	0.010	0.00
John Marshall Bank ICS MM	47,628,996.63	47,628,996.63	47,628,996.63	NR	NR	4.36	1	N/A	0.330	0.00
United Bank ICS Checking MM	28,010,892.14	28,010,892.14	28,010,892.14	NR	NR	2.56	1	N/A	0.200	0.00
United Bank ICS Savings MM	52,020,513.21	52,020,513.21	52,020,513.21	NR	NR	4.76	1	N/A	0.200	0.00
United Bank MM	90,977,274.56	90,977,274.56	90,977,274.56	NR	NR	8.33	1	N/A	0.230	0.00
Sub Total / Average Money Market	276,819,141.52	276,819,141.52	276,819,141.52			25.33	1		0.240	0.00
Municipal Bond										
FFX CNTY VA GO 0.645 10/1/2025	5,000,000.00	5,043,169.20	5,019,200.00	S&P-AAA	Moody's-Aaa	0.46	1,827	10/01/2025	0.470	4.43
NYC GO 1.58 8/1/2021	20,000,000.00	20,006,531.55	20,153,000.00	S&P-AA	Moody's-Aa1	1.83	305	08/01/2021	1.541	0.83
NYC GO 1.58 8/1/2022	10,000,000.00	10,007,092.34	10,149,000.00	S&P-AA	Moody's-Aa1	0.92	670	08/01/2022	1.541	1.81
Sub Total / Average Municipal Bond	35,000,000.00	35,056,793.09	35,321,200.00			3.20	627		1.388	1.63
Negotiable Certificate Of Deposit										
TD Bank NY 2.5 3/23/2021	15,000,000.00	15,000,000.00	15,080,100.00	S&P-A1+	Moody's-P1	1.37	174	03/23/2021	2.500	0.48
Sub Total / Average Negotiable Certificate Of Deposit	15,000,000.00	15,000,000.00	15,080,100.00			1.37	174		2.500	0.48
Treasury Note										
T-Note 1.375 10/31/2020	10,000,000.00	9,990,692.96	10,010,400.00	S&P-AA+	Moody's-Aaa	0.92	31	10/31/2020	2.504	0.08
T-Note 1.625 10/15/2020	10,000,000.00	9,998,561.55	10,005,800.00	S&P-AA+	Moody's-Aaa	0.92	15	10/15/2020	1.981	0.04
T-Note 2 11/30/2020	5,000,000.00	5,000,592.15	5,015,500.00	S&P-AA+	Moody's-Aaa	0.46	61	11/30/2020	1.927	0.17

Issuer	Face Amount Shares	Book Value	Market Value Market Value	Credit Rating 1	Credit Rating 2	Portfolio %	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
T-Note 2 11/30/2020	6,000,000.00	6,001,545.61	6,018,600.00	S&P-AA+	Moody's-Aaa	0.55	61	11/30/2020	1.842	0.17
T-Note 2.375 12/31/2020	7,000,000.00	7,009,321.05	7,038,990.00	S&P-AA+	Moody's-Aaa	0.64	92	12/31/2020	1.835	0.25
T-Note 2.75 9/15/2021	10,000,000.00	9,978,063.78	10,249,200.00	S&P-AA+	Moody's-Aaa	0.92	350	09/15/2021	2.990	0.95
Sub Total / Average Treasury Note	48,000,000.00	47,978,777.10	48,338,490.00			4.39	110		2.256	0.30
TVA Bond										
TVA 3.875 2/15/2021	5,000,000.00	5,015,484.88	5,069,100.00	S&P-AA+	Moody's-Aaa	0.46	138	02/15/2021	3.017	0.38
TVA 3.875 2/15/2021	13,500,000.00	13,619,490.75	13,686,570.00	S&P-AA+	Moody's-Aaa	1.24	138	02/15/2021	1.500	0.38
Sub Total / Average TVA Bond	18,500,000.00	18,634,975.63	18,755,670.00			1.69	138		1.910	0.38
Total / Average	1,092,640,315.68	1,093,349,235.88	1,095,282,275.89			100	184		0.661	0.33

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

**FOR:** Chairman Parrish and Members of the NVTa Finance Committee

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

**DATE:** October 9, 2020

**SUBJECT:** Monthly Revenue Report

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- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTa) Finance Committee on monthly revenue receipts and 30% funds distributed to member localities.
- 2. Background:** The attached reports reflect funding received and distributed through September 2020. September receipts represent the first month of receipts for FY2021.
- 3. Comments:**
  - a. FY2021 Revenues (Attachment A)**
    - i. The Authority has received approximately \$26.5 million through the September 2020 transfers from the Commonwealth.
    - ii. Actual revenue (one month of sales tax receipts annualized) compared to FY2021 budgeted revenue annual sales tax revenues through September 2020 show a 26% positive variance. It is too early in the revenue cycle to rely on the positive variance to be sustained through the remaining 11 months. Nor do we know the future impact of the COVID-19 pandemic as the colder months approach. FY2021 projected revenue is expected to rise and fall throughout the fiscal year as a result of the unpredictable path of the COVID-19 virus and its impact on the economy.
    - iii. The Authority has received two months of Regional Congestion Fees (Grantors Tax) at the reduced rate of \$0.05/100.
    - iv. The Authority has not yet received Heavy Truck Registration and Diesel Fuel revenue for FY2021. Per VDOT, these funds cannot be distributed to the Authority until the 2020 General Assembly Special Session.
  - b. FY2021 Distribution to localities (Attachment B)**
    - i. Seven of the Authority's member jurisdictions have completed the required annual HB2313 certification to receive FY2021 Local Distribution Funds (30%).
    - ii. As of September 2020, \$6.5 million has been distributed in Local 30% Distribution funds for FY2021 to member jurisdictions.

**c. FY2015 to FY2021 Year over Year Revenue Comparison (Attachment C).**

- i. 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 through September 2020.

**Attachments:**

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through September 2020
- B. FY2020 30% Distribution by Jurisdiction, through September 2020
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for September 2015 to 2020

# Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY						
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES						
Based on: Revenue Data Through September 2020						
FYE June 30, 2021						
Regional Sales Tax						
Transaction Months	1	Received To Date	Annualized Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 1,501,394	\$ 18,016,726	\$ 14,188,675	\$ 3,828,051	
Arlington County		1,728,019	20,736,225	21,828,731	(1,092,506)	
City of Fairfax		800,566	9,606,789	5,893,757	3,713,032	
Fairfax County		9,276,649	111,319,785	92,335,532	18,984,253	
City of Falls Church		290,697	3,488,369	2,401,160	1,087,209	
Loudoun County		4,857,118	58,285,421	42,347,738	15,937,683	
City of Manassas		554,579	6,654,949	5,020,608	1,634,341	
City of Manassas Park		156,804	1,881,651	1,309,724	571,927	
Prince William County		3,774,870	45,298,441	32,961,384	12,337,057	
Total Sales Tax Revenue		\$ 22,940,696	\$ 275,288,355	\$ 218,287,309	\$ 57,001,046	26.1%
Vehicle License-Registration Fees						
Transaction Months	1	Received To Date	Annualized Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ -	\$ -	\$ 138,367	\$ (138,367)	
Arlington County		-	-	212,872	(212,872)	
City of Fairfax		-	-	57,476	(57,476)	
Fairfax County		-	-	900,450	(900,450)	
City of Falls Church		-	-	23,416	(23,416)	
Loudoun County		-	-	412,972	(412,972)	
City of Manassas		-	-	48,961	(48,961)	
City of Manassas Park		-	-	12,772	(12,772)	
Prince William County		-	-	321,437	(321,437)	
Total Vehicle License-Registration Fees		\$ -	\$ -	\$ 2,128,723	\$ (2,128,723)	-100.0%
Regional Congestional Relief Fee						
Transaction Months	2	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 490,588	\$ 2,943,528	\$ 721,500	\$ 2,222,028	
Arlington County		314,939	1,889,636	1,110,000	779,636	
City of Fairfax		27,768	166,611	299,700	(133,089)	
Fairfax County		1,246,640	7,479,841	4,695,300	2,784,541	
City of Falls Church		67,619	405,713	122,100	283,613	
Loudoun County		715,616	4,293,698	2,153,400	2,140,298	
City of Manassas		31,418	188,510	255,300	(66,790)	
City of Manassas Park		28,709	172,251	66,600	105,651	
Prince William County		617,309	3,703,852	1,676,100	2,027,752	
Total Regional Congestion Relief Fee		\$ 3,540,607	\$ 42,487,279	\$ 11,100,000	\$ 31,387,279	282.8%
NVTD Transfer from COVA						
Transaction Months	1	Received To Date	Revenue based on YTD Receipts	FY2021 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ -	\$ -	\$ 1,300,000	\$ (1,300,000)	
Arlington County		-	-	2,000,000	(2,000,000)	
City of Fairfax		-	-	540,000	(540,000)	
Fairfax County		-	-	8,460,000	(8,460,000)	
City of Falls Church		-	-	220,000	(220,000)	
Loudoun County		-	-	3,880,000	(3,880,000)	
City of Manassas		-	-	460,000	(460,000)	
City of Manassas Park		-	-	120,000	(120,000)	
Prince William County		-	-	3,020,000	(3,020,000)	
Total NVTD Transfer from COVA		\$ -	\$ -	\$ 20,000,000	\$ (20,000,000)	-100.0%
Total Revenue Received		\$ 26,481,303	\$ 317,775,635	\$ 251,516,032	\$ 66,259,603	26.34%
		\$ 26,481,303				

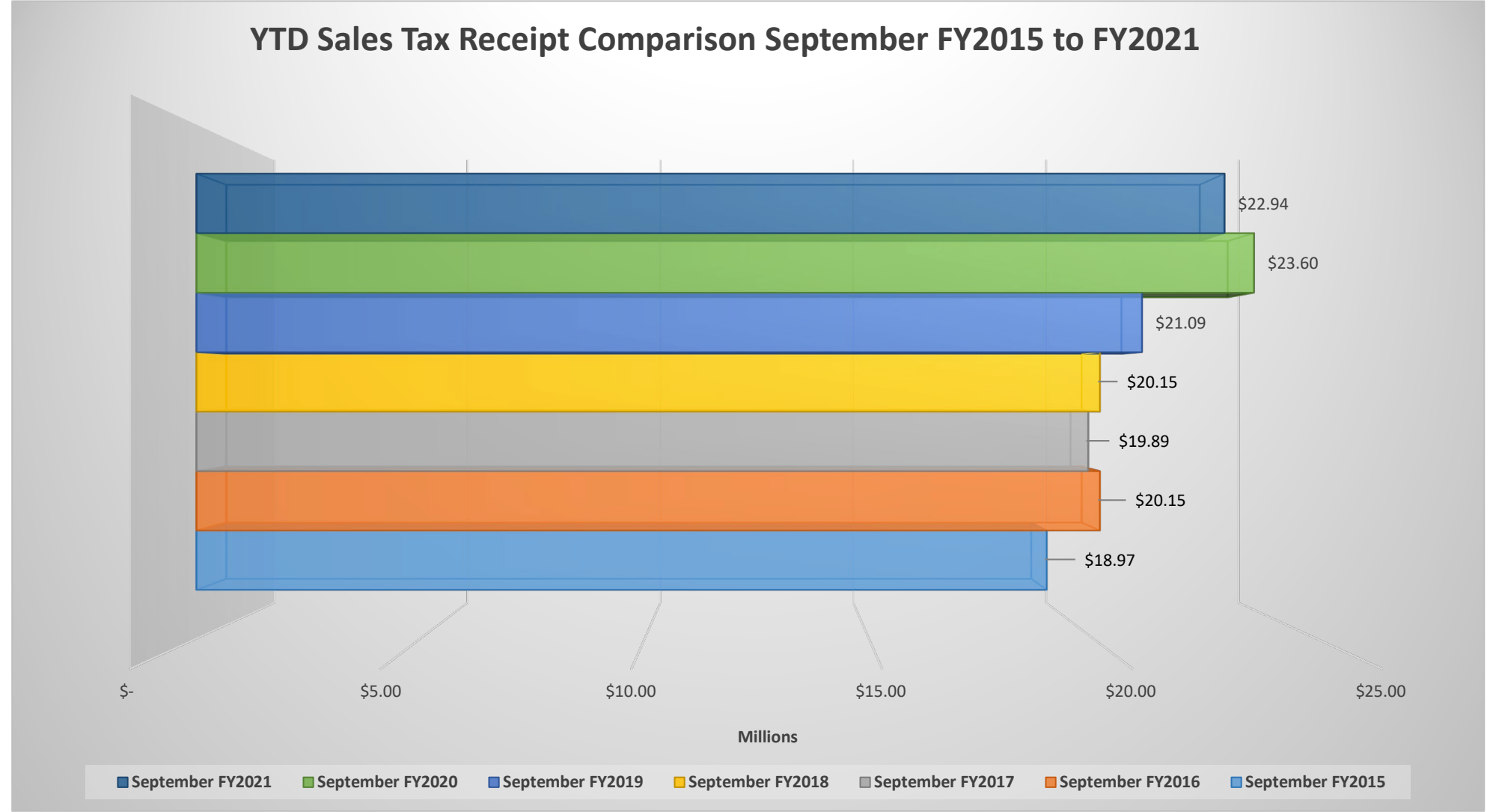
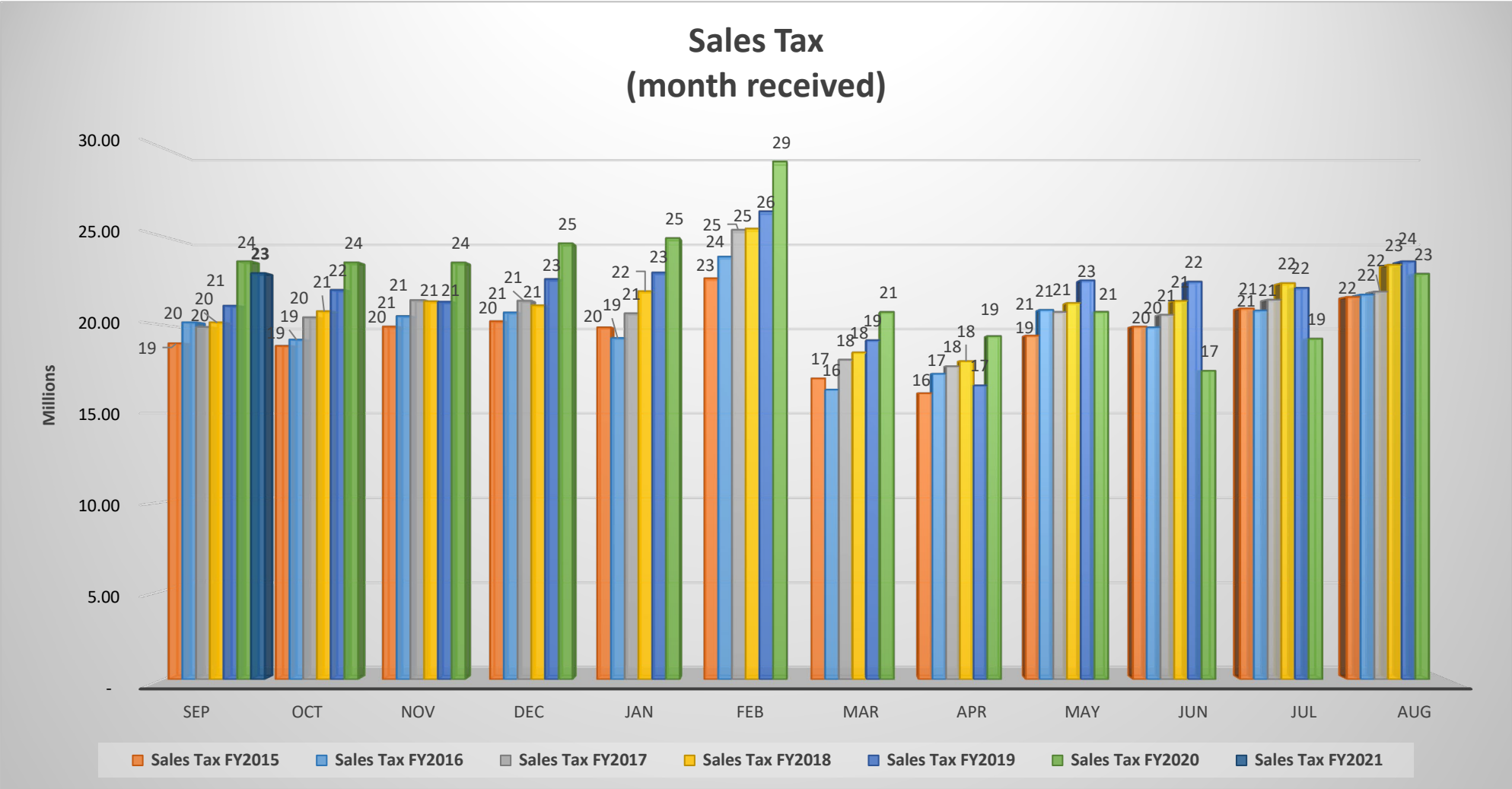
## Attachment B

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**FY2020 30% DISTRIBUTION BY JURISDICTION**

**Based on: Revenue Data Through September 2020**

[illegible]





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

**FOR:** Chairman Parrish and Members, NVTa Finance Committee

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

**DATE:** October 9, 2020

**SUBJECT:** Monthly Operating Budget Report

---

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) Finance Committee on the Authority's Operating Budget for FY2021.
2. **Background:** The Authority elected to fund the Operating Budget for FY2021 through transfers from the Regional Revenue Fund.
3. **Comments:** Through September 30, 2020, the FY2021 Operating Budget has produced the following:
  - a. The Operating Budget is being funded through quarterly transfers of \$692,305 from the Regional Revenue Fund.
  - b. As of September 30, 2020, the Authority has utilized 20% of its FY2021 expenditure budget.
  - c. Through September 30, 2020, all expense account categories within the operating budget remain within budget.
  - d. The attached statement shows the total operating budget income and expenditure activity for FY2021 through September 30, 2020.

**Attachment:** FY2021 Monthly Operating Budget through September 30, 2020

10/07/20

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## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## Income Statement

For the Accounting Period: 9 / 20

Page: 1 of 2

Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
<b>Expenses</b>						
410000	Personnel Expenses					
110	Salaries-Regular Pay	100,795.52	318,084.77	1,524,073.00	1,205,988.23	21
130	Health & Dental Benefits	12,930.34	53,968.77	247,968.00	193,999.23	22
131	Payroll Taxes	5,586.94	20,129.87	118,210.00	98,080.13	17
132	Retirement VRS	15,259.62	27,900.58	124,506.00	96,605.42	22
133	Life Insurance	2,947.08	4,580.39	20,331.00	15,750.61	23
134	Flex Spending/Dependent Care	57.08	114.16	881.00	766.84	13
135	Workers Comp		1,326.00	1,698.00	372.00	78
137	Disability Insurance	3,158.42	7,151.65	18,196.00	11,044.35	39
	Total Account	140,735.00	433,256.19	2,055,863.00	1,622,606.81	21
420000	Professional Services					
210	Audit & Accounting Services	12,000.00	12,000.00	29,500.00	17,500.00	41
220	Bank Service	175.95	175.95	750.00	574.05	23
230	Insurance		7,458.00	6,385.00	-1,073.00	117
240	Payroll Services	180.60	761.80	2,606.00	1,844.20	29
260	Public Outreach & Regional Event Support	325.00	9,816.24	59,093.00	49,276.76	17
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services			35,875.00	35,875.00	
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	2,000.00	6,100.00	70,000.00	63,900.00	9
265	Investment Custody Svc			25,000.00	25,000.00	
	Total Account	14,681.55	36,311.99	241,909.00	205,597.01	15
430000	Technology/Communication					
310	Acctg & Financial Report Systems	1,846.25	24,534.30	111,347.00	86,812.70	22
330	IT Support Svc Incl Hosting	1,629.68	5,403.49	24,295.00	18,891.51	22
335	GIS/Project Mgt/Modeling	3,466.66	3,466.66	136,679.00	133,212.34	3
340	Phone Service & Web Ex Chgs	797.42	3,024.67	11,136.00	8,111.33	27
350	Web Develop & Hosting	382.50	2,433.41	9,756.00	7,322.59	25
	Total Account	8,122.51	38,862.53	293,213.00	254,350.47	13
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions	58.38	1,750.59	10,544.00	8,793.41	17
412	Duplication & Printing		642.85	14,610.00	13,967.15	4
414	Hosted Meeting Expenses		195.75	5,000.00	4,804.25	4
415	Mileage/Transportation			11,450.00	11,450.00	
417	Office Lease		42,134.88	173,256.00	131,121.12	24
418	Office Supplies	0.99	554.46	8,065.00	7,510.54	7
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	120.00	711.30	23,650.00	22,938.70	3
	Total Account	179.37	45,989.83	248,775.00	202,785.17	18
	Total Expenses	163,718.43	554,420.54	2,839,760.00	2,285,339.46	20

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
	Net Income from Operations	-163,718.43	-554,420.54			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue			2,769,220.00	-2,769,220.00	
	Total Other Revenue	0.00	0.00	2,769,220.00	-2,769,220.00	
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			567,952.00	567,952.00	
825	Transf to Equip Reserve			26,986.00	26,986.00	
	Total Account			594,938.00	594,938.00	
	Total Other Expenses	0.00	0.00	594,938.00	594,938.00	
	Net Income	-163,718.43	-554,420.54			

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

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

**DATE:** November 5, 2020

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

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

**2. Background.** The PPC met on November 2, 2020.

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

- **A resolution to hold a remote electronic meeting was approved unanimously.** This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
- **The September 29, 2020 meeting summary was approved unanimously.**

**3. TransAction.**

- Mr. Jasper shared with the Committee a proposed vision and potential goals. The proposed new elements of equity, safety, and sustainability were briefly discussed. The complementary approaches of performance measures and core values were discussed. The topic of equity and major equity issues in the region were also discussed by the Committee.
- **The motion recommending to the Authority the approval of the proposed vision statement was passed unanimously.**

**4. NVTa update.** NVTa Executive Director Ms. Backmon noted that the November 12 Authority meeting will receive presentations from the auditors on NVTa's FY2020 financial audit as well as from Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and Office of Intermodal Planning and Investment (OIPI).

**5. Next steps.** The PPC will continue to be engaged in the update of NVTa's long-range transportation plan, TransAction, in the coming months. The Committee will continue to

discuss the new elements in detail and how these could be incorporated into the goals, objectives, and the complementary approaches of performance measures and core values.

The Committee will meet in the first week of December on a date convenient for the Committee members.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Colbert, Chair, Planning Coordination Advisory Committee

**DATE:** November 5, 2020.

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

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1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on October 28, 2020.

Due to the current public health emergency, the meeting was held online with 12 members joining remotely. The Committee took action on following three items:

- a. A resolution to hold a remote electronic meeting was adopted unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority, and their committees to conduct business meetings electronically.
  - b. The September 23, 2020, meeting summary was approved, with abstentions from members who did not attend the September 23, 2020 meeting.
  - c. Approval of recommendation of the TransAction vision statement to the Authority.
3. **TransAction Vision and Goals.** Continuing from the last PCAC meeting, Mr. Jasper presented more details on TransAction vision and goals. Currently the vision statement highlights three keywords – equity, sustainability, and resiliency, to read – “*Northern Virginia will plan for, and invest in, a **safe, equitable, sustainable,** and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds **resilience***”. He also discussed two complementary ways to incorporate the associated goals/objectives/performance measures in TransAction analytical framework – a. performance-based planning; and b. “Core-value” approach.

This presentation was followed with a discussion on how to approach the equity issue. Several committee members opined to approve the vision statement, and then work with details to address this issue in the November meeting. A number of regional initiatives were mentioned that are geared to address the equity issue, and the need to work with them.

With this discussion, the current vision statement was unanimously approved for recommendation to Authority.

4. **NVTA Update.** NVTA Executive Director Ms. Backmon stated that there will be three presentations in upcoming Authority meeting – 495 Next Project, I-495 American Legion Bridge Transit/Transportation Demand Management (TDM) study, and the VTrans Update. She also mentioned that the Commonwealth General Assembly Special Session is coming to an end, and staff is closely monitoring on any funding impact to Authority, especially the Revenue Sharing program.
5. **Next steps.** I envision the PCAC will continue to be engaged in the update of its long-range plan TransAction.
6. Due to holidays, upcoming meeting dates/times are changed as follows:  
November: Wednesday, November 18, at 6:00 p.m.  
December: Wednesday, December 16, at 6:00 p.m.



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** November 5, 2020

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

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on October 21, 2020. Due to the current pandemic, the meeting was held via a WebEx online meeting. Six members attended the online meeting and the meeting was also livestreamed on YouTube.
3. **The Committee took action on the following items:**
  - a. **Resolution finding the need to conduct meeting electronically:**  
A resolution to hold a remote electronic meeting was approved unanimously. This resolution was based on the recent passage of the amendments to HB 29 – the FOIA Bill, which allows regional bodies such as the Authority and their committees to conduct business meetings electronically.
  - b. **Summary Notes of September 16, 2020 Meeting:**  
The meeting summary for the September 16, 2020 meeting was approved unanimously.
4. **The Committee discussed the following information/action items:**
  - a. **TransAction Update- Vision & Goals**  
Mr. Jasper, the Principal, presented the newly proposed vision and goals for the updated TransAction, to the Committee, seeking feedback. The Committee offered input during the meeting on the proposed language.  
  
The discussion focused on the proposed additional vision elements of equity, safety, and sustainability, and if these could be measured or be encompassed into the framework as a core value. There was a discussion on how these elements were mapped onto goals, objectives, and performance measures.

The proposed additional vision elements were approved in principle by the Committee. They deferred discussing associated goals at the next meeting to finalize both vision and the goals together to approve a recommendation to the Authority. Mr. Jasper noted that a holistic feedback will be sought from various committees on including safety, equity, sustainability, and resilience in the vision statement followed by mapping goals. The vision and goals together then will be finalized and be recommended to the Authority for approval in December.

**b. NVTA Update**

Ms. Backmon, Executive Director, informed the committee that Commonwealth's long-range plan update, VTrans, which has a nexus with Smart Scale funding, will be presented at the next Authority meeting. An update on the I-495Next project will also be presented to the Authority. Ms. Backmon also relayed that the General Assembly has ended and that the Governor is waiting until after the election to sign the budget. There is no diversion of Authority revenues and NVTA is seeking full restoration of funds that were diverted to Metro two years ago.

- 5. Next Meeting:** NVTA staff will conduct the next TAC meeting on Wednesday, November 18, 2020, at 7:00 pm.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

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

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

**FROM:** Monica Backmon, Executive Director

**DATE:** November 3, 2020

**SUBJECT:** Executive Director's Report

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

1. **Regional Multi-Modal Mobility Program (RM3P)** – Four RM3P Focus Group Meetings and a Stakeholder Summit were held October 27<sup>th</sup>-29<sup>th</sup>. The virtual meetings were well attended and stakeholders were engaged in the discussions. Participant feedback has been positive. The Focus Group Meetings, which were invitation-only to subject-matter experts, were organized around four of the five RM3P program elements;
  - i. Commuter Parking Information System
  - ii. Dynamic Incentivization
  - iii. Multi-Modal Analytical Planner
  - iv. AI-Based Decision Support System

Discussion about the Data-Exchange Platform (DEP) was included in all of the meetings; therefore, a separate DEP session was not held. The Summit meeting was attended by public-agency transportation leaders across the region, as well as representatives in academia, associations, public-safety and the private sector. Aggregate attendance at the four Focus Group Meetings totaled 67 persons. Approximately 110 people attended the Stakeholder Summit.

At the December 10<sup>th</sup> Authority meeting, Cathy McGee, Director of Research and Innovation for the Office of Intermodal Planning and Investment, who also serves as one of the Executive Team Members for RM3P, is scheduled to present an updated overview and status of RM3P.

2. **TransAction Update** – The Request for Proposals (RFP) for the next TransAction update has been posted, with a deadline for responses of December 8th. It is envisioned that the

Authority will select a consultant at your February 2021 meeting. Posting the RFP represents the latest milestone for the TransAction update:

- Following the Authority's TransAction Listening Session in January 2020, over the past couple of months three of NVTAs committees (Technical Advisory Committee, Planning Coordination Advisory Committee, and Planning and Programming Committee) have been discussing revisions to the TransAction vision, goals, objectives, and measures.
- The TransAction vision statement sets the direction for how the TransAction update will be developed and evaluated over the next two years, prior to Authority adoption at the end of calendar year 2022.
- As TransAction is updated on a five-year cycle, and represents the first eligibility filter for the projects that the Authority can fund through its Six Year Program, it is really important for the vision statement to articulate the Authority's vision for transportation in Northern Virginia over the next couple of decades.
- The proposed vision, which will be presented to the Authority for approval at your December 10th meeting, incorporates new components such as equity, sustainability, and resilience.

NVTA staff is currently working with jurisdiction staff to review the current TransAction Project List (adopted in October 2017) in order to develop a candidate list of regional transportation projects for inclusion in the TransAction update. Projects that have been implemented, are underway, or have been fully funded since October 2017 can be removed from consideration, while others may be modified or added. Since TransAction is driven by regional transportation needs, the final list of projects for the TransAction update will not be confirmed until 2021 after extensive screening and public engagement has been completed. Even then, this list will still be subject to change based on detailed modeling and analysis.

- 3. Transportation Technology Strategic Plan (TTSP)** - NVTA staff will share a draft Transportation Technology Strategic Plan (TTSP) with the Transportation Technology Committee, prior to releasing it to NVTA's committees for broader review, later this month. This will be NVTA's inaugural TTSP, which has evolved from recommendations included in the current TransAction plan adopted in October 2017. Transportation technology has always been included in NVTA's transportation planning and programming efforts, but the TTSP seeks to lay the groundwork for what is expected to be rapidly emerging subject over the next couple of years and decades. As such, the finalized version of the TTSP (anticipated in early 2021) will be incorporated into the development of the TransAction update.

- 4. Regional Elected Leaders Initiative** – On October 23rd, Keith Jasper and David Roden (AECOM) presented an overview of NVTAs analysis on the transportation impacts of COVID-19. Following the presentation, held remotely, they participated in a panel discussion moderated by former Authority member Jay Fisette. One of the key points highlighted was the differential rate of recovery of traffic levels versus transit ridership. Mr. Jasper emphasized the need for regional collaboration to address perceptions of transit safety during the pandemic. The event was organized by Authority member Ms. Mary Hynes. Several Authority and NVTAs committee members participated in the meeting.
- 5. NVTAs Communication Plan** – Since its last update five years ago, it was time to revisit the NVTAs Communication Plan and mission statement. The Communication Plan has been rewritten and the mission statement updated, with the following categories incorporated into the Plan: Goals, Overarching Key Messages, Leveraging External Channels, Stakeholder Audiences, Tools, Metrics and Looking Ahead, and TransAction and the consultant’s role. The updated Communication Plan will soon be presented before the Authority.
- 6. Northern Virginia Transportation Alliance’s “What You Need to Know about Transportation” Virtual Event** – On November 10th, I will join other transportation leaders in the region at the Alliance’s 16th Annual “What You Need to Know about Transportation” virtual event, where we discussed the latest in transportation and COVID’s impacts on the D.C. region’s transportation network. Fellow panelists include Virginia Secretary of Transportation, Shannon Valentine; VDOT Northern Virginia District Administrator and Authority member, Helen Cuervo; Director, Stephen S. Fuller Institute, Jeannette Chapman; and keynote speaker Maryland Secretary of Transportation, Greg Slater.
- 7. Electric Buses Unveiled in the City of Alexandria** – On October 19th, the City of Alexandria, DRPT and DASH Bus celebrated the unveiling of the first-ever 100% zero-emission electric buses. NVTAs has an \$11.9 million investment in DASH Bus Service Enhancements that will install infrastructures for electric buses, to support a complete fleet of electric/Zero Emission Vehicle (ZEV) buses for DASH. Featured speakers included Virginia Governor Ralph Northam, the Virginia Secretary of Transportation, Shannon Valentine, and Alexandria Mayor and Authority member, Justin Wilson.
- 8. Route 28 Widening Groundbreaking (City of Manassas)** – An in-person Route 28 Widening groundbreaking ceremony that was scheduled for October 26th in the City of Manassas, has been postponed. A new date is to be announced, but the groundbreaking will occur by

year's end. This is the sole NVTa-funded transportation project sponsored by the City of Manassas. Socially distanced precautions will be in place.

**9. Joint Transportation Meeting** – The second Annual Joint Transportation Meeting the Authority co-hosts with the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC) and the Virginia Railway Expressway (VRE), will occur in early December (date to be announced) and showcase Northern Virginia's regional collaboration. Due to the COVID-19 pandemic, legislation was passed that allows the meeting to be conducted virtually this year. NVTa is working with the noted regional partners on coordinating the Joint Transportation Meeting and determining on which platform the meeting will be live-streamed.

**10. NVTa Presentation to Virginia Tech** -- Mackenzie Jarvis, Regional Transportation Planner and NVTa's newest staff member, has been invited to serve on a virtual panel titled, "Alumni working in transportation," as part of a graduate level Gateway to Planning course taught by Dr. Maggie Cowell, on the Virginia Tech campus in Arlington. The panel will focus on the career trajectories of its three participants, but there will also be opportunities for Ms. Jarvis to highlight the regional impacts of NVTa's substantial multimodal work. She will also likely be asked to comment on how her practice has been influenced by the COVID-19 pandemic and growing social justice movements. The panel will take place on October 12, 2020, and Ms. Jarvis is looking forward to building on her strong relationship with the university as a local alumna, and proudly representing NVTa.

**11. NVTa Standing Committee Meetings:**

- a. Finance Committee:** The NVTa Finance Committee is scheduled to meet next on November 19<sup>th</sup> at 1:00pm. The meeting will be held electronically.
- b. Planning and Programming Committee:** The NVTa Planning and Programming Committee met on November 2<sup>nd</sup> at 5:00pm. The next meeting is currently being scheduled.
- c. Governance and Personnel Committee:** The next meeting of the NVTa Governance and Personnel Committee is scheduled for November 12<sup>th</sup> at 5:30pm.

**12. NVTa Statutory Committee Meetings:**

- a. Technical Advisory Committee:** The NVTa Technical Advisory Committee is scheduled to meet November 18<sup>th</sup> at 7:00pm. The meeting will be held electronically.
- b. Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee is scheduled to meet November 18<sup>th</sup> at 6:00pm. The meeting will be held electronically.

**13. CMAQ-RSTP Transfers:**

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

**14. Regional Projects Status Report:**

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

**Attachments:**

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

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Virginia Railway Express (VRE)

**DATE:** November 4, 2020

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- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) funds for VRE.
- 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 October 22, 2020, VRE requested the following reallocation:

- Transfer of \$6,289,930 in CMAQ funding from UPC T10671 (VRE Rippon Station Platforms Project) to UPC T8523 (Broad Run Station Project)

The VRE Rippon Station Platforms Project has been included in Transforming Rail in Virginia Program, authorized by the General Assembly during the 2020 legislative session. As a result, the project has been delayed until 2030 and VRE and the VRE requests transfer of the funds to an active project to better align funding with project schedules. The receiver project is the VRE Broad Run Station Project (UPC T8523). This project will expand station and train storage capacity to alleviate regional congestion. Transfer of the requested funds will allow the project to stay on track for completion in 2024.

At its meeting on October 22, 2020, the RJACC approved this request.

**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Cuervo  
Request Letters from VRE and Prince William County

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





## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

November 4, 2020

Ms. Helen Cuervo  
District Administrator  
Virginia Department of Transportation  
4975 Alliance Dr. Suite 4E-342  
Fairfax, Virginia 22030

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Virginia Railway Express (VRE)

Dear Ms. Cuervo:

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).

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NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on October 22, 2020, and the NVTA was informed at their November 12, 2020, meeting. The NVTA has not objected to these reallocations

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

Sincerely,

Phyllis J. Randall  
Chair

cc: Monica Backmon, Executive Director, NVTA  
Mark Schofield, Chief Financial Officer, VRE  
Ricardo Canizales, Director of Transportation, Prince William County



VIRGINIA RAILWAY EXPRESS

October 20, 2020

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

**Re: Request to Transfer CMAQ Funds to the Virginia Railway Express (VRE) Broad Run Station Expansion Project**

Dear Ms. Backmon:

VRE requests the approval of the NVTA RJACC for the transfer of Congestion Mitigation and Air Quality (CMAQ) funds.

The request is to transfer a total of \$6,289,930 in CMAQ funds (inclusive of state match). The donor project is the VRE Rippon Station Platforms Project (UPC T10671), and the receiving project is the VRE Broad Run Station Expansion Project (UPC T8523). Both of these VRE rail station projects are in Prince William County, and the receiving project already has CMAQ funding allocated to it. As a result, only the NVTA RJACC approval is needed.

If you have any questions or comments regarding this request, please contact our Chief Financial Officer, Mark Schofield, at 571-351-0340 or [mschofield@vre.org](mailto:mschofield@vre.org).

Sincerely,

Rich Dalton  
Chief Executive Officer

cc: Mark Schofield, VRE Chief Financial Officer  
Christine Hoeffner, VRE Manager of Project Development  
Betsy Massie, PRTC Director of Grants and Project Development  
Ric Canizales, Prince William County Director of Transportation

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 10/20/2020

Name of Jurisdiction/Agency Requesting: Virginia Railway Express

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$6,289,930

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)
T10671	VRE Rippon Station Platforms Project	CMAQ	Y		\$6,289,930.00	T8523	VRE Broad Run Expansion	Y	2018 (Scope Change)				

TOTAL OF TRANSFER - \$6,289,930

Attach Signed Request of Transfer Letter



**NVTA Funding Program Project Status**  
Summary Report

# Attachment B

As of November 2, 2020.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s): 1. Arlington County: Pentagon City Multimodal Connections and Transitway Extension - Virtual design public hearing, November 18, 2020. 2. Fairfax County: Richmond Highway BRT - Virtual public information meeting, December 8, 2020.  <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	\$2,496,195,952	
Total Amount Reimbursed	\$479,782,330	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	69	
Closed-out	42	
Not Yet Executed	31	
Substantive Status Updates (during August - October 2020)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Ballston-Mu Metrorail Station West Entrance (FY2015-16)	The County has received the signed Project Coordination Agreement (PCA) from WMATA on October 21, 2020.	0.3%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Multimodal Connections: A virtual Design Public Hearing is scheduled for November 17, 2020.	0.0%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	A virtual public information meeting was held on October 27, 2020.	FY2015-16: 81% FY2017: 0.0% FY2018-23: 0.0%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	A virtual Public Information Meeting was held on October 20, 2020, to update on the ROW acquisition status and process.	FY2018-23: 2.5%
Loudoun County		
Extend Shellhorn Road: Loudoun County Parkway to Randolph Drive (FY2018-23)	60% Design Plans were submitted in mid-October 2020.	0.0%
City of Alexandria		
DASH Transit Service Enhancements and Expansion (FY2018-23)	A public unveiling of the first three buses was held on October 20, 2020.	0.0%
Alexandria Bus Network ITS (FY2018-23)	All project tasks are completed; NVTA funds are reimbursed and SPA close-out form is submitted.	74.0%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Bids are under review, the anticipated construction start date (NTP), and associated groundbreaking ceremony is delayed.	19.1%
VRE		
Manassas Park Station Parking Expansion (FY2015-16, FY2017)	VRE and the City have finalized a funding agreement in October, to fund the redesign of the garage back to 60% design.	FY2015-16: 100.0% FY2017: 41.5%

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