Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

AGENDA

Thursday, November 18, 2021
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Meeting to be conducted in person and Live Streamed via YouTube

1. **Call to Order** — Chair Randall

2. **Roll Call** — Margaret Duker, Clerk

3. **Minutes of the October 14, 2021 Meeting**
   Recommended action: Approval [with abstentions from those who were not present]

Action Items

4. **Acceptance of FY2021 Financial Statements and Compliance Report Audit**
   Mayor Rishell, Chair, Finance
   Mr. Garber, PBMares, LLP
   Recommended Action: Acceptance of the FY2021 Audit

5. **Acceptance of Chief Executive Officer Position and Compensation Consultant Report** — Mr. Longhi, CFO
   Recommended Action: Acceptance of Consultant Report

6. **Approval of Mid-Year Operating Budget Adjustments** — Chair Randall, Chair, GPC
   Mayor Rishell, Chair, Finance
   Recommended Action: Approval of Mid-Year Budget Adjustments

7. **Approval of First Read of 2022 Legislative Program** — Chair Randall, Chair, GPC
   Ms. Backmon, CEO
   Ms. Baynard, McGuire Woods Consulting, LLC.
   Recommended Action: Approval of First Read

8. **Approval of the Goals, Objectives, Performance Measures for the TransAction Update** — Mr. Jasper, Principal, Transportation Planning and Programming
   Recommended Action: Approval of Goals, Objectives, Performance Measures

Discussion/Information Items

9. **Technical Advisory Committee Report** — Mr. Boice, Chair

10. HB1915 Annual Update Ms. Backmon, CEO

11. Travel Trends Update Mr. Rashid, Regional Transportation Planner

12. Transportation Technology Strategic Plan Update
Ms. Love, Regional Transportation Planner

13. Finance Committee Report Mayor Rishell, Chair, Finance
- i. **Investment Portfolio Report** Mr. Longhi, CFO
- ii. **Monthly Revenue Report** Mr. Longhi, CFO
- iii. **Operating Budget Report** Mr. Longhi, CFO

14. Governance and Personnel Committee Report Chair Randall, Chair, GPC

15. Planning and Programming Committee Report Mayor Wilson, Chair

16. Planning Coordination Advisory Committee Report Mayor Colbert, Chair

17. Chief Executive Officer's Report Ms. Backmon, CEO

18. Chair's Comments

Closed Session
(CEO Annual Performance Evaluation)

19. Adjournment

Correspondence

Next Meeting: December 9, at 6:00pm
NVTA Offices

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, October 14, 2021
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Meeting conducted in person and Live Streamed via YouTube

Call to Order Chair Randall

- ✓ Chair Randall called the meeting to order at 7:14pm.

2. Roll Call Margaret Duker, Clerk

- ✓ Voting Members: Chair Randall; Councilmember Snyder (Remote Participant); Chairman McKay (Remote participant); Supervisor Franklin (for Chair Wheeler); Board Member Cristol; Mayor Wilson; Mayor Rishell; Mayor Davis-Younger; Mayor Meyer; Senator Boysko; Delegate Roem (joined 8:05PM); Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mr. Lynch; Ms. Mitchell.
- ✓ Staff: Monica Backmon (CEO); Michael Longhi (CFO); Erica Hawksworth (Communications and Public Affairs Manager); Margaret Duker (Board Clerk).
- ✓ Other Attendees: Daniel Robinson (Council of Counsel – Fairfax County), Joanna Anderson (Council of Council- City of Alexandria); Tracy Baynard (McGuire Woods Consulting LLC).

2. Minutes of the September 9, 2021, Meeting

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

- ✓ Mayor Rishell motioned for the acceptance of the September 9, 2021, meeting minutes; seconded by Board Member Cristol. Motion passed with two abstentions from Supervisor Franklin and Mayor Meyer as they were not at the last meeting.

Presentation

3. Transform 66 Outside the Beltway Concession Fee Projects Update Ms. Shaw, Mega-Projects Manager, VDOT

- ✓ Ms. Shaw began her presentation with a video and commentary, highlighting the timeline and construction progress on the Transform 66 Outside the Beltway Projects.
- ✓ She noted that the Route 28 at I-66 Interchange continues to take shape, with new ramps and connections added as construction advances.

- ✓ The Balls Ford Road Interchange and Commuter Parking Lot is under construction as are new express lanes connecting ramps.
- ✓ Ms. Shaw added that construction began on the western end of the I-66 Corridor with the University Boulevard Park and Ride Lot, which has 900 parking spaces and was completed in 2019.
- ✓ Also under construction is the Sudley Road Interchange, as work progresses, new overpasses like the Braddock/Walney Road Overpass have been added as well as a pedestrian trail which does not interact with traffic.
- ✓ Towards the East, bridges have been built on Stringfellow Road.
- ✓ To date, 13 bridges have been demolished with 4 more to go.
- ✓ Overall, the project is constructing 12 interchanges along the corridor.
- ✓ Another concession fee project is dividing lanes along the Jermantown Road Bridge into four lanes.
- ✓ At Vaden Drive, new lanes are connecting Vaden Drive to I-66. This would allow for traffic connectivity to the Vienna Metro Station.
- ✓ Also, two new ramps have recently been opened at the Nutley intersection.
- ✓ At the 495 Interchange, connections are being made to the 495 Express Lanes to keep traffic and Metro lanes moving.
- ✓ Delegate Watts inquired whether there have been problems from the increased cost in asphalt and steel etc.
- ✓ Ms. Shaw responded no and added the previously reduced traffic helped but now as traffic picks up coupled with more lane closures and supply chain issues across the industry, it presents different challenges for construction.
- ✓ Chair Randall asked whether the reduced traffic would enable them to stay on schedule.
- ✓ Ms. Shaw answered that they still anticipate opening the toll lanes in December of 2022.
- ✓ Mayor Meyer inquired about the safety record of the ongoing construction.
- ✓ Ms. Shaw responded that in terms of industry standards, the safety record is within standards as expected for any project with this magnitude. Nonetheless, a couple incidents have been experienced.
- ✓ Ms. Shaw continued with the Concession Fee Project updates noting that the requirements for projects are:
    - Should benefit the toll facility use per Virginia Code
    - Be federally eligible
    - Meet one of the project improvement goals
    - Be selected and recommended by NVTA
    - Be approved by the Commonwealth Transportation Board (CTB)
- ✓ Ms. Shaw elaborated on the various project categories and status highlighting the following:
    - Projects within Transform 66 project construction limits (4 in all):
        - Widen Poplar Tree Road Bridge to 4 lanes: Opened to traffic in November 2020.

- Expand I-66 Median Replace I-66 Bridge over US 29: Construction underway, traffic shifted to new bridges.
- Widen Jermantown Road Bridge to 4 lanes: Construction underway. Traffic shifted to new bridge.
- Widen Monument Drive Bridge to add pedestrian facility: Design underway.

  - Transit Improvement Projects:
    - Commuter Parking Garage and Transit Station at Fairfax Corner: Design-Build procurement underway.
    - East Falls Church Metrorail Station Bus Bay Expansion: Design is underway. Construction in 2022.
    - PRTC Western Bus Maintenance and Storage Facility: Project complete. Facility began operations in 2021.
    - VRE Manassas Line Capacity Expansion and real-time traveler information project: 5 Distinct project components, in various stages of development. Project completion date in 2025. Rail cars ordered, delivery in 2025.
  - Pedestrian Improvement Projects:
    - Nutley Street SW Mixed -use Trail from Marshall Road to Tapawingo Road: Final design underway.
    - George Snyder Trail from Route 50 at Draper Drive: Construction plan to begin fall 2023.
    - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: Right of way underway, construction in 2022.
  - Roadway Projects:
    - Route 234 at Balls Ford Road Interchange with Balls Ford Road improvements: Design-Build project, construction underway. Project on schedule to open to traffic in late 2022.
    - Devlin Road Widening, Balls Ford to University Boulevard: Design underway.
    - Balls Ford Road widening from Groveton Road to Route 234 Business: Construction contract awarded 8/3/2021.
    - US 50 and Waples Mill Road intersection improvements: Right of Way acquisition initiated. Final design underway.
    - Route 29 Widen 1.5 miles: Design underway. Right of Way acquisition underway. Construction starts in 2024.

- ✓ Also, new I-66 Bridges over Route 29 Centreville are being lengthened, widened, and raised for the new I-66 Express Lanes and will provide room for future mass transit along I-66 and future widening of Route 29.
- ✓ Also, a new Prince William PRTC Western Bus Maintenance and Storage Facility is now opened and in operation.
- ✓ Ms. Shaw noted that out of the $500 million concession funding, a little over $100 million has been drawn down.

- ✓ Ms. Backmon informed the Authority that few localities have been in discussions with her regarding the need for additional concession funding from the balance due to the rising cost of project materials. She noted that once final estimates are presented, she will work with the RJACC, coordinate with Ms. Hynes, and bring any additional funding recommendations to the Authority for consideration.

Action Items

4. **Approval of Forward Appropriation - Widen Route 1(Fraley Boulevard) to Six Lanes between Brady's Hill Road and Dumfries Road (2018-053-2)** Mr. Longhi, CFO

Recommended Action: Approval of Forward Appropriation

- ✓ By way of background, Mr. Longhi informed Authority Members that in March of this year, the Authority took action to transfer this project from the Town to the County by cancelling the existing Standard Project Agreement (SPA) with the Town of Dumfries, and approving a new SPA with Prince William.
- ✓ Mr. Longhi noted that this was by reason of a mutual agreement where the Town of Dumfries and Prince William County agreed to transfer the management of the overall project from the Town to the County.
- ✓ Noting that the purpose of this transfer was to take advantage of the County's extensive experience in widening and improving parts of the Route 1 Corridor and leverage that to the Dumfries project.
- ✓ County staff reported that they have been able to advance the project but need funds in FY2022 to maintain the positive momentum.
- ✓ Mr. Longhi noted the appropriation of $44.8 million, would not cause any financial concerns.
- ✓ He noted that NVTA staff are in support of this out of cycle appropriation and the Finance Committee unanimously recommend Authority approval.
- ✓ Supervisor Franklin moved Authority approval of the FY2022 Regional Revenue Fund appropriation of $44,860,000 for the Widen Route 1- Fraley Boulevard to Brady's Hill and Dumfries Road Project; 2018-053-2; seconded by Mayor Davis-Younger. Motion passed unanimously.

5. **Approval of Prince William County – Widen Route 1(Fraley Boulevard) to Six Lanes between Brady's Hill Road and Dumfries Road (Rt 234) Regional Standard Project Agreement – 2018-053-2** Mr. Longhi, CFO

Recommended Action: Approval of Forward Appropriation

- ✓ Mr. Longhi further noted that the SPA presented by Prince William County is consistent with the project previously submitted by Town of Dumfries and approved by the Authority.
- ✓ Same SPA has been reviewed by the Council of Counsels, who have noted that it presents no legal issues.
- ✓ Supervisor Franklin moved approval of the proposed Standard Project Agreement 2018-053-2, Prince William County (Widen Route 1 (Fraley Boulevard) to six lanes between Brady's Hill Road and Dumfries Road (RT234), in accordance with

NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer to sign on behalf of the Authority; seconded by Mayor Davis-Younger. Motion passed unanimously.

6. Approval of Town of Vienna Additional Concessionaire Funding Recommendation

Ms. Backmon, CEO

Recommended Action: Approval of Funding Request

- ✓ Ms. Backmon informed the Authority that the Town of Vienna is seeking an additional $200,000 of Transform I-66 Concession Payment Funds for the Nutley Street Shared Use Path: Virginia Center Boulevard to Tapawingo Road (UPC 112818) project.
- ✓ She noted that the Nutley Street Shared Use Path is part of the list of projects recommended by the Authority and endorsed by the Commonwealth Transportation Board (CTB) on December 6, 2017.
- ✓ She further added that additional funding is needed to accommodate the increased construction cost estimate at the 30% design level. There is available funding in the Concession Payment account to accommodate this request.
- ✓ Adding that with Authority endorsement, this would go to the CTB, which is ultimately responsible for the final allocation and programming of the Concession Payment funds.
- ✓ Also, at the September 23, 2021, meeting, the Regional Jurisdiction and Agency Coordinating Committee (RJACC), recommended approval of this request.
- ✓ Chairman McKay moved Authority recommendation to the Commonwealth Transportation Board, to allocate an additional $200,000 in I-66 Concession funds to Nutley Street Shared Use Path: Virginia Center Boulevard to Tapawingo Road (UPC 112818) project; seconded by Mayor Meyer. Motion passed unanimously.

7. Approval of Call for Projects for FY2028 CMAQ/RSTP Ms. Backmon, CEO

Recommended Action: Approval of Call for Projects

- ✓ Ms. Backmon addressed Members, noting that it is once again time for the Authority to approve the issuance of the Call for Projects for the FY2028 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds.
- ✓ Adding that in conjunction with the RJACC, NVTA annually coordinates Northern Virginia's annual programming recommendation of $80 million in federal CMAQ and RSTP funds, as part of the transportation funding which is available to the region of which the CTB approves.
- ✓ She added that application submissions are due January 14, 2022, and upon Authority approval, the recommended projects will be submitted to the CTB for funding consideration.
- ✓ Ms. Backmon further noted that the TEEM worksheet submittal and the Resolution of support are due on January 28, 2022.

- ✓ Adding that she anticipates coming to the Authority in February or March of next year for endorsement of the FY2028 CMAQ and RSTP programming recommendations for CTB approval and programming.
- ✓ Mayor Wilson moved Authority approval of the issuance of the Call for Projects for the FY2028 CMAQ and RSTP Funds; seconded by Mr. Kolb. Motion passed unanimously.

8. Approval of Chief Executive Officer's Position Description Chair Randall, Chair

Recommended Action: Approval of Position Description

- ✓ Chair Randall moved Authority approval of the attached draft Chief Executive Officer Position Description, seconded by Ms. Hynes. Motion passed unanimously.

Discussion/Information Items

9. 2021 Joint Commission on Transportation Accountability Annual Report

Ms. Backmon, CEO

- ✓ Ms. Backmon informed Members that the Authority is required to file an annual report to the Joint Commission on Transportation Accountability (JCTA), detailing the usage of funding pursuant to the provisions of Title 33.2-2500 (Code of Virginia).
- ✓ Details in the report to the JCTA entails allocations of the 70% Regional Revenue Funds for FY2022-2025 as well as the 30% Local Distribution Revenue Funds for FY2014 to FY2021.
- ✓ Ms. Backmon noted that this report is always filed on time after the November Authority meeting and before the November 15th deadline. However, since the Authority meets November 18th instead of November 11th due to Veteran's Day, the report has been prepared and would be filed after this meeting.
- ✓ She added that the report also has a list showing how localities are utilizing their 30% funding.
- ✓ Chair Randall asked Ms. Backmon whether the congestion relief relative to cost is applicable to the 30% local distribution funds.
  Ms. Backmon responded no, the 30% funds are not subjected to this requirement.

10. Governance and Personnel Committee Report Chair Randall, Chair

2022 Draft Legislative Program Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC.

- ✓ Ms. Baynard proceeded with an update of items being considered for the 2022 Legislative Program.
- ✓ With regards to rebates on electric vehicles, Ms. Baynard noted that there is a cap of $5,000 on new vehicles and a $2,500 on used vehicles, which are less than two years old.

- ✓ She also added that a base cap of $2,500 is awarded for buying or leasing a used vehicle however, a head of household with lesser income receives an additional $2,500 in rebate.
- ✓ Chair Randall mentioned that at the Governance and Personnel (GPC) meeting earlier, there was a question regarding whether there was going to be any money coming from the Infrastructure Bill.
- ✓ Ms. Baynard responded that when the various agencies proposed funding for spending for the American Rescue plan for the Special Session, the Virginia Department of Transportation (VDOT) had requested $50 million for electric vehicle infrastructure. However, this did not make it into the Governor's Budget so she expects that there will be discussions on funding for electric vehicle infrastructure during the 2022 General Assembly Session.
- ✓ Chair Randall wanted to know what could happen differently based on the November 2 elections.
- ✓ Delegate Watts noted that the House worked on provisions for leased vehicles as well as the extra incentive for lower income buyers with a goal of getting more people into efficient vehicles. However, there is the issue of customer reluctance stemming from the unreliability of access to charging stations.
- ✓ Senator Boysko also noted that in regard to Chair Randall's question about what could happen differently, there is such enormous opportunity for economic development and expansion of charging station infrastructure. Adding that there are lots of businesses (both Automotive dealers and manufacturers alike) who want the support of the government in getting more infrastructure in place.
- ✓ Board Member Cristol wanted to know what the right balance is in this industry-is the expectation that this infrastructure would be publicly funded and operated or are they looking for investments in partnerships.
- ✓ Delegate Watts responded that the goal is to see where public dollars can be deployed towards providing critical mass charging infrastructure for all vehicles including heavy ones like construction trucks and school buses which may require overnight charging.
- ✓ She went on to add that the private sector has skin in this game as much as the public sector (mainly because of competition) as such, she expects that the private sector might pick up the infrastructure in later years.
- ✓ Mayor Meyer also shared that the City of Fairfax installed four charging stations in various parts of the city and these have become very popular. He added that now the City's Planners encourage builders to include chargers in plans for residential home garages, since these would make an impact in the long term.
- ✓ Ms. Hynes also shared that the CTB has been looking at rest areas but are precluded from installing charging stations in such places.
- ✓ Board Member Cristol remarked that there is such a great opportunity here for charging infrastructure at Metro stations and thinks there should be regional collaboration in this direction.

- ✓ Ms. Baynard continued to note that the Freedom of Information Advisory Council (FOIA) continues to have discussions on whether there could be further flexibility regarding electronic meetings.
- ✓ She added that as discussed at the GPC meeting earlier, this hybrid form of meetings needs to have two things:
    - Public bodies need to be able to make these decisions by themselves and not by the State.
    - Instead of limiting the number of electronic meetings, the default should be to have a certain minimum number of in-person meetings.
- ✓ Ms. Baynard noted that the Authority's Legislative Program will propose that these discussions continue with the default being in person meetings but should be more of the public bodies controlling the decision making versus the State.
- ✓ Board Member Cristol added that she believes there should be separate standards for elected bodies versus those appointed or volunteering.
- ✓ Delegate Roem added that the current standard required now is for a person to be in person to be able to cast a vote on an action item instead of doing so virtually.
- ✓ Mayor Rishell remarked that electronic meetings are very important but wants the Authority to be mindful of the importance of real time meetings and human contact as that is very beneficial, citing an example from a (PRTC) meeting and how important it was to hear people talk in real time about issues which impacted their lives. As such, she recommends attaching a qualifier to the in-person meetings.
- ✓ Senator Boysko noted her agreement but further added that there will be the need to strike a balance. She explained that being a member of a number of commissions and boards, there have been occasions when important meetings have had to be canceled due to the inability to assemble a physical quorum for those meetings. As such, careful consideration should be given to how this is presented in the legislative program.
- ✓ Chair Randall asked whether there are challenges with the General Assembly sub-committees in assembling a quorum.
- ✓ Delegate Watts added that there are a number of issues still being resolved and travelling long distances to be present at meetings is one of those but hopes that the standard will continue to be that a quorum is assembled for all meetings.
- ✓ Ms. Hynes asked a question about public hearings, noting that she observed there was better participation when people were allowed to participate remotely and hopes there will not be a requirement for people to be in person in order to provide public testimonies.
- ✓ Ms. Baynard affirmed that public participation was great when people were allowed to participate remotely during the pandemic and those provisions for remote participation would still continue.
- ✓ Chair Randall commented that she appreciates the importance of having in person meetings as that human contact and language is very helpful but also noted that throughout the pandemic, the Authority did not miss meetings and

continued to have quorums at every meeting throughout. As such, there cannot be a 'one size fits' all approach but rather jurisdictions should have opportunity to have a say regarding what minimum number of meetings they can have electronically.

11. Finance Committee Report Mayor Rishell, Chair

- ✓ No verbal report given.

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.

12. Planning and Programming Committee Report Mayor Wilson, Chair

- ✓ Mayor Wilson informed the Authority that the Planning and Programming Committee met on October 4th and had a lot of input discussing the public engagement activities as well as the goals, objectives, and measures for TransAction.
- ✓ He noted that they will continue the discussion at their next meeting on November 1st, 2021.

13. Planning Coordination Advisory Committee Report Mayor Colbert, Chair

- ✓ No verbal report given.

14. Technical Advisory Committee Report Mr. Boice, Chair

- ✓ No verbal report given.

15. Chief Executive Officer's Report Ms. Backmon, CEO

- ✓ Ms. Backmon noted that deadline for applications for the FY2022-2027 Six Year Program was October 1, 2021.
- ✓ 27 applications requesting $1.3 billion, were received and currently being reviewed for completeness and eligibility.
- ✓ She added that the deadline for submitting supporting resolutions is December 3, 2021, noting that failure to submit support resolutions disqualifies an application.
- ✓ Ms. Backmon further added that Mr. Boice, the Chairman for the Technical Advisory Committee (TAC) will be joining the November Authority meeting to answer any questions from the Authority.
- ✓ Mayor Colbert, Chair of the Planning Coordination and Advisory Committee (PCAC) is also planning to be present during the December Authority meeting.

16. Chair's Comments:

- ✓ Chair Randall thanked everyone for their attendance and participation.

17. Adjournment

- ✓ The meeting adjourned at 8:34pm.

Next Meeting: November 18, 2021, at 7:00pm

NVTA Offices

4.

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 Rishell, Chair, NVTA Finance Committee

DATE: November 10, 2021

SUBJECT: Fiscal Year 2021 Financial Statement and Compliance Audit Reports

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1. **Purpose.** To seek the Northern Virginia Transportation Authority (NVTA) acceptance of the draft FY2021 Financial Statement 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, 2021.*

3. **Current Situation.**
   - **a.** As a political subdivision of the Commonwealth of Virginia, the Authority is required to complete an annual audit of its financial activities for each fiscal year following standards contained in Government Auditing Standards issued by the Comptroller General of the United States and the Specifications for Audits of Authorities, Boards and Commissions issued by the Auditor of Public Accounts of the Commonwealth of Virginia.
   - **b.** The Authority contracted with an independent, external, licensed certified public accounting firm; PBMares, LLP through one of the firm's partners, Mr. Michael Garber, CPA, MBA, to complete the required audit of the FY2021 financial reports.
   - **c.** Audit Manager, Mr. Tyler Farnsworth, CPA, presented the FY2021 audited financial reports to the Authority's Finance Committee on October 21, 2021. The Finance Committee serves as the Authority's Audit Committee.
   - **d.** The Authority's FY2021 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 FY2021.

Attachment:

- Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2021 (Pre-distributed as noted above.)
- The FY2021 Audit Reports will be available at http://thenovaauthority.org/funding/audited-financial-statements-adopted-budgets/ shortly after acceptance.

5.

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: Michael Longhi, CFO

DATE: November 10, 2021

SUBJECT: Chief Executive Officer Position Description and Compensation Analysis Consultant Report

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1. **Background:** The Northern Virginia Transportation Authority (NVTA) engaged the services of an independent consult to revise the Chief Executive Officer (CEO) position description and undertake a compensation analysis with recommendations. The Position Description was presented and adopted at the October 2021 Authority meeting. The draft Compensation Analysis was presented to the Governance and Personnel Committee (GPC) as well as the Finance Committee in October for review and comment.

2. **Suggested Motion:** *I move Authority approval of the attached draft Chief Executive Officer Position Description and Compensation Analysis report from the Millennium Group International LLC.*

3. **Discussion:**
   - **a.** After examining several options, the GPC directed staff in June 10, 2021 to make a best effort to develop and issue a Request for Proposal (RFP) for an independent consultant to examine and make recommendations on the Chief Executive Officer position description and perform a compensation analysis. The contract award to the Millennium Group International LLC (TMG) was finalized on July 14, 2021.
   - **b.** The consulting engagement was divided into two phases; revised Position Description and Compensation Analysis.
   - **c.** The revised position description was adopted by the Authority at the October 2021 meeting.
   - **d.** TMG presented the draft compensation analysis to the GPC and Finance Committees in October. The review and discussion of the report at those meetings did not generate any unaddressed questions or unsettled comments.
   - **e.** Representatives of TMG are available to respond to questions and provide an overview of their approach and recommendations if requested during the meeting.

f. An Executive Summary of the Compensation Analysis phase of the consulting engagement is attached for consideration by the Authority.

4. Next Steps:

a. With acceptance of the Compensation Analysis, the recommendations are available for use as determined by the Authority, for the Chief Executive Officer annual performance review during the November 2021 meeting.

Attachment: NVTA CEO Compensation Analysis Report

6.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Rishell, Chair - Finance Committee

DATE: November 10, 2021

SUBJECT: FY2022 Mid-Year Operating Budget Adjustments

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1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the proposed FY2022 Mid-Year Operating Budget Adjustments as recommended by the Governance and Personnel and Finance Committees and outlined below.

2. **Suggested Motion:** *I move Authority approval of the proposed FY2022 Operating Budget Adjustments as presented in the staff report.*

3. **Background:** The NVTA Governance and Personnel Committee (GPC) and Finance Committee have separately reviewed staff proposals for two FY2022 Mid-Year Operating Budget Adjustments. The first of the proposed adjustments is to accelerate a FY2023 request to add a Communications and Marketing Coordinator. The second proposed adjustment supports a recommendation from the Chief Executive Officer (CEO) Position and Compensation Consultant Report. Both Committees were provided a fiscal analysis which presents funding sources for these initiatives which will not require the use of reserve funds or a transfer from the Regional Revenue (70%) Fund.

4. **Communications and Marketing Coordinator:** This position was originally planned to be presented as a FY2023 budget initiative. However, the TransAction Update and developing the next Six Year Program requires public outreach, forecasted increasing ground breakings and ribbon cuttings and expanded social media demands. These combined with in-person and virtual Authority and Committee meeting support and other legislatively required public reports, has necessitated the earlier request for this position. The mid-year budget adjustment to support this request is $78,546.

5. **Assistant to the Chief Executive Officer:** The CEO Position and Compensation Consultant Report recommended additional, direct, professional level staff support for the Chief Executive Officer position. This position will provide better operation effectiveness and work/life balance for the CEO position as well as a level of position redundancy. This will allow the CEO to focus on external (to the office operation) regional consultations,

collaboration and coordination. The mid-year budget adjustment to support this position is $70,438.

6. **Mid-Year Adjustment Budget Details:** The proposed mid-year budget adjustment details are presented below:

	Assistant to the CEO	Communication and Marketing Coordinator
Salary, Tax, Benefits, Insurance	52,743.34	60,851.00
Lease Space	$ 8,195.00	$ 8,195.00
1X Furn/Equipment	$ 7,000.00	$ 7,000.00
1X Setup	$ 2,500.00	$ 2,500.00
	70,438.34	78,546.00

7. **Mid-Year Adjustment Budget Funding:** Based on the just completed FY2021 Audited Financials, the Authority has adequate uncommitted fund balance to accommodate the request without using any reserves or additional operating transfers from the Regional Revenue Fund, as noted below:

Operations Budget Fund Balance	
$ 390,000.00	FY2021 Ending Fund Balance
$ 140,000.00	Committed to FY2022 Operations Budget
$ 250,000.00	Uncommitted Fund Balance

Mid-Year Budget Adjustments	
$ 70,438.34	Consultant Recommended Assistant to the CEO
$ 78,546.00	Communications and Marketing Coordinator
$ 148,984.34	Requested Mid Year Budget Adjustment*
$ 101,015.66	Remaining Uncommitted Fund Balance**

*Costs include: Salary/Benefits, Lease Space and $19,000 in One Time Costs

**Funds Available to Support CEO Consultant Recommendations

8. **Operating Budget Funding:**
    1. The passage of SB1468, in the 2020 General Assembly, provided the Authority the ability to fund the Operating Budget from the Regional Revenue Fund. Previously,

jurisdictions paid a population based proportionate share of this cost, typically through a deduction in their 30% Local Distribution Fund transfer.

2. The Operating Budget also generates revenue for the Authority, which accrues to the Regional Revenue Fund, in excess of the cost of operations as noted below:

Operating Budget Funding	
$ 23,000,000	FY2020 Portfolio Earnings
$ 2,963,793	FY2020 Operating Budget Transfer
776%	Earnings over Budget
$ 6,200,000	FY2021 Portfolio Earnings
$ 2,769,220	FY2021 Operating Budget Transfer
224%	Earnings over Budget
$ 5,200,000	FY2022 Portfolio Earnings
$ 2,744,809	FY2022 Operating Budget Transfer
189%	Earnings over Budget

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, Chief Executive Officer
Tracy Baynard, McGuire Woods Consulting, LLC

DATE: November 10, 2021

SUBJECT: Review Draft 2022 Legislative Program and 2022 Legislative Priorities

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Purpose: To update the Northern Virginia Transportation Authority (NVTA) Members of the draft 2022 legislative program and 2022 legislative priorities.

For review are two documents – a draft 2022 Legislative Program and a draft one-pager with three recommended priorities for 2022.

- Protecting the region's revenues will always be a top priority and is listed as #1. The second page of the document (and #2 priority), updates the impact of the 2018 loss of and efforts to, restore dedicated revenue.
- Added is language noting the importance of state transportation funding. On November 8th the Joint Legislative and Audit Review Commission affirmed that the 2020 action on the Omnibus Transportation Bill stabilized Virginia funding for the near and long term as use of high efficiency vehicles continues to rise.
- The 2022 General Assembly is likely to consider whether further action can be taken to accelerate electrification of the transportation sector. The Authority's Transportation Technology Strategic Plan (TTSP) outlines several initiatives worthy of support including actions to advance use of low or zero emission vehicles for public and private use.

Also included in the packet is:

- A first look at the 2022 General Assembly schedule
- A list of 17 new House members featuring photos prepared by the House Clerk's Office

The 2022 election outcome will bring many changes. As of the writing of this memo not too many details are yet known.

- We await announcements from Governor-Elect Youngkin on his transition team, his cabinet and his administration's transportation priorities.
- The House of Delegates make-up (at this time) is 52 Republicans – 48 Democrats with 17 new members who likely are unfamiliar with the Authority or other regional transportation entities.
- The leadership of the House Transportation Committee is expected to change as well as the number of members from each caucus. There are many long serving members in both parties that hopefully will stay on the committee.

Attachments:

- Draft 2022 State and Federal Legislative Program
- 2022 NVTA Legislative Program
- Schedule of Key Dates in General Assembly Session
- List of New House Members Photos

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

NVTA 2022 State and Federal Legislative Program

Version 4 Draft 11-6-21

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 and 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.

2022 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

I. ***PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (Ongoing Position)***
The Northern Virginia Region has significant transportation needs requiring dedicated funding for multimodal 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. The Authority will work with the General Assembly and the administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community.

Any action to change the provisions of Chapter 766 (2013), Chapter 837 (2019), Chapter 846 (2019), Chapter 1230 (2020) and Chapter 1275 (2020) that reduce dedicated revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

II. 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. Current Virginia estimates show the Authority will receive on average $13.5 million each year for FY 2022-2027 from the Interstate Operations and Enhancement Fund.

In the 2020 General Assembly Session, the Authority secured an additional $50 million in replacement dedicated revenues. The Authority and the member jurisdictions have access to a $.10/$100 regional grantors tax and $20 million annually from the state Commonwealth Transportation Fund.

An additional $38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues 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 multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of $.20/$100 in the grantors tax and a 3% increase in the transit occupancy tax to produce revenue to complete critical multimodal transportation infrastructure.

III. PROTECT VIRGINIA'S TRANSPORTATION FUNDING (New Position)

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These resources need to continue and grow to ensure the Commonwealth can support its business community's need for infrastructure that moves goods and people.

IV. SUPPORT USE OF EFFECITVE TRANSPORTATION TECHNOLOGY (New Position)

The NVTA Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and **eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety.

V. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS OF PUBLIC BODIES (Revised Position)

In response to the COVID-19 health and safety emergency, the Authority and its member jurisdictions found additional ways to maintain transparency and citizen involvement in the operations of government. The Authority supports efforts to maximize flexibilities for regional government bodies to conduct electronic meetings, allowing greater access to the public and opportunities for members to participate remotely outside of a declared state of emergency.

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) <u>Revenue Sharing:</u> 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) <u>Technology Innovation Funding:</u> 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.

d) <u>Smart Scale:</u> 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. <u>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)</u>

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 lots 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) **<u>State of Good Repair:</u> 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) **<u>Safety:</u> 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.

    i. **<u>Sustainable Funding Reforms:</u> The Authority supports federal action to extend the annual $150 million federal capital appropriation known as the Passenger Rail Investment and Improvement Act (PRIIA) thru 2030.** *(revised position)* 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. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

c) **<u>Maximize Metrorail's Existing Infrastructure:</u> 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*)

B. FEDERAL LEGISLATIVE PROGRAM

PROVIDE ADDITIONAL FEDERAL COVID-19 FUNDING SUPPORT FOR TRANSIT

Northern Virginia's transit agencies and the Washington Metropolitan Washington Transit Agency (WMATA) continue to provide essential services serving our region and the federal government. Earlier federal COVID-19 relief enabled these systems to operate safely and serve first responders, healthcare workers and essential employees across the National Capital Region. Now WMATA and these agencies need additional funding to avoid staff layoffs and service reductions that would cripple our region's ability to quickly recover from the economic downturn. The Federal agency workforce depends on WMATA service to serve the nation and further federal aid is paramount.

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 approve the proposed extension of PRIIA funding at $150 million through 2030.
   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. <u>VIRGINIA RAILWAY EXPRESS (VRE):</u>

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. <u>FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:</u>

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. <u>FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:</u>

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. <u>FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:</u>

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*)

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Northern Virginia Transportation Authority

2022 Virginia General Assembly Focus

Draft 11-6-21

The Northern Virginia Transportation Authority has several goals for the 2022 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 congestion for residents and businesses of the region.

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

An additional $38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues 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 multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of $.20/$100 in the grantors tax and a 3% increase in the transit occupancy tax to produce revenue to complete critical multimodal transportation infrastructure.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These dedicated resources need to continue and grow to ensure the Commonwealth can support business, residents and visitors needs for infrastructure that moves goods and people.

SUPPORT USE OF EFFECITVE TRANSPORTATION TECHNOLOGY

The NVTA Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and **eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing**

mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety. For 2022 we call on state government to expand access to low or zero emission vehicles for private and public sector use including assistance to help Virginians at all income levels gain access to electric vehicles and advancing private and public efforts to provide needed charging infrastructure.

Background

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

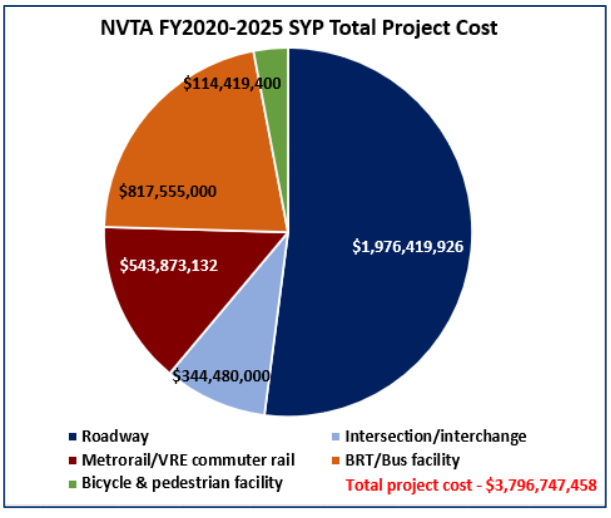
The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

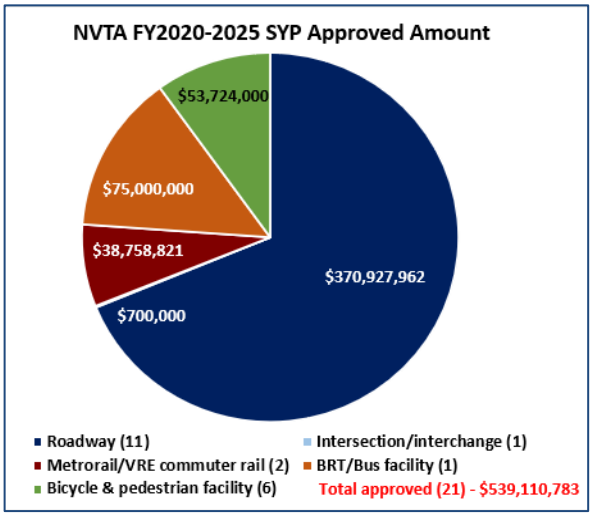
In 2018, deliberations on how the Commonwealth of Virginia should provide $154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The 2% Transit Occupancy 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 2019 and 2020 actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of 106 regional multimodal transportation projects, totaling $2.5 billion, for congestion reduction throughout the region





As of 11-4-21

Attachment

2022 General Assembly Calendar and Special Dates

November 15, 2021	Prefiling begins
November 16-17, 2021	House Appropriations Committee Retreat
November 18-19, 2021	Senate Finance and Appropriations Committee Retreat
November 29, 2021 Due by 5:00 pm	Deadline to submit request to draft a bill to be prefiled
December 16, 2021	Governor Northam Presents Proposed FY 22-24 Budget
December 31, 2021 By midnight	Staff will have all drafts of prefile bills ready for review
January 7, 2022 By 5:00 pm	Deadline to submit further redraft requests for prefiled bills
January 11, 2022 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 12, 2022 10:00 am	Deadline to prefile legislation
January 12, 2022 12:00 pm	Virginia General Assembly convenes
January 15, 2022	Inauguration
February 15, 2022*	Last Day for House and Senate to Finish Their Bills (Crossover)
March 12, 2022	Virginia General Assembly Sine Die

*Pending adoption of General Assembly Procedural Resolution

Attachment

Virginia House of Delegates / 2022 Delegates-elect



Tim Anderson (R)
83rd District
Replaces Guy



Jason Ballard (R)
12th District
Replaces Hurst



Elizabeth Bennett-Parker (D)
45th District
Replaces Levine



Mike Cherry (R)
66th District
Replaces Cox



Nadarius Clark (D)
79th District
Replaces Heretick



A.C. Cordoza (R)
91st District
Replaces Mugler



Tara Durant (R)
28th District
Replaces Cole, J. (Fredericksburg)



Karen Greenhalgh (R)
85th District
Replaces Askew



Anne Ferrell Tata (R)
82nd District
Replaces Miyares



Michelle Maldonado (D)
50th District
Replaces Carter



Marie March (R)
7th District
Replaces Rush



Phillip Scott (R)
88th District
Replaces Cole, M. (Spotsylvania)



Briana Sewell (D)
51st District
Replaces Ayala



Irene Shin (D)
86th District
Replaces Samirah



Kim Taylor (R)
63rd District
Replaces Aird



Otto Wachsmann (R)
75th District
Replaces Tyler



Wren Williams (R)
9th District
Replaces Poindexter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY **8.**

M E M O R A N D U M

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

FROM: Monica Backmon, CEO

DATE: November 10, 2021

SUBJECT: TransAction Update – Goals, Objectives, and Performance Measures

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1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed goals, objectives, and performance measures for the TransAction update.

2. **Suggested Motion:** *I move Authority approval of the proposed goals, objectives, and performance measures for the TransAction update.*

3. **Background.** The Authority adopted the current TransAction, the long-range transportation plan for Northern Virginia, on October 12, 2017. NVTA updates the plan every five years. TransAction will be updated in three phases, starting with a review of transportation needs and priorities. The consultant team will conduct much of the transportation planning and analytical work in the second of these phases, during winter 2021/2022. In the third phase, the public will have an opportunity to provide comment on the draft plan. Each phase includes differing planning and public engagement activities.

   The Authority officially kicked off this update to TransAction at its January 9, 2020, meeting with a public listening session. During 2020, NVTA staff coordinated with relevant NVTA committees, and jurisdiction and agency staff to review and update the vision statement for TransAction. The three NVTA committees are:

   a. Technical Advisory Committee (TAC)
   b. Planning Coordination Advisory Committee (PCAC)
   c. Planning and Programming Committee (PPC)

   TAC and PCAC are NVTA's Statutory Committees, while PPC is a Standing Committee, comprising five Authority members.

   The Authority adopted the vision statement for the TransAction update in December 2020. The Authority subsequently awarded the contract for consultant services for the TransAction update to the Cambridge Systematics team at its meeting on March 11, 2021. Since early summer, NVTA staff, supported by the consultant team, have been working with

the TAC, PCAC, and PPC to develop goals, objectives, and measures that will measure progress towards accomplishing the region's vision statement. Subject to Authority approval, these goals, objectives, and measures will advance the process of updating TransAction.

This memorandum describes the importance of, and the process leading up to, this action item.

4. **What is New?** While the overarching approach to updating TransAction is generally stable from cycle to cycle, each update provides an opportunity to reset the horizon year for the plan, incorporate updated planning forecasts, consider new or modified regional priorities, identify new transportation (and other) needs, and embrace emerging transportation technologies and innovative approaches.

   For the first time, NVTA has explicitly established three core values for TransAction – equity, safety, and sustainability – as part of the current update. Unlike goals, which describe what the region is trying to achieve, core values describe how NVTA will accomplish the goals.

   While congestion reduction continues to underpin the accomplishment of the TransAction vision and goals, three significant external factors provide added context for the update process during the current update cycle:

   a. **'New Normal'** – the first external factor is the long-term transportation impact of the COVID-19 pandemic, commonly referred to as the 'New Normal'. More than eighteen months since the pandemic changed our lives, the evolution of the New Normal is still ongoing. While the advent of effective vaccines has dented the spread and severity of the pandemic in Northern Virginia, the evolution of the New Normal may continue for several more years, at least. The largest uncertainty, from a transportation perspective, is the extent to which work-from-home (WFH) arrangements will persist. Increasingly, some sort of hybrid pattern, combining in-office and WFH arrangements, seems likely although not guaranteed. Pre-pandemic, WFH instead of driving alone would typically represent an integral part of any positive public policy focused on travel demand management. However, due to the DC-centric nature of rail and commuter transit services, WFH has resulted in a return to near-normal level of automobile travel, while rail and transit agencies continue to struggle to get ridership back to pre-COVID levels.
   b. **Climate Change** – the second external factor affecting TransAction is climate change. While climate change is not a new phenomenon, its transportation impacts are becoming more apparent and expected to worsen over time. Today in Northern Virginia, this is mostly in the form of more frequent and intense storms leading to inland flooding events. Over the next couple of decades, such events may increasingly combine with sea level rise and greater storm surge along the tidal Potomac, possibly leading to disruptive travel conditions affecting road and rail infrastructure. Sustained periods of high daytime and nighttime temperatures may

also become more commonplace, further disrupting travel conditions due to the effects of heat on road and rail infrastructure. Adapting to climate change will bring an increased focus on the resiliency of Northern Virginia's multimodal transportation system, and consequently on future investments in the system.

c. **Transportation Technology** – the third and final external factor is transportation technology. While NVTA has invested in today's technologies, such as transit signal priority, to a modest extent, the private sector is making huge investments in information and communications technologies. Such investments, combined with new business models and alliances, will increasingly influence our travel options and the way we travel in the coming years and decades. This could be a change for the better, although there are also some reasons for concern. For example, there is currently a sustained push to improve the availability and affordability of electric vehicles. At the same time, there is widespread awareness and, increasingly, funding to address the necessary upgrades to the power grid and provide access for all to vehicle charging points. Conversely, as self-driving vehicles become more commonplace, there is a risk passenger vehicles with no occupants could add to vehicle miles traveled on our congested transportation system, exacerbating travel conditions for all. To address situations such as those described above, NVTA approved eight strategies as part of a Transportation Technology Strategic Plan earlier this year, for integration into TransAction.

This combination of new approaches and external factors has resulted in numerous in-depth discussions with all three committees over a period of months, highlighting their significance and importance to the development of TransAction goals, objectives, and measures.

In preparation for Authority action on TransAction goals, objectives, and performance measures at this meeting, and on weightings for the measures at the Authority's meeting on December 9, 2021, NVTA staff organized an Authority work-session on October 28, 2021. This was only the third work session held by the Authority since the passage of NVTA's funding legislation (HB 2313) in 2013, signifying the importance of this topic.

The purpose of the work-session was to bring Authority members to a common level of understanding of the TransAction update process in general, and for the upcoming action items in particular. In so doing, the discussion at the work-session highlighted some areas of concern related to priorities and future approaches.

5. **Discussion.** The proposed TransAction goals, objectives, and measures identify a pathway to accomplish the Authority's vision for transportation Northern Virginia. As such, the measures will be weighted, and then used to evaluate, at an aggregate level, the performance of regional projects included in the TransAction project list. This evaluation will be based on a comparison of the performance of the regional transportation system with (build) and without (no-build) the projects in the TransAction project list. This evaluation will be conducted for horizon year 2045, using cooperative growth forecasts

prepared by MWCOG/TPB in conjunction with localities across the region.

A value will be calculated for each measure in the build and no-build conditions. The differences between the values of each measure under the build and no-build conditions will be weighted using the approved weights. Weighted measures will be combined to provide an overall numerical assessment of each build condition.

The weights associated with measures are effectively a reflection of NVTA's priorities for transportation system improvements in the region. Consequently, it is anticipated that the best performing build networks will be those with positive impacts related to the highest weighted measures. The impact of weighted measures may be diminished if either of the following apply:

a. If the individual weights are in a narrow range, e.g. 5-15 percent there will be little differentiation between the measures;
b. If the project list for the build conditions does not include projects that address NVTA's highest priorities, then the weighting process will be ineffective. It is noted that the draft TransAction project list mostly includes unfunded projects from the current TransAction project list (adopted in October 2017) with a small number of new projects suggested by member jurisdictions and agencies.

Put differently, while the goals, objectives, and measures are critical to the TransAction update process, so too are the weightings associated with the measures, and the candidate regional project list to which they will be applied. The action for this meeting is limited to the approval of proposed goals, objectives, and measures. These will determine what can be measured. Subsequently, Authority action on weightings for measures will be requested at the Authority's December 2021 meeting. These weightings will set the relative priorities for each measure. Development of the TransAction project list is an ongoing task coordinated by NVTA staff in conjunction with jurisdiction and agency staff.

6. **Recent Committee Action.** The Authority's Statutory Committees (TAC and PCAC) unanimously endorsed the goals, objectives, and measures at their respective meetings in October 2021. At its meeting in early November 2021, the Authority's relevant Standing Committee (PPC) also endorsed the goals, objectives, and measures with one abstention.

7. **Next Steps.** Subject to Authority action on TransAction goals, objectives, and measures, NVTA's committees will take action on weightings for measures during the November committee meeting cycle, prior to Authority action at its December 2021 meeting.

   The Authority will adopt the final TransAction Plan in November 2022.

Attachment – Proposed Goals, Objectives, and Performance Measures

Attachment:

Goals, Objectives, and Performance Measures Recommended by the Technical Advisory Committee

Goal	Objective	Performance Measure	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	
		A2. Total Person-Hours of Delay on Transit	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	 
		B2. Transit person-miles in dedicated/priority ROW	 
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	
		C2. Access to jobs by car, transit, and bike for EEA populations	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	  
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	 
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	 

9.

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: Randy Boice, Chairman, Technical Advisory Committee

DATE: November 10, 2021

SUBJECT: Report from the Technical Advisory Committee

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

2. **Background:** The Technical Advisory Committee met on October 20, 2021. The meeting was held at the NVTA office. Seven committee members attended in-person and the meeting was also livestreamed on YouTube.

3. **The Committee took action on the following items:**
   a. **Summary Notes of September 29, 2021 Meeting**:
   The meeting summary for the September 29, 2021, meeting was approved unanimously.
   b. **Approval of Goals, Objectives, and Performance Measures for TransAction update**:
   The Committee discussed various aspects of goals, objectives, and performance measures over the past several meetings. The Committee discussed the revisions NVTA staff made incorporating Committee feedback. The Committee unanimously recommended three goals, seven objectives, and ten performance measures for Authority Approval.

4. **The Committee discussed the following information items:**
   a. **TransAction: Interim Findings of the Online Survey**

   The Committee was informed of the results of the 2021 TransAction Survey, in which 2,318 individuals participated. This included an overview of the geographic distribution of respondents, and of their demographic characteristics. Results regarding anticipated changes to travel behaviors after the pandemic; the influence of varied factors on mode choice; factors that influence willingness to try emerging technologies; respondents' reported transportation priorities and; suggestions for allocating resources were all shared.

b. TransAction: Preliminary Discussion on Weightings for Performance Measures

Dr. Nampoothiri indicated that the weights suggested by the Technical Advisory Committee, Planning Coordination Advisory Committee and Planning and Programming Committee in November, will be averaged and rounded to the nearest 5%. The averaged weights, along with sums of these for each core value, will be presented to the Authority in December. The Authority may accept or modify these recommendations prior to approval.

c. NVTA Update:

Ms. Backmon informed the Committee that a Call for Projects for the last Six Year Program to be conducted before the adoption of TransAction update, closed on October 1st. NVTA Staff are currently reviewing the submissions, which totaled $1.3 billion in requests. She also noted that NVTA's Legislative Program for the coming year is under development. Restoration of $38.5 million dollars of funding will continue to be the top priority.

5. Next Meeting:

The next meeting is scheduled for November 22, 2021, at 7:00 pm.

Attachment: Goals, objectives, and performance measures recommended by the Technical Advisory Committee

Attachment:

Goals, Objectives, and Performance Measures Recommended by the Technical Advisory Committee

Goal	Objective	Performance Measure	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	
		A2. Total Person-Hours of Delay on Transit	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	 
		B2. Transit person-miles in dedicated/priority ROW	 
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	
		C2. Access to jobs by car, transit, and bike for EEA populations	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	  
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	 
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	 

10.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, CEO

DATE: November 10, 2021

SUBJECT: Update on the Annual Reporting of the HB 1915 (2015) Requirement

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1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of the FY2021 Reporting requirement for HB 1915 (2015).

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

   To facilitate this reporting, NVTA staff developed a form for the jurisdictions to report the inconsistencies on an annual basis, as required by Code. The law does not prescribe any action from NVTA based on jurisdictions' reporting.

3. **Current Update.** NVTA staff initiated the update process for FY2021 in July 2021 and received five responses. While three jurisdictions noted changes to the land use element of their comprehensive plans, no inconsistencies with TransAction were reported. Two jurisdictions reported no changes to their comprehensive plans. Nine jurisdictions did not respond at all. NVTA staff has saved this information in files for records.

4. **Next steps.** NVTA staff will continue to collect and report this information from jurisdictions on an annual basis.

Attachments: Form for HB1915 Reporting

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Annual Reporting of HB 1915 Requirements

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

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

Reporting Period: July 1, 2020 to June 30, 2021

Locality: _____

1. Were there any changes made to the transportation section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No

2. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

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

3. Were there any changes made to the land use section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No

4. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

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

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

Name: _____ Signature: _____
(Director level or above)

Title: _____ Date: _____

Contact (Phone, email): _____

11.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, CEO, NVTA

DATE: November 10, 2021

SUBJECT: **T**ravel Trends Update

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1. **Purpose.**
To inform the Northern Virginia Transportation Authority (NVTA) on recent travel trends related to the ongoing transportation impacts of the COVID-19 pandemic.

Background.
NVTA staff is monitoring travel trends in Northern Virginia, comparing highway and transit travel metrices from 2020 and 2021, with corresponding weeks and months in 2019. NVTA staff has so far presented three of these snapshot analyses, at the June, July, and September 2021 Authority meetings.

This update features findings from a recent regional survey by the Greater Washington Partnership, together with insights on transit ridership trends from transit agency managers in Northern Virginia. The analysis of highway travels covers traffic volumes and travel speeds for the afternoon peak periods.

The objectives of these analyses are to gain a better understanding of such trends, and to identify whether they are temporary or may be more permanent. This knowledge will enhance NVTA's long-range transportation planning efforts, and may influence project-funding recommendations in future Six Year Programs.

2. **Commuting to work/Telecommuting**
Census Bureau has been conducting a special online survey to gauge socio-economic impacts due to COVID-19 (https://www.census.gov/data/experimental-data-products/household-pulse-survey.html). The last data point is in July 2021, which showed about 44% of workers in Washington D.C. Metro area worked from home. This is highest among its 14 large peer metro areas in the United States, but with a downward trend since April of this year (April – 51%).

In the third iteration of the Capital COVID-19 Snapshot survey

(https://greaterwashingtonpartnership.com/capital-covid-snapshot-2021/), the Greater Washington Partnership received responses from 164 employers, representing nearly 300,000 workers in the Baltimore-Washington-Richmond region. Following are the key findings:

- **a.** Less than half of employees are expected to be back in the office on a typical workday this fall. By summer next year, employers say they expect that number will grow to about two-thirds.
- **b.** On mode of transportation to commute to office next year, about 56 percent of employers think workers will drive more. Only 16 percent of employers expect an increase in the use of public transit.

3. Highway travels

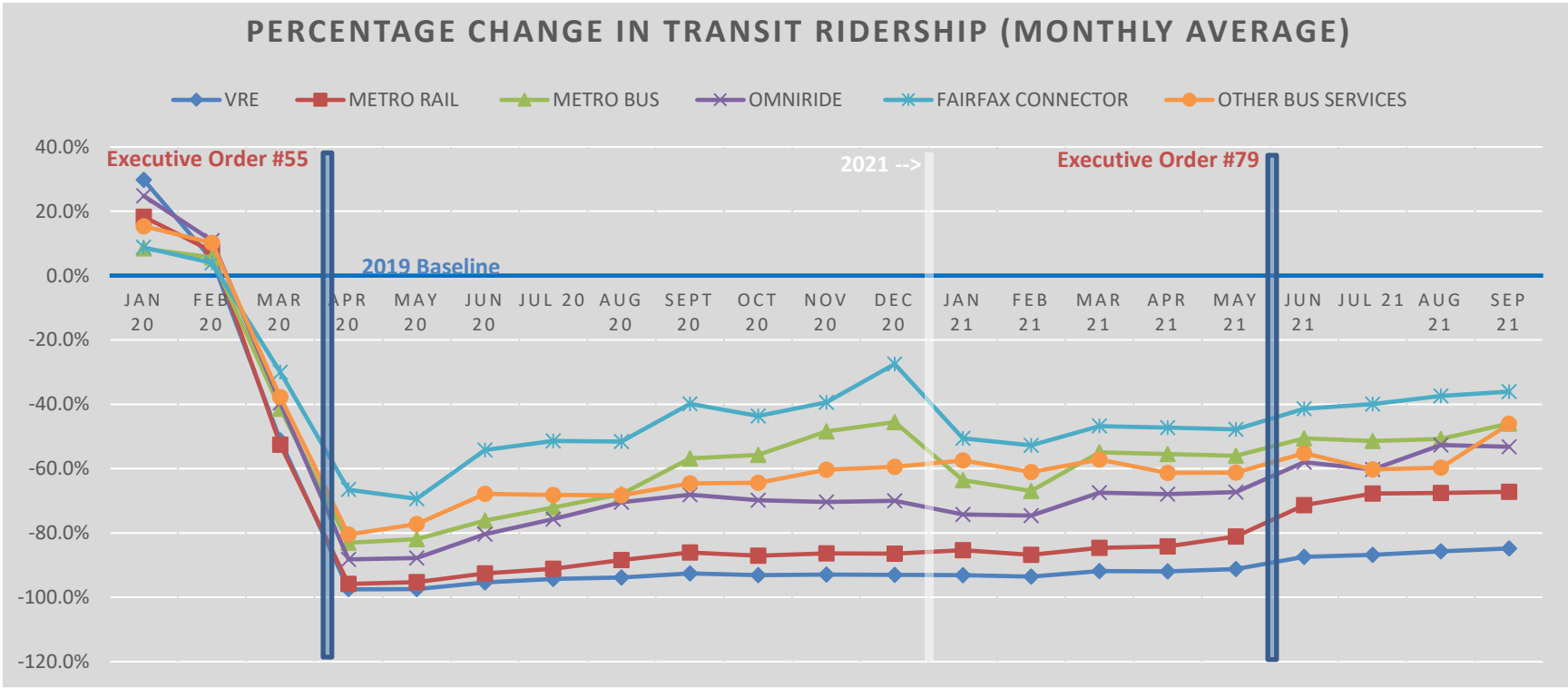
Volumes on freeways and major arterials in Northern Virginia are close to pre-pandemic level. In October 2021, volumes were within 95% of pre-COVID conditions. Travel speeds in October 2021 were about 4% faster than pre-COVID conditions.

4. Transit ridership:

NVTA staff invited managers of transit service providers in Northern Virginia to provide their insights on ridership trends. Below are some highlights:

- **a.** Commuter ridership has increased due to the number of employees returning in-person to the Pentagon, but Washington, DC-based routes are still lagging.
- **b.** Fewer people are utilizing informal ride-sharing (slugging). That has positively impacted the use of transit as people are concerned about riding in private autos with unknown persons.
- **c.** For Loudoun County Transit, commuter services historically have had more riders than local fixed routes. This trend has been reversed, where local routes are averaging 87 percent, and commuter services just 10 percent of pre-COVID ridership.
- **d.** Ridership declined on the King Street Trolley in Old Town Alexandria due to reduced tourism levels in the city. Pre-COVID, this service contributed to 20-25 percent of systemwide ridership during summer and fall.

The following chart shows percentage changes in average monthly ridership data from all transit providers in Northern Virginia, comparing data from 2020 and 2021 to the 2019 baseline. In this update, the last month of data reported is September 2021. Ridership for all systems has been trending upward since February 2021. The category “Other Bus Services”, which includes ART, DASH, CUE, and Loudoun County Transit system; showed largest gain between August and September of this year. This is coincident with DASH’s free-fare and expanded services starting from September 5.



5. **Next steps.** NVTA staff will continue this trend analysis to track emerging travel patterns, as the region is opening up to socio-economic activities.

12.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Monica Backmon, CEO

DATE: November 10, 2021

SUBJECT: Report on Implementation of the Transportation Technology Strategic Plan

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent efforts to implement the inaugural Transportation Technology Strategic Plan (TTSP).

2. **Background:** On May 13, 2021, the Authority adopted the inaugural NVTA Transportation Technology Strategic Plan's Action Plan and Eight Strategies. The Transportation Technology Committee met on October 27, 2021, to discuss the first six months of its implementation.

3. **Summary of Implementation Efforts:** In the first six months since TTSP adoption, NVTA staff initiated multiple activities:
    - **a.** Completed deliverables
        i. Introduction of a technology-related section to NVTA's annual Legislative Program (pending Authority action)
        ii. Creation of a home for TTSP content on the NVTA website
        iii. Outreach activities, including via TransAction public engagement activities
        iv. Minor updates to the TTSP, including the addition of a technology timeline

    - **b.** Ongoing activities:
        i. Initial draft of an Emissions White Paper on Emissions, which will be subject to a forthcoming Committee review process
        ii. Initial drafts of Technical Memoranda evaluating two emerging technologies, which will be subject to a forthcoming Committee review process
            1. Autonomous and Electric Shuttles
            2. Personal Autonomous Vehicles
        iii. Initial draft of a Transportation Policy Template

4. **Upcoming Implementation Efforts:** Over the next six months, through May 2022, NVTA staff will continue to work on the items listed under 3b above, together with other activities related to the TTSP:

a. New activities:
    i. Additional transportation technology evaluations, as appropriate
b. Integration with TransAction
    i. Integration of technology-related strategies into the TransAction scenario analysis work
    ii. Public engagement under the TransAction umbrella
    iii. Incorporation of 'top-down' regional transportation projects that are consistent with the TTSP
c. Technology-related Outreach
    i. Development of a more comprehensive approach to technology-related outreach and education that builds upon the "Driven by Innovation" eBlast
    ii. Ongoing monitoring of market trends and trigger points
    iii. White Paper development
        1. Collaborate on a process for development of future regional transportation policies, utilizing the template developed in the first six months of implementation
        2. Identify and prioritize topics for potential future regional transportation policies. *(Detailed regional transportation policy development will not commence prior to agreement on both a process and a list of prioritized topics.)*
    iv. Consider if any additional strategies should be added to the TTSP and its Action Plan. The Committee discussed the following potential topics:
        1. Autonomous Vehicles (in a manner that is synergistic with the existing strategy to "Minimize the potential for Zero Occupancy passenger Vehicles" but more broad in scope.)
        2. Freight
        3. Personal Delivery Devices (Sidewalk robots)
        4. Microtransit

5. Next Steps: NVTA Staff will continue to provide regular updates on progress towards the above actions, through the NVTA Chief Executive Officer's monthly report to the Authority. The TTSP will be maintained as a living document, to reflect the continued evolution of transportation technologies, and to allow NVTA staff the flexibility to update and refine it as necessary. That said, no signification changes or additions to the TTSP, as determined by the NVTA Chief Executive Officer, will occur without prior Authority Approval.

13.

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 Rishell, Chair - Finance Committee

DATE: November 10, 2021

SUBJECT: Finance Committee 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 on October 21, 2021. The next scheduled meeting is Thursday, December 16, 2021 at 1:00 PM. The November meeting was cancelled due to the change in the Authority meeting to the third Thursday of the month. The following summarizes the October 21st meeting.

3. **Action Item:**
   a. **FY2021 Audit Presentation –** The Committee received a briefing and analysis from PBMares, LLP the independent auditor, regarding the FY2021 Financial Statements. In addition to reporting an unmodified (clean) audit opinion, the auditor reported no issues with management or difficulties in completing the audit.

4. **Discussion Items:**
   a. **FY2023 Budget Guidance –** The Committee reviewed prior year budget guidance and the impact of COVID-19 economic concerns on the FY2022 revenue estimates. The Committee will review initial budget requests for operating cost normal escalations and new FY2023 initiatives at the December meeting.

   b. **Investment Portfolio Report** - The Finance Committee reviewed and discussed the Authority's Investment Portfolio performance. The Portfolio continues to perform well compared to its benchmarks and the overall market.

   c. **Monthly Revenue Report -** The Finance Committee reviewed and discussed the monthly revenue reports. Staff reported that $40.5 million has been received thus far in FY2022. While early in the fiscal year, (due to the accounting accrual periods) staff noted all revenue indications are positive.

d. Monthly Operating Budget - The Finance Committee received a report and discussed the FY2021 Operating Budget, which is tracking appropriately for this period in the fiscal year.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: November 10, 2021

SUBJECT: Investment Portfolio Report

1) **Purpose:** To provide the Northern Virginia Transportation Authority with required reports on investment activities and portfolio performance through September 31, 2021.

2) **Background:** This report is on investment activity through September 2021 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.

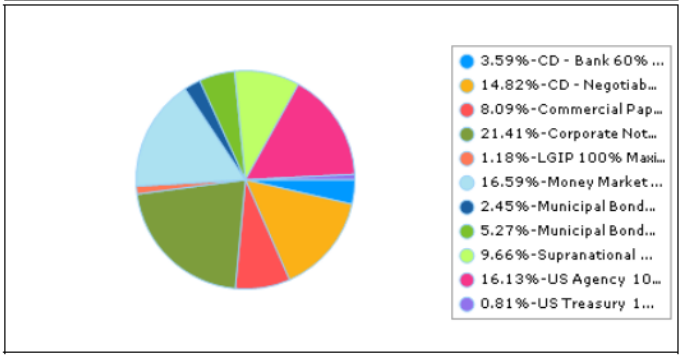
Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

Begin Date: 8/31/2021, End Date: 9/30/2021

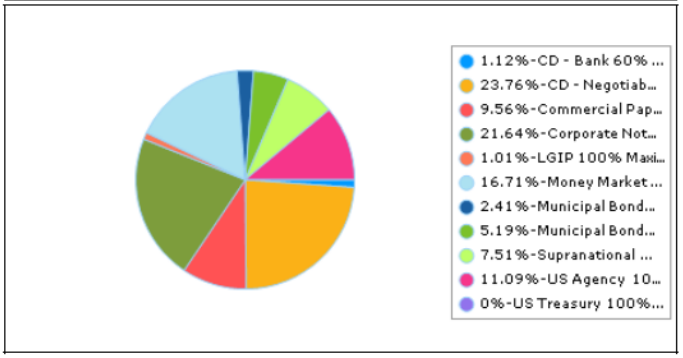
Asset Category Allocation

Asset Category	Book Value 8/31/2021	% of Portfolio 8/31/2021	Book Value 9/30/2021	% of Portfolio 9/30/2021
CD - Bank 60% Maximum	44,315,273.30	3.59	14,000,000.00	1.12
CD - Negotiable 25% Maximum	183,011,820.50	14.82	298,047,398.05	23.76
Commercial Paper 35% / 5% Maximum	99,933,309.72	8.09	119,934,401.22	9.56
Corporate Notes 50% Maximum	264,396,937.82	21.41	271,444,599.46	21.64
LGIP 100% Maximum	14,535,069.53	1.18	12,701,644.90	1.01
Money Market 60% Maximum	204,882,330.77	16.59	209,527,977.77	16.71
Municipal Bonds - US 75% Maximum	30,259,188.86	2.45	30,242,109.39	2.41
Municipal Bonds - Virginia 75% Maximum	65,058,952.30	5.27	65,046,483.94	5.19
Supranational 15% Maximum	119,219,952.61	9.66	94,132,872.01	7.51
US Agency 100% Maximum	199,126,665.22	16.13	139,124,862.38	11.09
US Treasury 100% Maximum	9,999,059.88	0.81	0.00	0.00
Total / Average	1,234,738,560.51	100.00	1,254,202,349.12	100.00

Portfolio Holdings as of 8/31/2021



Portfolio Holdings as of 9/30/2021



3) Current Period Reports:

a. The <u>safety</u> of the portfolio is reflected in the actual composition of the portfolio as shown above.

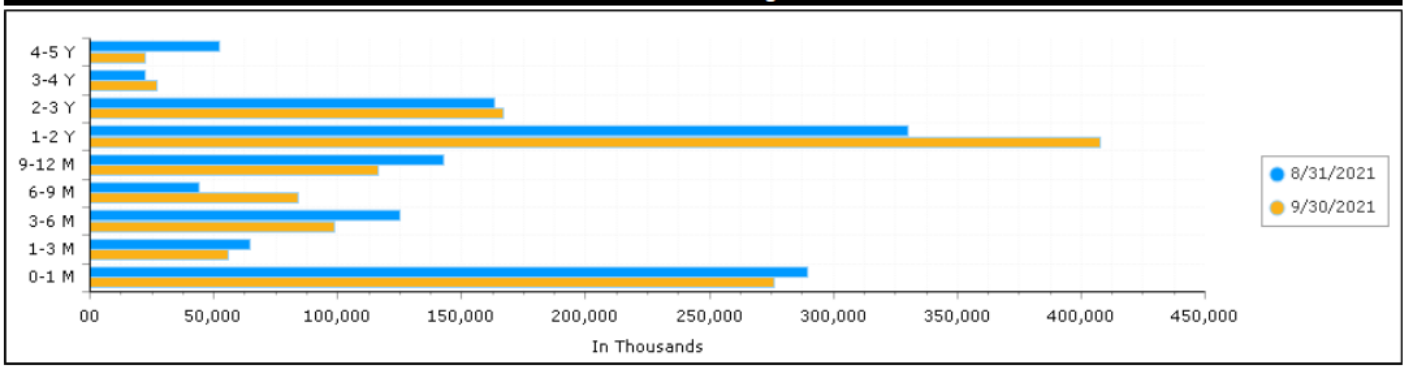
Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value
Report Group: Regional Revenue

Begin Date: 8/31/2021, End Date: 9/30/2021

Maturity Range Allocation

Maturity Range	Book Value 8/31/2021	% of Portfolio 8/31/2021	Book Value 9/30/2021	% of Portfolio 9/30/2021
0-1 Month	289,748,385.40	23.47	276,226,500.72	22.02
1-3 Months	64,553,328.97	5.23	55,555,282.09	4.43
3-6 Months	124,971,579.68	10.12	98,490,866.92	7.85
6-9 Months	44,330,467.48	3.59	83,808,001.13	6.68
9-12 Months	143,018,709.57	11.58	116,513,249.66	9.29
1-2 Years	330,369,727.15	26.76	407,566,492.63	32.50
2-3 Years	163,345,683.67	13.23	166,652,736.90	13.29
3-4 Years	22,092,563.89	1.79	27,118,386.56	2.16
4-5 Years	52,308,114.70	4.24	22,270,832.51	1.78
Total / Average	**1,234,738,560.51**	**100.00**	**1,254,202,349.12**	**100.00**

Portfolio Holdings



b. The <u>liquidity</u> of the portfolio is reflected in the portfolio's duration of 1.07 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Sep-21 Month End
Fed Funds Rate	0.06%
Treasury 90 Day T Bill	0.04%
Local Government Investment Pool	0.059%
Virginia Non-Arbitrage Program	0.06%
NVTA Performance	**0.29%**

Source: Bloomberg/NVTA Statements

c. The <u>yield</u> on the portfolio at the end of September 2021 was 0.29%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

a) Safety The portfolio is invested primarily in;

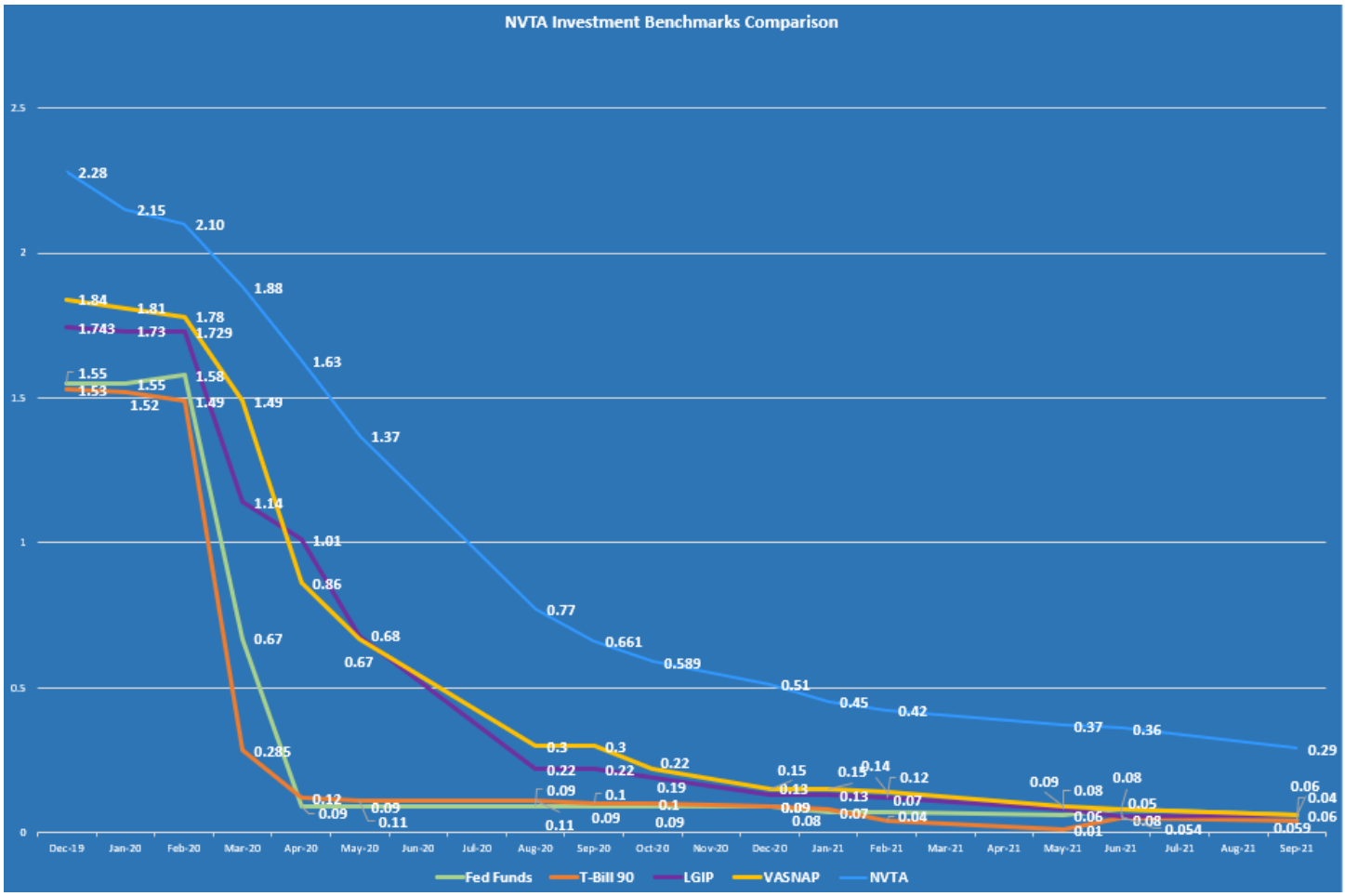
i) Local Government Investment Pools (1.01% from 1.18%)
ii) Collateralized bank money market accounts (16.71% from 16.59%)
iii) AAA/AA rated investment grade corporate bonds (21.64% from 21.41%)
iv) Treasuries and Agencies (11.09% from 16.94%)
v) VA & US Municipals (7.6% from 7.72%)

b) Liquidity:

The NVTA Portfolio duration remained as 1.07 in September 2021 (1.0 = 1 year). In expectation of eventual interest rate increases NVTA staff initiated a process in early summer to ladder maturities such that a level amount (security value) of securities mature each month. This will result in monthly opportunities to re-invest at higher rates.

c) Yield:

i) Bank negotiated deposit and LGIP Program fund yields are continuing to struggle in offering competitive rates. The market realities are simply working against banks and daily liquidity pools, while fixed income securities are showing minimal upward rate trends.
ii) Staff have been implementing a strategy targeted to have $30 million a month in maturities. The intent of this strategy is to take advantage of rising rates in an orderly fashion by each month's maturities (principle and earned interest) being reinvested at higher rates.
iii) With the target monthly maturities and typical monthly positive cash flow new monthly security purchases will typically be between $40 million to $48 million.
(1) $30 million in maturities, plus;
(2) $10 million to $18 million in new receipts.



5) **Custodian Certification:** Truist (formerly BB&T) is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.

6) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:

   a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
   b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
   c. **Portfolio Holdings by Custodian**. This report shows each depository, investment firm or custodian holding NVTA securities or cash.

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.

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 9/30/2021

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit										
United Bank 0.1 10/13/2021	9,000,000.00	9,000,000.00	9,000,000.00	None	None	0.72	13	10/13/2021	0.100	0.04
United Bank 0.1 10/20/2021	5,000,000.00	5,000,000.00	5,000,000.00	None	None	0.40	20	10/20/2021	0.100	0.05
Sub Total / Average Certificate Of Deposit	14,000,000.00	14,000,000.00	14,000,000.00			1.12	16		0.100	0.04
Commercial Paper										
Barclays 0 3/8/2022	10,000,000.00	9,993,816.59	9,995,600.00	S&P-A1	Moodys-P1	0.80	159	3/8/2022	0.140	0.44
Barclays 0 5/19/2022	10,000,000.00	9,989,733.24	9,993,600.00	S&P-A1	Moodys-P1	0.80	231	5/19/2022	0.160	0.63
Credit Suisse 0 2/18/2022	25,000,000.00	24,982,375.00	24,990,250.00	S&P-A1	Moodys-P1	2.01	141	2/18/2022	0.180	0.39
JPMorgan 0 12/17/2021	20,000,000.00	19,990,900.00	19,997,800.00	S&P-A1	Moodys-P1	1.61	78	12/17/2021	0.210	0.21
Landes Bank 0 11/22/2021	10,000,000.00	9,997,055.56	9,999,600.00	Moodys-P1	Fitch-F1	0.80	53	11/22/2021	0.200	0.15
Royal Bank of Canada 0 10/19/2021	10,000,000.00	9,998,838.89	9,999,900.00	S&P-A1+	Moodys-P1	0.80	19	10/19/2021	0.220	0.05
Royal Bank of Canada 0 10/28/2021	10,000,000.00	9,998,133.33	9,999,800.00	S&P-A1+	Moodys-P1	0.80	28	10/28/2021	0.241	0.08
Standard Chartered0 1/11/2022	25,000,000.00	24,983,548.61	24,995,750.00	S&P-A1	Moodys-P1	2.01	103	1/11/2022	0.230	0.28
Sub Total / Average Commercial Paper	120,000,000.00	119,934,401.22	119,972,300.00			9.63	105		0.201	0.29
Corporate Bond										
Apple0.75 5/11/2023	5,000,000.00	5,037,718.97	5,036,500.00	S&P-AA+	Moodys-Aa1	0.40	588	5/11/2023	0.280	1.60
Apple1.7 9/11/2022	16,145,000.00	16,130,048.78	16,364,087.65	S&P-AA+	Moodys-Aa1	1.30	346	9/11/2022	1.800	0.94
Apple2.4 5/3/2023	2,500,000.00	2,581,540.61	2,580,950.00	S&P-AA+	Moodys-Aa1	0.20	580	5/3/2023	0.340	1.56
Apple2.85 5/11/2024-24	2,135,000.00	2,265,914.42	2,252,916.05	S&P-AA+	Moodys-Aa1	0.17	954	5/11/2024	0.484	2.51
Apple2.85 5/11/2024-24	10,000,000.00	10,624,729.11	10,552,300.00	S&P-AA+	Moodys-Aa1	0.80	954	5/11/2024	0.442	2.51
Apple3.45 5/6/2024	10,000,000.00	10,812,389.27	10,743,700.00	S&P-AA+	Moodys-Aa1	0.80	949	5/6/2024	0.310	2.48
AppleVar. Corp 2/9/2022	5,011,000.00	5,022,454.92	5,020,621.12	S&P-AA+	Moodys-Aa1	0.40	132	2/9/2022	0.625	0.00
Asian Development Bank 1.75 9/13/2022	25,000,000.00	25,366,108.60	25,382,750.00	S&P-AAA	Moodys-Aaa	2.01	348	9/13/2022	0.210	0.95
Asian Development Bank 2.75 3/17/2023	18,083,000.00	18,741,991.86	18,745,922.78	S&P-AAA	Moodys-Aaa	1.45	533	3/17/2023	0.250	1.44
Asian Development Bank Var. Corp 12/15/2021	25,000,000.00	25,002,326.53	25,001,750.00	S&P-AAA	Moodys-Aaa	2.01	76	12/15/2021	0.126	0.00
Berkshire Hathaway2.75 3/15/2023-23	10,000,000.00	10,299,901.36	10,311,700.00	S&P-AA	Moodys-Aa2	0.80	531	3/15/2023	0.665	1.44
Berkshire Hathaway2.75 3/15/2023-23	5,000,000.00	5,166,439.80	5,155,850.00	S&P-AA	Moodys-Aa2	0.40	531	3/15/2023	0.449	1.44
Berkshire Hathaway2.75 3/15/2023-23	8,200,000.00	8,466,605.82	8,455,594.00	S&P-AA	Moodys-Aa2	0.66	531	3/15/2023	0.501	1.44
Exxon2.019 8/16/2024-24	10,000,000.00	10,374,328.77	10,405,100.00	S&P-AA-	Moodys-Aa1	0.80	1,051	8/16/2024	0.699	2.81

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
ExxonVar. Corp 3/6/2022	1,000,000.00	1,001,067.92	1,001,650.00	S&P-AA	Moodys-Aa1	0.08	157	3/6/2022	0.486	0.00
ExxonVar. Corp 3/6/2022	7,500,000.00	7,507,603.88	7,512,375.00	S&P-AA	Moodys-Aa1	0.60	157	3/6/2022	0.486	0.00
ExxonVar. Corp 8/16/2022	10,000,000.00	10,013,863.68	10,034,500.00	S&P-AA	Moodys-Aa1	0.80	320	8/16/2022	0.455	0.00
IBRD 0.25 11/24/2023	25,000,000.00	25,022,445.02	24,944,250.00	S&P-AAA	Moodys-Aaa	2.01	785	11/24/2023	0.208	2.14
Mass Mutual Global Funding 0.48 8/28/2023	15,000,000.00	15,038,759.46	15,032,850.00	S&P-AA+	Moodys-Aa3	1.20	697	8/28/2023	0.344	1.91
Mass Mutual Global Funding 0.48 8/28/2023	15,000,000.00	15,038,800.91	15,032,850.00	S&P-AA+	Moodys-Aa3	1.20	697	8/28/2023	0.344	1.91
Mass Mutual Global Funding 3.6 4/9/2024	7,210,000.00	7,788,870.35	7,719,314.40	S&P-AA+	Moodys-Aa3	0.58	922	4/9/2024	0.400	2.40
MetLife 0.45 9/1/2023	10,000,000.00	10,028,581.54	10,011,500.00	S&P-AA-	Moodys-Aa3	0.80	701	9/1/2023	0.301	1.91
MetLife 0.45 9/1/2023	20,000,000.00	20,044,677.47	20,023,000.00	S&P-AA-	Moodys-Aa3	1.61	701	9/1/2023	0.333	1.91
MetLife 0.45 9/1/2023	13,920,000.00	13,959,933.06	13,936,008.00	S&P-AA-	Moodys-Aa3	1.12	701	9/1/2023	0.300	1.91
Microsoft Corp 3.625 12/15/2023-23	13,000,000.00	13,880,395.02	13,831,350.00	S&P-AAA	Moodys-Aaa	1.04	806	12/15/2023	0.530	2.12
Nestle 3.35 9/24/2023-23	15,665,000.00	16,563,533.85	16,533,624.25	S&P-AA-	Moodys-Aa3	1.26	724	9/24/2023	0.437	1.94
New York Life 0.4 10/21/2023	20,000,000.00	20,036,890.21	20,021,800.00	S&P-AA+	Moodys-Aaa	1.61	751	10/21/2023	0.310	2.05
New York Life 1.1 5/5/2023	18,175,000.00	18,426,890.75	18,398,552.50	S&P-AA+	Moodys-Aaa	1.46	582	5/5/2023	0.230	1.58
New York Life 2.875 4/10/2024	4,525,000.00	4,808,942.35	4,784,735.00	S&P-AA+	Moodys-Aaa	0.36	923	4/10/2024	0.378	2.43
Walmart3.4 6/26/2023-23	10,000,000.00	10,523,717.18	10,513,300.00	S&P-AA	Moodys-Aa2	0.80	634	6/26/2023	0.372	1.69
Sub Total / Average Corporate Bond	358,069,000.00	365,577,471.47	365,341,400.75			28.74	601		0.409	1.57
FFCB Bond										
FFCBVar. FFCB 8/1/2022	25,000,000.00	25,000,000.00	25,007,750.00	S&P-AA+	Moodys-Aaa	2.01	305	8/1/2022	0.095	0.00
FFCB 0.6 11/24/2025-21	19,100,000.00	19,092,066.96	18,929,246.00	S&P-AA+	Moodys-Aaa	1.53	1,516	11/24/2025	0.610	4.10
FFCB Var. FFCB 1/31/2023	25,000,000.00	25,000,000.00	25,015,250.00	S&P-AA+	Moodys-Aaa	2.01	488	1/31/2023	0.090	0.00
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,999,905.83	20,000,200.00	S&P-AA+	Moodys-Aaa	1.61	27	10/27/2021	0.029	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,017,780.69	10,045,800.00	S&P-AA+	Moodys-Aaa	0.80	403	11/7/2022	0.455	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,002,516.49	10,015,900.00	S&P-AA+	Moodys-Aaa	0.80	228	5/16/2022	0.305	0.00
Sub Total / Average FFCB Bond	109,100,000.00	109,112,269.97	109,014,146.00			8.76	510		0.224	0.72
FHLB Bond										
FHLB 0.27 3/28/2024-21	15,000,000.00	14,998,825.30	14,931,600.00	S&P-AA+	Moodys-Aaa	1.20	910	3/28/2024	0.273	2.49
Sub Total / Average FHLB Bond	15,000,000.00	14,998,825.30	14,931,600.00			1.20	910		0.273	2.49
FHLMC Bond										
FHLMC 0.375 4/8/2024-21	15,000,000.00	15,013,767.11	14,963,550.00	Fitch-AAA	Moodys-Aaa	1.20	921	4/8/2024	0.338	2.51
Sub Total / Average FHLMC Bond	15,000,000.00	15,013,767.11	14,963,550.00			1.20	921		0.338	2.51
Local Government Investment Pool										
Commonweath of VirginiaLGIP	12,010.42	12,010.42	12,010.42	S&P-AAA	NR	0.00	1	N/A	0.059	0.00
Commonweath of Virginia LGIP	12,480,634.49	12,480,634.49	12,480,634.49	S&P-AAA	NR	1.00	1	N/A	0.059	0.00
VIP Stable NAV LGIP	208,999.99	208,999.99	208,999.99	S&P-AAA	NR	0.02	1	N/A	0.069	0.00
Sub Total / Average Local Government Investment Pool	12,701,644.90	12,701,644.90	12,701,644.90			1.02	1		0.059	0.00
Money Market										
John Marshall Bank ICS MM	52,732,469.68	52,732,469.68	52,732,469.68	NR	NR	4.23	1	N/A	0.160	0.00
Truist MM	25,651,523.90	25,651,523.90	25,651,523.90	NR	NR	2.06	1	N/A	0.010	0.00
United BankMM	52,122,067.51	52,122,067.51	52,122,067.51	NR	NR	4.18	1	N/A	0.150	0.00

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
United BankMM	28,065,575.01	28,065,575.01	28,065,575.01	NR	NR	2.25	1	N/A	0.150	0.00
United Bank Ck MM	9,761.00	9,761.00	9,761.00	NR	NR	0.00	1	N/A	0.000	0.00
United Bank MM	50,946,580.67	50,946,580.67	50,946,580.67	NR	NR	4.09	1	N/A	0.069	0.00
Sub Total / Average Money Market	209,527,977.77	209,527,977.77	209,527,977.77			16.82	1		0.116	0.00
Municipal Bond										
Arlington County 0.79 8/1/2025	7,000,000.00	7,050,204.54	6,993,700.00	S&P-AAA	Moodys-Aaa	0.56	1,401	8/1/2025	0.600	3.78
Calvert County MD 2 5/1/2022	805,000.00	812,981.66	813,557.15	S&P-AAA	Fitch-AAA	0.06	213	5/1/2022	0.300	0.58
Calvert County MD 2 5/1/2023	2,640,000.00	2,706,588.66	2,709,326.40	S&P-AAA	Fitch-AAA	0.21	578	5/1/2023	0.400	1.56
Calvert County MD 2 5/1/2024	2,330,000.00	2,419,518.56	2,415,138.20	S&P-AAA	Fitch-AAA	0.19	944	5/1/2024	0.500	2.51
Calvert County MD 2 5/1/2025	2,620,000.00	2,744,830.01	2,724,538.00	S&P-AAA	Fitch-AAA	0.21	1,309	5/1/2025	0.650	3.45
Carroll CNTY MD 2 11/1/2024	2,385,000.00	2,500,254.68	2,486,314.80	S&P-AAA	Moodys-Aaa	0.19	1,128	11/1/2024	0.420	2.99
Carroll CNTY MD 2 11/1/2025	1,890,000.00	1,998,765.55	1,974,350.70	S&P-AAA	Moodys-Aaa	0.15	1,493	11/1/2025	0.570	3.92
City Richmond GO 2 7/15/2023	3,000,000.00	3,085,414.05	3,092,970.00	S&P-AA+	Moodys-Aa1	0.24	653	7/15/2023	0.400	1.76
City Richmond GO 2 7/15/2024	3,000,000.00	3,124,328.87	3,123,240.00	S&P-AA+	Moodys-Aa1	0.24	1,019	7/15/2024	0.500	2.72
City Richmond GO 2 7/15/2025	410,000.00	431,432.86	428,384.40	S&P-AA+	Moodys-Aa1	0.03	1,384	7/15/2025	0.600	3.66
FFX CNTY VA GO 0.645 10/1/2025	5,000,000.00	5,034,544.81	4,963,200.00	S&P-AAA	Moodys-Aaa	0.40	1,462	10/1/2025	0.470	3.95
Florida State Revenue Bonds 1.258 7/1/2025	7,000,000.00	7,055,941.67	7,075,460.00	S&P-AA	Fitch-AA	0.56	1,370	7/1/2025	1.039	3.67
Loudoun County Economic Development 0.35 12/1/2023	1,930,000.00	1,931,652.96	1,926,468.10	S&P-AA+	Moodys-Aa1	0.15	792	12/1/2023	0.310	2.16
NYC GO 1.58 8/1/2022	10,000,000.00	10,003,228.60	10,113,400.00	S&P-AA	Moodys-Aa1	0.80	305	8/1/2022	1.541	0.83
VA Resources Auth Infrastructure Rev 0.249 11/1/20	565,000.00	565,000.00	565,056.50	S&P-AAA	Moodys-Aaa	0.05	32	11/1/2021	0.249	0.09
VA Resources Auth Infrastructure Rev 0.329 11/1/20	435,000.00	435,000.00	435,752.55	S&P-AAA	Moodys-Aaa	0.03	397	11/1/2022	0.329	1.08
VA Resources Auth Infrastructure Rev 0.436 11/1/20	720,000.00	720,000.00	720,900.00	S&P-AAA	Moodys-Aaa	0.06	762	11/1/2023	0.436	2.08
VA Resources Auth Infrastructure Rev 0.636 11/1/20	1,000,000.00	1,000,000.00	999,470.00	S&P-AAA	Moodys-Aaa	0.08	1,128	11/1/2024	0.636	3.05
VA Resources Auth Infrastructure Rev 0.736 11/1/20	1,180,000.00	1,180,000.00	1,172,625.00	S&P-AAA	Moodys-Aaa	0.09	1,493	11/1/2025	0.736	4.02
VA Resources Auth Infrastructure Rev 0.75 11/1/202	1,300,000.00	1,301,177.99	1,304,212.00	S&P-AA	Moodys-Aa1	0.10	1,128	11/1/2024	0.720	3.05
VA State College Building Auth 0.48 9/1/2024	22,820,000.00	22,829,739.58	22,661,172.80	S&P-AA+	Moodys-Aa1	1.83	1,067	9/1/2024	0.465	2.90
VA State College Building Auth 0.5 9/1/2023	16,305,000.00	16,357,988.28	16,319,022.30	S&P-AA+	Moodys-Aa1	1.31	701	9/1/2023	0.330	1.91
Sub Total / Average Municipal Bond	94,335,000.00	95,288,593.33	95,018,258.90			7.57	960		0.615	2.59
Negotiable Certificate Of Deposit										
Banco Santander 0 6/8/2022	20,000,000.00	20,000,000.00	19,999,600.00	S&P-A1	Moodys-P1	1.61	251	6/8/2022	0.000	0.69
Banco Santander 0.27 4/18/2022	25,000,000.00	25,002,769.74	25,012,250.00	S&P-A1	Moodys-P1	2.01	200	4/18/2022	0.250	0.56
Landesbank 0.2 6/24/2022	18,000,000.00	18,000,000.00	17,997,660.00	Fitch-F1	Moodys-P1	1.44	267	6/24/2022	0.200	0.74
Landesbank 0.27 12/15/2022	30,011,663.70	30,011,663.70	30,015,265.10	Fitch-F1	Moodys-P1	2.41	441	12/15/2022	0.270	1.23
Mizuho Bank 0.22 1/6/2022	25,000,000.00	25,000,000.00	25,007,250.00	S&P-A1	Moodys-P1	2.01	98	1/6/2022	0.220	0.27
MUFG Bank 0.22 7/11/2022	30,000,000.00	30,000,000.00	30,005,700.00	S&P-A1	Moodys-P1	2.41	284	7/11/2022	0.220	0.79
Nordea Bank0.26 4/20/2023	30,000,000.00	30,000,000.00	30,005,100.00	S&P-A1+	Moodys-P1	2.41	567	4/20/2023	0.260	1.58
Rabobank 0.26 2/23/2023	40,000,000.00	40,000,000.00	40,002,800.00	S&P-A1	Moodys-P1	3.21	511	2/23/2023	0.260	1.42
Standard Chartered Bank 0.25 10/21/2022	25,000,000.00	25,008,012.56	25,008,750.00	S&P-A1	Moodys-P1	2.01	386	10/21/2022	0.220	1.07
Standard Chartered Bank 0.35 6/16/2023	25,000,000.00	25,008,601.69	25,026,250.00	S&P-A1	Moodys-P1	2.01	624	6/16/2023	0.330	1.73
Standard Chartered Bank 0.36 7/20/2023	30,000,000.00	30,016,350.36	30,025,500.00	S&P-A1	Moodys-P1	2.41	658	7/20/2023	0.330	1.83

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Sub Total / Average Negotiable Certificate Of Deposit	298,011,663.70	298,047,398.05	298,106,125.10			23.92	408		0.241	1.13
Total / Average	1,245,745,286.37	1,254,202,349.12	1,253,577,003.42			100	420		0.289	1.07

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: Michael Longhi, Chief Financial Officer

DATE: November 10, 2021

SUBJECT: Monthly Revenue Report

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1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.

2. **Background:** The attached reports reflect funding received and distributed through September 30, 2021.

3. **Comments:**
   a. **FY2022 Revenues (Attachment A)**
      i. The Authority has received approximately $40.5 million through the September 30, 2021 transfers from the Commonwealth.
      ii. The Authority has received $5 million of the annual Northern Virginia District Transfer; $9.4 million in Regional Congestion Relief Fees; and $26.1 million in Sales Tax Receipts.
      iii. September represents the first month of sales tax receipts for FY2022. Attachment A shows an 11% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
      iv. The annualized, two months of FY2022 Regional Congestion Relief Fees (Grantor's Tax) reflects a 121% positive variance when compared to the FY2022 budgeted amount. It is too early in the fiscal year to determine if this positive trend will continue.

   b. **FY2022 Distribution to localities (Attachment B)**
      i. Six member jurisdictions completed the required *Code of Virginia* Section 33.2-2510 required annual certification to receive FY2022 Local Distribution Funds (30%).
      ii. If the annual certification is not filed by August 1st, Local Distribution Fund Transfers are suspended. Subsequently, if the certification is not received, in acceptable form, by March 1st of the current fiscal year, the jurisdiction's share of the Local Distribution Fund will be irrevocably transferred to the Regional Revenue Fund.
      iii. Postponements of transfers have been discussed with jurisdictional staff where appropriate and reminders are sent monthly.
      iv. As of September 2021, $10.9 million of the $12.1 million received has been distributed in Local 30% Distribution funds for FY2022 to member jurisdictions.

c. FY2015 to FY2022 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 as of September 2021.

Attachments:

A. FY2022 Revenues Received by Tax Type Compared to NVTA Estimates, Through September 2021
B. FY2022 30% Distribution by Jurisdiction, as of September 2021
C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for September 2015 to 2021

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
Based on: Revenue Data Through September 2021
FYE June 30, 2022

Regional Sales Tax		**Received**	**Annualized Revenue based**	**FY2022**	**Annualized - Actual**	
Transaction Months	**1**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ 1,704,496	$ 20,453,948	$ 19,703,915	$ 750,033	
Arlington County		2,264,142	27,169,703	22,518,760	4,650,943	
City of Fairfax		645,958	7,751,493	8,444,535	(693,042)	
Fairfax County		10,975,967	131,711,599	115,408,646	16,302,953	
City of Falls Church		274,298	3,291,578	2,814,845	476,733	
Loudoun County		5,171,699	62,060,388	59,111,746	2,948,643	
City of Manassas		613,223	7,358,673	5,629,690	1,728,983	
City of Manassas Park		173,565	2,082,784	2,814,845	(732,061)	
Prince William County		4,302,226	51,626,709	45,037,520	6,589,188	
Total Sales Tax Revenue		$ 26,125,573	$ 313,506,877	$ 281,484,503	$ 32,022,374	11.4%

Interstate Operation Enhance Program		**Received**	**Annualized Revenue based**	**FY2022**	**Annualized - Actual**	
Transaction Months	**1**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ -	$ -	$ 931,000	$ (931,000)	
Arlington County		-	$ -	1,064,000	(1,064,000)	
City of Fairfax		-	$ -	399,000	(399,000)	
Fairfax County		-	$ -	5,453,000	(5,453,000)	
City of Falls Church		-	$ -	133,000	(133,000)	
Loudoun County		-	$ -	2,793,000	(2,793,000)	
City of Manassas		-	$ -	266,000	(266,000)	
City of Manassas Park		-	$ -	133,000	(133,000)	
Prince William County		-	$ -	2,128,000	(2,128,000)	
Interstate Operation Enhance Program		$ -	$ -	$ 13,300,000	$ (13,300,000)	-100.0%

Regional Congestion Relief Fee		**Received**	**Revenue based**	**FY2022**	**Annualized - Actual**	
Transaction Months	**2**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ 694,222	$ 4,165,329	$ 2,386,800	$ 1,778,529	
Arlington County		1,325,532	7,953,191	2,511,750	5,441,441	
City of Fairfax		134,282	805,691	242,250	563,441	
Fairfax County		3,962,540	23,775,239	10,409,100	13,366,139	
City of Falls Church		39,723	238,339	183,600	54,739	
Loudoun County		1,667,764	10,006,585	5,418,750	4,587,835	
City of Manassas		86,530	519,181	247,350	271,831	
City of Manassas Park		23,441	140,648	94,350	46,298	
Prince William County		1,454,655	8,727,931	4,006,050	4,721,881	
Total Regional Congestion Relief Fee		$ 9,388,689	$ 56,332,133	$ 25,500,000	$ 30,832,133	120.9%

NVTD Transfer from COVA		**Received**	**Revenue based**	**FY2022**	**Annualized - Actual**	
Transaction Months	**1**	**To Date**	**on YTD Receipts**	**Budget**	**To Budget**	
City of Alexandria		$ 328,404	$ 1,313,615	$ 1,400,000	$ (86,385)	
Arlington County		401,901	$ 1,607,604	1,600,000	7,604	
City of Fairfax		142,276	$ 569,104	600,000	(30,896)	
Fairfax County		2,065,404	$ 8,261,616	8,200,000	61,616	
City of Falls Church		59,572	$ 238,289	200,000	38,289	
Loudoun County		1,035,245	$ 4,140,981	4,200,000	(59,019)	
City of Manassas		119,514	$ 478,057	400,000	78,057	
City of Manassas Park		30,901	$ 123,605	200,000	(76,395)	
Prince William County		816,782	$ 3,267,129	3,200,000	67,129	
Total NVTD Transfer from COVA		$ 5,000,000	$ 20,000,000	$ 20,000,000	$ -	0.0%
Total Revenue Received		$ 40,514,262	$ 389,839,009	$ 340,284,503	$ 49,554,506	14.56%

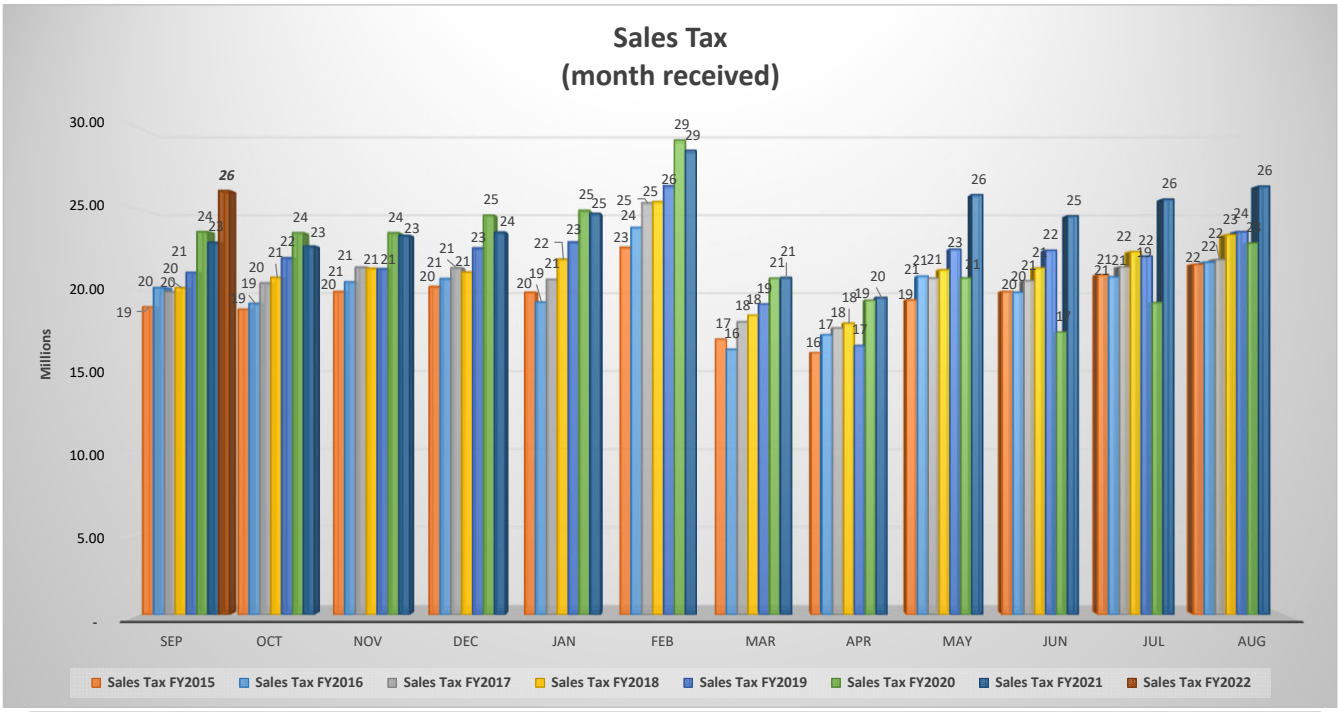
Attachment B

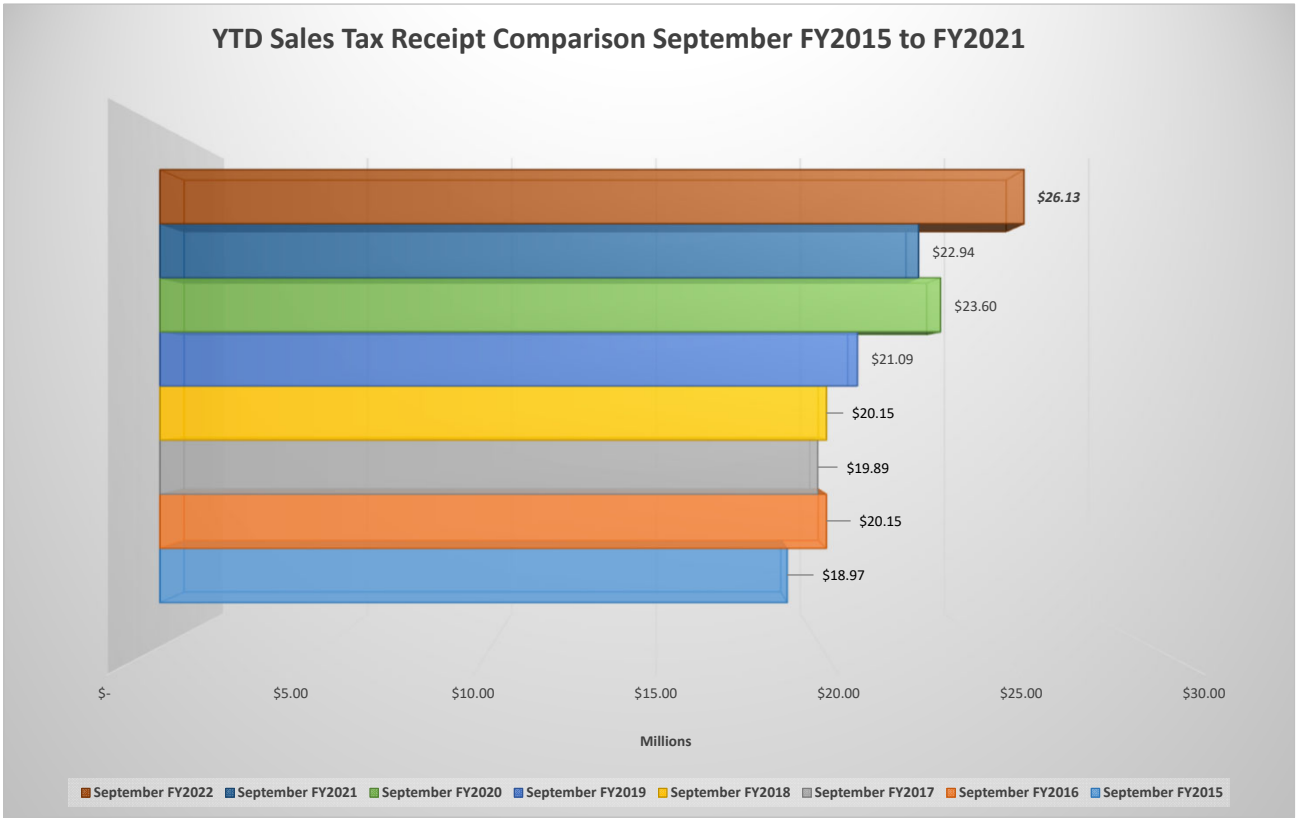
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through September 2021

Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	8/31/2021 Accrued Interest (1) (+)	8/31/2021 Prior Distributions	**Current Month Distribution**	Total Funds Transferred
City of Alexandria	$ -	$ 1,704,495.68	$ 694,221.50	$ 328,404	$ -	$ 2,727,121.03	$ 818,136.31	$ 8.35		$ 818,144.66	
Arlington County	$ -	$ 2,264,141.94	$ 1,325,531.80	$ 401,901	$ -	$ 3,991,574.84	$ 1,197,472.45	$ 11.92		$ 1,197,484.37	$ 1,197,484.37
City of Fairfax	$ -	$ 645,957.78	$ 134,281.80	$ 142,276	$ -	$ 922,515.53	$ 276,754.66	$ 2.38		$ 276,757.04	
Fairfax County	$ -	$ 10,975,966.62	$ 3,962,539.75	$ 2,065,404	$ -	$ 17,003,910.28	$ 5,101,173.08	$ 50.09	$1,252,180.45	$ 3,849,042.72	$ 5,101,223.17
City of Falls Church	$ -	$ 274,298.18	$ 39,723.10	$ 59,572	$ -	$ 373,593.42	$ 112,078.03	$ 1.19	$24,336.13	$ 87,743.09	$ 112,079.22
Loudoun County	$ -	$ 5,171,699.03	$ 1,667,764.10	$ 1,035,245	$ -	$ 7,874,708.36	$ 2,362,412.51	$ 22.65	$565,073.53	$ 1,797,361.63	$ 2,362,435.16
City of Manassas	$ -	$ 613,222.76	$ 86,530.20	$ 119,514	$ -	$ 819,267.33	$ 245,780.20	$ 2.38	$50,714.38	$ 195,068.20	$ 245,782.58
City of Manassas Park	$ -	$ 173,565.36	$ 23,441.40	$ 30,901	$ -	$ 227,907.94	$ 68,372.38	$ 1.19		$ 68,373.57	
Prince William County	$ -	$ 4,302,225.72	$ 1,454,655.10	$ 816,782	$ -	$ 6,573,663.09	$ 1,972,098.93	$ 19.08	$421,527.57	$ 1,550,590.44	$ 1,972,118.01
Total Revenue	$ -	$ 26,125,573.07	$ 9,388,688.75	$ 5,000,000.00	$ -	$ 40,514,261.82	$ 12,154,278.55	$ 119.23	$ 2,313,832.06	$ 9,840,565.72	$ 10,991,122.51
	Interest 8/31/2021						*12,154,278.55*				*$ 12,154,397.78*

FY2021 September 2021 **Attachment C**





13.iii.

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: Michael Longhi, Chief Financial Officer

DATE: October 15, 2021

SUBJECT: Monthly Operating Budget Report

---

1. **Purpose:** To update the Northern Virginia Transportation Authority on the FY2022 Operating Budget.

2. **Background:** The Authority elected to fund the Operating Budget for FY2022 through transfers from the Regional Revenue Fund.

3. **Comments:** Through September 30, 2021, the FY2022 Operating Budget has produced the following:
   - **a.** The Operating Budget was fully funded through quarterly transfers of $686,202 from the Regional Revenue Fund.
   - **b.** As of September 30, 2021, the Authority has utilized 19% of its FY2022 expenditure budget, through 25% of the fiscal year.
   - **c.** As of September 30,2021, all expense account remained within budget.
   - **d.** The attached statement shows the total operating budget income and expenditure activity for FY2022 through September 30,2021.

Attachment: FY2021 Monthly Operating Budget through September 30,2021

Attachment

1000 General Fund

Account	Object	Description	Current Year Current Month	Current Year Current YTD	Budget	Variance	%
Expenses							
410000		Personnel Expenses					
	110	Salaries-Regular Pay	109,953.33	339,171.03	1,552,741.00	1,213,569.97	22
	130	Health & Dental Benefits	12,020.38	49,428.02	232,013.00	182,584.98	21
	131	Payroll Taxes	6,495.09	22,107.34	118,890.00	96,782.66	19
	132	Retirement VRS	9,145.20	21,854.18	127,439.00	105,584.82	17
	133	Life Insurance	1,533.24	3,083.52	20,807.00	17,723.48	15
	134	Flex Spending/Dependent Care	51.83	103.66	881.00	777.34	12
	135	Workers Comp		1,202.00	1,708.00	506.00	70
	137	Disability Insurance	3,381.40	7,570.80	18,834.00	11,263.20	40
		Total Account	142,580.47	444,520.55	2,073,313.00	1,628,792.45	21
420000		Professional Services					
	210	Audit & Accounting Services			29,500.00	29,500.00	
	220	Bank Service			750.00	750.00	
	230	Insurance		8,797.00	7,835.00	-962.00	112
	240	Payroll Services	193.47	792.22	2,636.00	1,843.78	30
	245	Consulting Services		15,120.00		-15,120.00	
	260	Public Outreach & Regional Event Support	72.00	9,940.00	49,925.00	39,985.00	20
	261	Legal/Bond Counsel Services	2,621.96	2,621.96	10,000.00	7,378.04	26
	262	Financial Advisory Services			36,951.00	36,951.00	
	263	Bond Trustee Fees			2,700.00	2,700.00	
	264	Legislative Services		5,054.88	78,690.00	73,635.12	6
	265	Investment Custody Svc			25,000.00	25,000.00	
		Total Account	2,887.43	42,326.06	243,987.00	201,660.94	17
430000		Technology/Communication					
	310	Acctg & Financial Report Systems		26,228.46	94,685.00	68,456.54	28
	320	HW SW & Peripheral Purchase	6,246.78	6,246.78		-6,246.78	
	330	IT Support Svc Incl Hosting	2,207.07	6,506.19	29,304.00	22,797.81	22
	335	GIS/Project Mgt/Modeling	1,733.33	-34,533.34	159,728.00	194,261.34	-22
	340	Phone Service & Web Ex Chgs	907.34	4,614.14	13,160.00	8,545.86	35
	350	Web Develop & Hosting	382.50	1,090.12	9,185.00	8,094.88	12
		Total Account	11,477.02	10,152.35	306,062.00	295,909.65	3
440000		Administrative Expenses					
	410	Advertisement			1,500.00	1,500.00	
	411	Dues & Subscriptions	92.96	5,082.58	10,544.00	5,461.42	48
	412	Duplication & Printing		834.71	13,610.00	12,775.29	6
	414	Hosted Meeting Expenses		669.30	4,500.00	3,830.70	15
	415	Mileage/Transportation	97.93	97.93	11,000.00	10,902.07	1
	417	Office Lease		43,189.02	177,586.00	134,396.98	24
	418	Office Supplies	16.21	569.92	7,100.00	6,530.08	8
	419	Postage & Delivery			700.00	700.00	
	420	Professional Develop & Training	495.80	2,170.80	23,650.00	21,479.20	9
		Total Account	702.90	52,614.26	250,190.00	197,575.74	21

1000 General Fund

Account	Object	Description	Current Year Current Month	Current Year Current YTD	Budget	Variance	%
		Total Expenses	157,647.82	549,613.22	2,873,552.00	2,323,938.78	19
		Net Income from Operations	-157,647.82	-549,613.22			
Other Expenses							
521000		Transfers					
	820	Transfer to Operating Reserve			574,710.00	574,710.00	
	825	Transf to Equip Reserve			31,486.00	31,486.00	
		Total Account			606,196.00	606,196.00	
		Total Other Expenses	0.00	0.00	606,196.00	606,196.00	
		Net Income	-157,647.82	-549,613.22			

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Placeholder
for
Governance and Personnel Committee Report

(Verbal Update)

15.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Mayor Wilson, Chair, Planning and Programming Committee

DATE: November 10, 2021

SUBJECT: Report from the Planning and Programming Committee

---

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

2. **Background.** The Planning and Programming Committee met on November 1, 2021. The meeting was held at the NVTA office. Four Committee members attended in-person and the meeting was also livestreamed on YouTube.

3. **Action Items:**

   a. **Summary Notes of October 4, 2021, Meeting:**
   The meeting summary for the October 4, 2021, meeting was approved unanimously.

   b. **Approval of Goals, Objectives, and Performance Measures for TransAction update:**
   The Committee discussed various aspects of goals, objectives, and performance measures over the past several meetings. The Committee discussed the revisions NVTA staff made incorporating Committee feedback. The Committee, with three ayes and one abstention (fifth member was absent), recommended three goals, seven objectives, and ten performance measures for Authority approval.

4. **Discussion Items:**

   a. **TransAction: Interim Findings of the Online Survey**
   The Committee was informed of the results of the 2021 TransAction Survey, in which 2,318 individuals participated. This included an overview of the geographic distribution of respondents, and of their demographic characteristics. Results regarding anticipated changes to travel behaviors after the pandemic; the influence of varied factors on mode choice; factors that influence willingness to try emerging technologies; respondents' reported transportation priorities; and suggestions for allocating resources were shared.

b. TransAction: Preliminary Discussion on Weightings for Performance Measures
Mr. Jasper indicated that the weights suggested by the Technical Advisory Committee, Planning Coordination Advisory Committee and Planning and Programming Committee later in November, will be averaged and rounded to the nearest 5%. The averaged weights, along with sums of these for each core value, will be presented to the Authority in December. The Authority may accept or modify these recommendations prior to approval.

c. NVTA Update:
Ms. Backmon informed the Committee that a Call for Projects for the last Six Year Program to be conducted before the adoption of TransAction update, closed on October 1st. NVTA staff are currently reviewing the submissions, which totaled $1.3 billion in requests. She also noted that NVTA's Legislative Program for the coming year is under development. Restoration of $38.5 million dollars of funding will continue to be the top priority.

5. Next Steps. The PPC will continue to be engaged in the update of TransAction, recommending weights for the performance measures in the next meeting and discussing future scenarios and other aspects in the meetings after. The PPC will also be engaged in briefing about the Six Year Program (SYP) applications and evaluations in the upcoming meetings.

The next Committee meeting will be on November 29, 2021.

Attachment: Goals, objectives, and performance measures recommended by the Planning and Programming Committee

Attachment:

Goals, Objectives, and Performance Measures Recommended by the Planning and Programming Committee

Goal	Objective	Performance Measure	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	
		A2. Total Person-Hours of Delay on Transit	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	 
		B2. Transit person-miles in dedicated/priority ROW	 
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	
		C2. Access to jobs by car, transit, and bike for EEA populations	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	  
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	 
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	 

16.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

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

DATE: November 10, 2021

SUBJECT: Report from the Planning Coordination Advisory Committee

---

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 27, 2021.

   The meeting was held in NVTA offices, with options to participate remotely. 7 members were present in-person, and 2 members joined via an online meeting collaboration platform.

   The September 22, 2021, meeting summary was approved, with abstentions from members who did not attend the September, 22, 2021 meeting.

3. **Approval of Goals, Objectives, and Performance Measures for TransAction Update.**

   Project consultant recapped the schedule for recommendation of Goals/Objectives/Performance Measures for Authority's approval; and definition and background to develop the initial set. Inputs received from NVTA's statutory/standing committee members were discussed, followed by a proposed set of goals, objectives, and performance measures. Members discussed and verified how certain measures will be analyzed in TransAction.
   After the discussion, members approved the set of Goals/Objectives/Performance Measures unanimously.

4. **Discussion/Information – TransAction Online Survey**

   To seek feedback on travel behaviors, transportation needs and priorities, a survey was conducted between August 6 – September 19. Survey methods, response rates and geographies, and summary key findings were presented.

5. **Discussion/Information – Preliminary Discussion on Weightings of Performance Measures** NVTA staff then discussed next task with committee members, to recommend weights for each approved measure. Survey responses were tallied to demonstrate responders' relative weights. This was shown as an illustrative exercise to start the discussion on weight allocation.

6. **NVTA update.** NVTA Chief Executive Officer, Ms. Backmon, explained the purpose of a special Authority member session to discuss the Goals/Objective/Measures.

7. **Next steps.** I envision the PCAC will continue to be engaged in the update of its long-range transportation plan TransAction.

Attachment: Goals, objectives, and performance measures recommended by the Planning Coordination Advisory Committee

Attachment:

Goals, Objectives, and Performance Measures Recommended by the Planning and Programming Committee

Goal	Objective	Performance Measure	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	
		A2. Total Person-Hours of Delay on Transit	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	 
		B2. Transit person-miles in dedicated/priority ROW	 
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	
		C2. Access to jobs by car, transit, and bike for EEA populations	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	  
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	 
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	 

17.

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, Chief Executive Officer

DATE: November 10, 2021

SUBJECT: Chief Executive Officer's Report

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

1. **Crosstrail Boulevard – Sycolin Road to the Dulles Greenway Public Information Meeting.** On October 25th, I was invited by Loudoun County to speak at a public information meeting on the Crosstrail Boulevard – Sycolin Rd. to the Dulles Greenway project, on which NVTA is investing $36.7 Million. When the project is completed, travelers in Loudoun County and across the region will benefit from travel time improvements and congestion relief to other major roadways in the corridor, such as Battlefield Parkway and the Route 15 Bypass, providing regional network connectivity, as well as increased access to major employment centers and destinations.

2. **Inaugural Stakeholder Group Meeting.** On October 26th, **NVTA hosted an inaugural Stakeholder Group Meeting.** The meeting provided an opportunity for NVTA staff to update stakeholders on the current status of the TransAction update and upcoming TransAction activities, as well as an opportunity for participants to ask questions and provide NVTA with any related feedback.

3. **TransAction Work Session.** Also related to TransAction, **NVTA staff hosted a TransAction Work Session for Authority members** on October 28th to discuss TransAction next steps and regional transportation priorities and needs, which included diving into the recent public survey results.

4. **What You Need to Know about Transportation.** On October 28th, **three Authority members participated in the Northern Virginia Transportation Alliance's 17th Annual What You Need to Know about Transportation** event, with keynote speaker Virginia Secretary of Transportation, Shannon Valentine. The **transportation expert panel included Authority members Phyllis J. Randall, Katie Cristol, and John Lynch**, as well as Christopher Doherty, Corporate Affairs Director, I-66 Express Mobility Partners, and Jeanette Chapman, Director, Stephen S. Fuller Institute. The conversation consisted of

infrastructure investments impacting Northern Virginia, working together across the region to keep Northern Virginians moving, and multimodal solutions.

5. **Capital COVID-19 Survey.** NVTA partnered with the Greater Washington Partnership once again in spreading the word on encouraging organizations and businesses to participate in the follow-up Capital COVID-19 Survey, providing insight into reopening needs and strategies. The survey results are now available and will help the Greater Washington Partnership better understand reopening plans, which will support a stronger, more inclusive recovery.

6. **Northstar Boulevard (from Route 50 to Tall Cedars Parkway Groundbreaking.** On November 5th, NVTA celebrated with Loudoun County and VDOT the ceremonial breaking of ground for the Northstar Boulevard (from Route 50 to Tall Cedars Parkway) project, which will take a multimodal approach to tackling traffic congestion and keep the region moving. Northstar Boulevard is part of the North/South Corridor of Statewide Significance, addressing congestion on parallel north/south routes between I-95 and Dulles Airport and to connect travelers to activity centers in Loudoun County and beyond.

7. **TransAction Update.** The TransAction team is in the final stages of developing a travel-forecasting model that is based on MWCOG/TPB model and forecasts with additional advancements. The team is currently working on finalizing the TransAction project list, trends analysis, needs assessment, and definition of scenarios for sensitivity analysis.

8. **FY2022-2027 Six Year Program (SYP).** NVTA staff has been meeting with the jurisdiction staff to understand the applications better and raise any clarification questions. The consultant team, as part of the TransAction update, is finalizing the travel forecast model that, in addition to TransAction, will be used for Six Year Program analytical works too. The deadline for submitting governing body resolutions in support of applications is December 3, 2021.

9. **Program Implementation Monitoring and Management System (PIMMS).** NVTA staff has coordinated a kick-off meeting to start Phase 4 enhancement tasks with consultant team, which includes:
    - Automate the process of creating financial cash flow analyses reports
    - Provide more access control features for project sponsors
    - Enhance public-facing dashboard (NoVA Gateway) with more project query and mapping functions.

    During the recently concluded application phase for the FY2022-2027 Six Year Program, project applicants have utilized the application portal component of PIMMS. Local jurisdiction staff are also utilizing the system's automated features to report cost/schedule changes, submit invoices for reimbursements, and provide project status information.

NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for Thursday, November 18, 2021, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, December 16, 2021, at 1:00pm.
- **Planning and Programming Committee**: The NVTA Planning and Programming Committee is scheduled to meet on Monday, November 29, 2021, at 5:00pm.

NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, November 22, 2021, at 7:00pm. Please note that the meeting may be held electronically.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled to meet Wednesday, December 1, 2021, at 6:30pm. Please note that the meeting may be held electronically.

CMAQ-RSTP Transfers:

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

Regional Projects Status Report:

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

Attachments:

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

Attachment

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

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Loudoun County

DATE: November 10, 2021

---

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 Loudoun County.

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

   On October 28, 2021, Loudoun County requested the following reallocation:

   - Transfer of $55,441 of surplus CMAQ funds from Route 1036 – Pacific Boulevard Project (UPC 70760) to Waxpool Road/ Loudoun County Parkway intersection improvements project (UPC 111674).

   The Route 1036 – Pacific Boulevard Project (UPC 70760) project is complete, and the ongoing Waxpool Road/ Loudoun County Parkway intersection improvements project needs additional funds to complete the project.

   At its meeting on October 28, 2021, the RJACC approved this request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

November 18, 2021

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Loudoun County

Dear Mr. Lynch:

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

On October 28, 2021, Loudoun County requested the following reallocation:

- Transfer of $55,441 of surplus CMAQ funds from Route 1036 – Pacific Boulevard Project (UPC 70760) to Waxpool Road/ Loudoun County Parkway intersection improvements project (UPC 111674).

The Route 1036 – Pacific Boulevard Project (UPC 70760) project is complete, and the ongoing Waxpool Road/ Loudoun County Parkway intersection improvement project needs additional funds to complete the project.

The RJACC approved the request on October 28, 2021, and the NVTA was informed at their November 18, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Joe Kroboth III, Director, Department of Transportation and Capital Infrastructure

DRAFT

Attachment

Loudoun County, Virginia
www.loudoun.gov
Department of Transportation and Capital Infrastructure
101 Blue Seal Drive, S.E., Suite 102, PO Box 7500, Leesburg, VA 20177-7500
Telephone (703) 777-0396 • Fax (703) 777-0626

October 27, 2021

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

Subject: Request to reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Loudoun County Virginia

Dear Ms. Backmon,

Loudoun County Virginia requests the Regional Jurisdiction and Agency Coordinating Committee (RJACC) endorse the following CMAQ funding reallocation.

Loudoun County is requesting the approval of the transfer of $55,441 of surplus CMAQ funding from UPC 70760 – Route 1036 - Pacific Boulevard project to UPC 111674 – Waxpool Road / Loudoun County Pkwy Intersection improvements project.

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

Sincerely,

Joe Kroboth III
Director

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

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Attachment

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

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for City of Fairfax

DATE: November 10, 2021

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1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Regional Surface Transportation Program (RSTP) funds for City of Fairfax.

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 28, 2021, City of Fairfax requested the following reallocation:

   - Transfer of $39,754 of surplus RSTP funds from three projects listed below to City of Fairfax Pedestrian Improvements project (UPC 105573).
     - $8,050 from UPC 100410
     - $22,880 from UPC 105478
     - $8,824 from UPC 85378

   The donor projects are complete, and the ongoing Pedestrian Improvements project could use additional funds to complete the project.

   At its meeting on October 28, 2021, the RJACC approved this request.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Lynch
Request Letter from City of Fairfax

Coordination: Regional Jurisdiction and Agency Coordinating Committee

Attachment

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

November 18, 2021

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for City of Fairfax

Dear Mr. Lynch:

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

On October 28, 2021, City of Fairfax requested the following reallocation:

- Transfer of $39,754 of surplus RSTP funds from three projects listed below to City of Fairfax Pedestrian Improvements project (UPC 105573).
    - $8,050 from UPC 100410
    - $22,880 from UPC 105478
    - $8,824 from UPC 85378

The donor projects are complete, and the ongoing Pedestrian Improvements project could use additional funds to complete the project.

The RJACC approved the request on October 28, 2021, and the NVTA was informed at their November 18, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Wendy Sanford, Director, Department of Transportation, City of Fairfax.

DRAFT

Attachment

City of Fairfax
10455 Armstrong Street
Fairfax, Virginia 22030-3630

October 13, 2021

Mr. Rich Roisman and Mr. Paolo Belita
Co-Chairmen, Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Roisman and Mr. Belita:

The City of Fairfax would like to request a transfer of $39,754 in RSTP funding from the three completed projects listed below with residual funds to UPC 105573 (City of Fairfax Pedestrian Improvements). All of these projects have previously been approved by the NVTA.

Transferred From	Amount	Transfer To
UPC 100410	$8,050	UPC 105573
UPC 105478	$22,880	UPC 105573
UPC 85378	$8,824	UPC 105573
Total:	**$39,754**	

If you have any questions, please contact me at (703) 385-7889 or Wendy.Sanford@fairfaxva.gov.

Sincerely,

Wendy Block Sanford

Wendy Block Sanford
Transportation Director

cc: David Summers, Public Works Director
Jan Vaughan, VDOT Manager, NOVA Program Management

NVTA Funding Program Project Status
Summary Report

Attachment B

As of November 9, 2021.		
NVTA's Regional Fund Program FY2014 - FY2025		**Upcoming Public Information Meeting(s):**
Total Revenue Allocated	**$2,491,195,952**	1. **Prince William County:** Construct Interchange at Route 234 and Brentsville Road (FY2018-23) - A virtual and in-person Design Public Hearing on December 8, 2021.
Total Amount Reimbursed	**$604,124,533**	
Total Number of Individual Projects	106	**NOTE:** For latest information on project events, please refer to the **"Events and Meetings"** section on our home page - https://thenovaauthority.org/
SPAs	142	
Currently Active	63	For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Completed	52	
Not Yet Executed	27	

Substantive Status Updates (during September 2021 - October 2021)**		
Project Title (program year)	**Updated Status**	**% Reimbursed**
Arlington County		
ART Operations and Maintenance Facilities (FY2018-23)	NTP for Construction phase was issued on September 22, 2021.	0.7%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Segment I - Instruction-to-Bid was advertised and bids were due by October 1, 2021.	0.0%
Fairfax County		
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16/FY2018-23/FY2020-25)	Project is in right-of-way (ROW) acquisition phase. Utility Field Inspection (UFI) plans have been prepared and are under review indicating the design is approximately 75% complete.	FY2015-16: 100.0% FY2018: 0.0%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	Virtual Public meeting ROW progress was held on October 25, 2021.	4.9%
Loudoun County		
Loudoun County Parkway Development (FY2015-16)	Board of Supervisors approved moving forward with starting the Interchange design for the intersection of Loudoun County Parkway and Route 50.	39.4%
Belmont Ridge Road Widening (Truro Parish Dr to Croson Ln) (FY2015-16)	Board of Supervisors approved the Construction Bid received from Shirley Contracting,	10.6%
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Phase II – The Board of Supervisors endorsed the project design on 10/5/2021. Phase I - 90% Development continues.	5.5%
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	Phase II – NTP was issued on 10/13/21 to Shirley Contracting for the project. A ground-breaking ceremony was held on November 5,	6.5%
Prince William County		
Route 28 Widening: Route 234 Bypass to Linton Hall Road (FY2014/FY2015-16/FY2017/FY2018-23)	All southbound and northbound traffic lanes are open. Utility relocation for shared use path connecting Route 28 to VRE Broad Run Station is ongoing.	FY2014: 100.0% FY2015-16: 100.0%
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015 16/FY2018-23)	Design contract awarded on October 19, 2021.	FY2015-16: 78.4% FY2018-23: 0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Public hearing plans, bridge plan and Interchange Justification Report have been submitted to VDOT for review.	3.3%
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23/FY2020-25)	100% design plans were approved in August 2021. Right of way acquisition and utility coordination ongoing.	15.3%
City of Falls Church		
Falls Church Enhanced Regional Bike Routes (W&OD) (FY2018-23)	The project is substantially complete. A ribbon cutting ceremony was held on October 7, 2021.	51.1%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Due to utility conflicts, significant delays can be expected. Notice of Intent to file a claim for delays/damages has been submitted by the contractor. Installation of Storm Drainage continued along Rt. 28 NB and Median Barrier construction began.	26.0%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	All NVTA-funded tasks are completed, and NVTA SPA was closed out in August 19, 2021.	100.00%
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	All NVTA-funded tasks are completed. Authorization to advertise for construction bids received 10/27/21. NVTA SPA to be closed out.	89.3%
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	Design completion is delayed by a year, due to a design investigation request from VPRA. Utility investigation in progress.	8.8%

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