



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, November 14, 2019

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Duker, Clerk
- III. Minutes of the October 10, 2019 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. FY2019 Audit Presentation** Mr. Michael Garber, PBMAres, LLP

Action

- V. Acceptance of FY2019 Audited Financial and Compliance Reports**
Mayor Parrish, Chair, FC
Recommended action: Acceptance of the Audit
- VI. Revisions to Policy 19-Local Distribution (30% Funds)** Mr. Longhi, CFO
Recommended action: Approval of Policy Revisions
- VII. Revisions to Policy 20—Regional Revenue (70% Funds)** Mr. Longhi, CFO
Recommended action: Approval of Policy Revisions
- VIII. Approval of Calendar Year 2020 Meeting Schedule**
Ms. Backmon, Executive Director
Recommended action: Approval of Meeting Schedule

Discussion/Information

- IX. Governance and Personnel Committee Report** Chair Randall, Chair, GPC
- Draft 2020 Legislative Program Ms. Baynard, McGuire Wood LLC

- | | | |
|--------------|---|---|
| X. | FY2019 Joint Commission on Transportation Accountability Annual Report | Mr. Nampoothiri, Transportation Planner |
| XI. | Finance Committee | Mayor Parrish, Chair, FC |
| XII. | Investment Portfolio Report | Mr. Longhi, CFO |
| XIII. | Monthly Revenue Report | Mr. Longhi, CFO |
| XIV. | Operating Budget Report | Mr. Longhi, CFO |
| XV. | Executive Director's Report | Ms. Backmon, Executive Director |
| XVI. | Chairman's Comments | |

Closed Session

- ## XVII. Adjournment

Correspondence

- ## XVIII. LHATC Open Letter - RT. 9 Traffic Calming Project - Hillsboro VA

Next Meeting: December 12, 2019 at 6:00pm
National Virginia Association of Realtors
8407 Pennell St.
Fairfax, VA 22031



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, October 10, 2019
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
A. Chairman Nohe called the meeting to order at 7:14 PM.
- II. Roll Call** Ms. Duker, Clerk
- A. Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Mayor Parrish; Board Member Cristol; Mayor Rishell; Mayor Wilson; Councilmember Snyder (via conference call); Senator Black; Delegate Hugo; Mr. Minchew; Mr. Kolb; Ms. Hynes.
- B. Non-Voting Members; Mayor Wood; Ms. Cuervo; Ms. Mitchell.
- C. Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Peggy Teal (Assistant Finance Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Richard Stavros (Investment and Debt Manager); Erica Hawksworth (Communication and Public Affairs Manager); Dev Priya Sen (Financial Analyst); Margaret Duker (Board Clerk); various jurisdictional and agency staff.
- III. Minutes of the September 12th, 2019 Meeting**
- Senator Black moved the approval of the September 12, 2019 minutes seconded by Mayor Parrish. Motion carried with abstentions by Chairman Bulova, Mr. Minchew and Ms. Hynes.

Presentation

- IV. I-395 Express Lanes** Ms. Shaw, VDOT, Mega Projects Director
Mr. Brent McKenzie, Transurban
- Ms. Shaw commenced the presentation with an overview, noting:
- ✓ Project is on schedule for a November 2019 opening.
 - ✓ Reminded Authority that the project was delivered through a public-private partnership between the Virginia Department of Transportation and Transurban.
 - ✓ Project involves converting two reversible HOV-3 lanes in the corridor to express lanes between Edsall Road and the D.C line.

- ✓ Also included is the construction of new southbound general-purpose lanes between Duke Street and Edsall Road; an area which is characterized by traditional bottlenecks.
- ✓ Improvement work is ongoing on the Eads Street interchange with a lot of coordination between Pentagon and transit providers.
- ✓ New and modified sound walls are being constructed.
- ✓ Ms. Shaw noted that \$15 million in annual transit improvements are to be provided through the Commuter Choice Program administered by the Northern Virginia Transportation Commission (NVTC).
- ✓ Currently working on getting Intelligent Transportation System (ITS) and tolling equipment ready.
- ✓ Traffic tolling testing is being conducted as construction work is being completed along the corridor.
- ✓ Meeting with key stakeholders like the transit, slugging and HOV communities; adding that another group from the team was out hosting one such meeting that evening.
- ✓ Ms. Shaw noted that the overall project is scheduled to wrap up in FY2020 but there would be ongoing work on the fourth general purpose lane and pedestrian facility on Edsall Road during non-peak hours.
- ✓ Mr. McKenzie took over the I-395 Presentation noting there would be a new tolling segment on an eight-mile extension on the I-395 Express lanes.
- ✓ All rules on I-395 Express Lanes will be the same as I-495 and I-95 Express lanes with HOV-3 and buses traveling for free.
- ✓ Single Occupant Vehicles have the option to pay a toll to use the Express Lanes.
- ✓ Mr. McKenzie added that when converted to Express Lanes, the Seminary Road Ramp initially built as an HOV-3 would remain HOV-3.
- ✓ He thanked VDOT and City of Alexandria for their assistance, noting that Transurban was conducting a study to determine how converting to Express Lanes could impact local traffic.
- ✓ Mayor Wood inquired about the purpose of converting the road to HOT lanes when it was still HOV.
- ✓ Ms. Shaw responded noting that by converting it to HOT lanes, it would enable more travelers who did not previously meet HOV requirements to also use it, thereby resolving the issue of cut-through traffic in the City of Alexandria.
- ✓ Mayor Wilson added that the City of Alexandria, Transurban and VDOT will be reviewing the potential impacts of that operation. If data from the study showed no negative impacts, there would be further discussions towards next steps.
- ✓ He noted that another big area of change along the corridor was the improvements to Eads Street. Mr. McKenzie reminded the Authority about closing the slip ramp which led from the HOV to the general-purpose lanes.
- ✓ He noted that this was closed for two reasons:
 - For safety enhancement as majority of accidents along the I-395 corridor occurred there.
 - Enabled them to remove the reversible section of I-395 further North. Noting that section on I-395 is reversible today going North in the morning

and south in the evening, up to where the orange ramp is (noted in the presentation). That section was being moved further North to Eads Street.

- ✓ This would help separate traffic by creating direct access for those travelling in the HOV Express lanes to Pentagon as well as provide direct access to Crystal City.
- ✓ He remarked that today, all travelers heading towards the Pentagon take the exit to Eads Street, resulting in a lot of congestion.
- ✓ This measure would help separate those two groups of travelers, thereby reducing congestion.
- ✓ The installation of signalized lights on Eads Street will enhance the ability to move people on and off more quickly.
- ✓ According to Mr. McKenzie, two ramps colored in blue and marked 'Tolled', which allows travelers to access the HOV lanes, would be part of the Express Lanes facility.
- ✓ The ramps are often used by single occupant vehicles often during HOV hours as the rules are not well enforced.
- ✓ This will be a big change for those travelling north on Pentagon into D.C.
- ✓ Travelers coming out of D.C towards south of the Pentagon will not be tolled.
- ✓ Tolling kicks in once they travel past the Pentagon.
- ✓ Per Mr. McKenzie, this was put in place to protect and enhance slugging in the corridor as slugging is an important part of the travelling public on I-395 and vital for the movement of people through the corridor quickly.
- ✓ He noted that these measures have been put in place to ensure no restrictions to them nor inhibit anyone from carpooling or slugging.
- ✓ The intention is to encourage sluggers to continue the process of picking up and dropping off their passengers, and then put their E-ZPass Flex into 'Toll' mode as they continue the rest of their journey as single vehicle occupants. This would ensure the state police will not pull them over accidentally.
- ✓ He also added that they are diligently working with communities to get all these messages out through social media, radio, etc.
- ✓ There will also be signage on the ramp reminding sluggers to switch their E-ZPass Flex into 'Toll' mode once they got on the Express lanes.
- ✓ All efforts were geared towards helping understand the system as well as incentivize them to keep on carpooling and slugging.
- ✓ Delegate Hugo asked if the old E-ZPass still works. Mr. McKenzie responded that it does, but does not allow user to toggle back between HOV for free. He added that E-ZPass has a system in place and could replace the old passes for free if mailed to them. He recommended replacing any old ones with the Flex as it provides the user with more options.
- ✓ Also noted that there are robust communications underway with advertisements on buses, bus shelters, and lots of social media advertisements ongoing. For example, a Billboard at the Washington Nationals Stadium raised awareness by directing people to Transurban's website to inform them of the benefits as well as rules on the road.
- ✓ These will run through January and February as the road becomes operational.
- ✓ He further added that there are stakeholder outreach programs ongoing to update everyone about what's going in the corridor such as meetings with

elected officials, briefings with local transportation departments (DOTs), first responders, briefings with small/large size businesses and chambers of commerce as well discussions in the communities with Homeowners Associations (HOAs).

- ✓ He noted that, as Ms. Shaw mentioned earlier, there is another team meeting currently in Seminary Hill to discuss how the express lanes would operate and many of such meetings have already taken place.
- ✓ Mr. McKenzie provided details of how he could be contacted should there be further questions or concerns regarding the evening's presentation.
- ✓ He concluded by thanking the City of Alexandria, Arlington County and VDOT for the opportunity and being incredibly supportive from the commencement of the project.
- ✓ He added that he was equally excited about the \$15 million payment that NVTC would be administering. Noting that the program is scheduled to be adopted by Commonwealth Transportation Board (CTB) on the 17th of this month.
- ✓ Mayor Wood inquired, noting that most of his constituents have asked how they could pre-calculate the complete cost of their trip to make informed financial decisions for their households. Mr. McKenzie responded that there is an App on their website which provides current pricing from one destination to another destination.
- ✓ Mayor Wood asked if Transurban has taken full ownership of I-395 for maintenance. Mr. McKenzie responded that Transurban is responsible for the operations and maintenance. However, the State is still the owner of the facility.

V. Commonwealth and VRE Partnership

Ms. Mitchell, Director, DRPT

Ms. Mitchell thanked Authority members for the opportunity to present and proceeded to highlight the following:

- ✓ The partnership with VRE, its importance to DRPT and some of the work they have been jointly involved with regarding commuter and passenger rail issues.
- ✓ The Commonwealth provides funding to VRE in a number of ways through transit programs and other federal transit revenues.
- ✓ Statewide Rail Programs:
 - Rail Enhancement Fund (REF)
 - Intercity Passenger Rail Operating and Capital Fund (IPROC)
- ✓ Statewide Transit Programs:
 - Mass Transit Capital Funds
 - Mass Transit Operating Funds
- ✓ SMARTSCALE
- ✓ Toll Concessionaire Payments – Funding was approved by the CTB, after a recommendation from NVTB, for I-66 Outside the Beltway payment for the Broad Run expansion.
- ✓ Discretionary Federal Funds distributed to VRE for specific purposes:
 - Congestion Mitigation Air Quality Program (CMAQ)
 - Surface Transportation Program (STP)

- ✓ Ms. Mitchell reminded the Authority of the importance of VRE by highlighting the fact that it moves the equivalent of one lane of traffic off I-95/I-395 and I-66 each day, adding how these corridors are of utmost significance to the state and region.
- ✓ She noted that \$92.6 million in Smartscale funding has been designated towards a number of improvements namely:
 - Crossroads Service Yard Expansion
 - Station Improvements for
 - Brooke & Leeland Road
 - Quantico
 - Alexandria
- ✓ I-66 Outside the Beltway Toll Concession Payment of \$128.5 million is going towards improvements on the Manassas Line, most notably:
 - Broad Run Station Maintenance & Storage Facility Expansion – Noting that this is important since the Manassas Line facility was already maxed out of capacity to add on new cars or locomotives so expanding this was critical to the future expansion of the Manassas Service Line.
 - Expanded platforms at Manassas Station
 - Manassas Park Parking Garage
 - Real-Time Traveler Information
 - New Rail Cars
- ✓ Also, funding for Track Access was provided to VRE.
- ✓ VRE provides Track Access payments yearly to the host railroads including CSX, Norfolk Southern and Amtrak.
- ✓ Norfolk Southern tracks are a small portion of the Amtrak owned tracks that VRE accesses out of the Union Station.
- ✓ 84% of track access fees were paid out of VRE's operating budget.
- ✓ Transit capital funds as well as flexible STP funds were used for those payments.
- ✓ A picture of VRE operating budget is as follows:
 - State operating and capital funds (30%)
 - Local (15%)
 - Federal (6%)
 - Fare Revenue & Miscellaneous (50%)
- ✓ Per Ms. Mitchell, a look back at VRE's Capital Plan Improvements Projects from inception to date had the following:
 - Federal (33%)
 - VRE Capital Reserve & Other (3%)
 - NVTa (10%)
 - State Match to Federal Grants (9%)
 - I-66 OTB Concession Payment (28%)
 - IPROC (3%)
 - REF (5%)
 - Smart Scale (3%)
 - VDOT – LAP (2%)
 - CROC (3%)

- ✓ Ms. Mitchell noted that about half of VRE's total capital programs were funded by state funds, adding that CROC funds, which were created with the WMATA funding bill for capital or operating projects, are currently programmed for a couple of high priority projects.
- ✓ A number of projects ongoing in partnership with the VRE and DRPT included:
 - The Long Bridge, D.C. had currently released the draft environmental impact statement.
 - The preferred alternative is expected to cost \$1.9 billion.
 - As of now, \$214 million has been set aside as a down payment in the Six Year Plan.
 - Other sources of funding are expected. Other sources could be Federal, State and Regional resources.
- ✓ Mayor Wood inquired whether the District of Columbia would be contributing towards the Long Bridge Project.
- ✓ Ms. Mitchell responded that D.C. will be approached noting that the majority of the work does occur in D.C. but Virginia stands to benefit more.
- ✓ Per Ms. Mitchell, this project has a lot of national significance due to the connection between the southeast and the northeast rail corridors, so this would have to be done through a partnership.
- ✓ In addition, VRE is planning some platform improvements at the; L'Enfant Station, expanding the Crystal City Station and the Alexandria Station improvements.
- ✓ Funds are programmed in the Six Year Program for the 4th Track Approach to Long Bridge.
- ✓ The Long Bridge currently is a two-track bridge, and is rusty but structurally sound.
- ✓ The recommended alternative is to build a new two-track bridge upstream of the old bridge.
- ✓ She noted that there is a lot of traffic conflict currently between VRE, Amtrak services and freight trains so the long-term goal was to separate passenger from freight to generate more capacity, better reliability and on-time performance.
- ✓ To get to the Long Bridge, there is the need to build a new fourth track to facilitate a continuous network of four tracks from north of Alexandria to the bridge.
- ✓ An amount of \$185 million had been set aside in the Six Year Program and this was inclusive of the \$45 million Federal FASTLANE grant received from US DOT.
- ✓ Further south, a continuous 3rd Track from Franconia to Occoquan has been funded for \$220 million and this would create a 3rd and 4th track network leading north.
- ✓ Currently under construction is a 3rd track project from Arkendale to Powell's Creek at a total cost of \$115 million.
- ✓ This results in additional capacity which will be heavily used by VRE.
- ✓ A sense of current and future capacity to be created through these rail investments included the following:
 - VRE's current number of trains per day is 34. It will have 92 in 2040 at a new passenger capacity of 67%.

- No plans for Maryland to expand MARC trains into Virginia as of now.
- If there is opportunity to bring MARC services from Maryland into Crystal City and Virginia, that would be a game changer since currently passengers using MARC services had to get off at Union Station and reconnect to other trains coming to Virginia.
- Additionally, about 20 more trains per day could be added to Amtrak services in 2040, compared to 24 trains currently and new passenger capacity will increase 23%.
- Over two - thirds of overall capacity would benefit VRE, with the rest benefiting Amtrak and MARC services.
- VRE has programmed about \$50 million to Crystal City Station. However, about \$15.8 million remains unfunded.
- L'Enfant Platform also has \$71 million programmed with \$8.2 million unfunded.
- Per Ms. Mitchell, DRPT will continue to work with VRE on these funding issues.
- Ms. Mitchell pointed out that her reason for highlighting these projects is because they are along the same corridor and it is important that they are all coordinated and constructed within the same time window.
- It could be as long as ten years before construction, but those two projects would have to be coordinated together with all other work as well.
- ✓ She noted that Commonwealth funding has been set aside for Long Bridge and associated projects:
 - 4th track for Final Design and Construction
 - Franconia to Occoquan Final Design and Construction
 - Preliminary Engineering for Long Bridge
- ✓ Ms. Mitchell added that they expected to start procuring Design for the 4th track in Spring of next year.
- ✓ Also expects to get a record of decision for Long Bridge in late 2020.
- ✓ She added that an application was submitted to NVTA for a proposed passenger rail by-pass track for the Franconia/Springfield area.
- ✓ Will eliminate up to 26 freight/passenger train conflicts north of Franconia.
- ✓ She pointed out that DRPT will continue to work with VRE on the funding plans for Crystal City and L'Enfant to ensure all plans progress together, adding that, they worked closely with VRE CEO, Doug Allen, and his staff, on a daily basis to put the presentation together and expect to continue doing so with CSX and Amtrak, in order to deliver those projects.
- ✓ In highlighting certain difficulties encountered, she noted that the projects have many layers to them, construction will be complicated, and it has been challenging to find space for a 4th track underneath Maryland Avenue in D.C.
- ✓ With the right partnership, they will be able to implement and deliver a lot of capacity for VRE's future.
- ✓ Mayor Rishell noted that DRPT is a state entity so essentially this is the state making an application to the NVTA. The state took away \$102 million annual revenue from the Authority, and now the state comes back to the Authority to ask for \$100 Million in funding. She recalled that back in 2015, when the NVTA passed a resolution stating a "willingness to consider" funding related to I-66 Outside the Beltway Project; she was concerned that it might set precedent, or at least give tacit approval for the state to come back again for more funding.

Mayor Rishell added that she doesn't ever want to think; and doesn't want the public to think, that the state views the Authority as a transportation ATM machine.

- ✓ Ms. Mitchell thanked the Mayor for her concern, adding that the project is going to have to be a partnership between the federal government, the state and the region, as VRE delivers tremendous transportation benefits to the region as well as the State.
- ✓ She noted that they are looking at all avenues to help close the funding gap and working with Amtrak to determine what they can bring to the table as they are trying to minimize the amount of funding from local resources as much as possible.
- ✓ Ms. Mitchell noted that the reason for submitting an application to the NVTa was they realized the application cycle is for FY24-25, and did not wish to miss the opportunity it presents to come to the Region to start the discussion regarding what funding they had been able to cover so far. DRPT further requests other alternatives like CROC, NVTC funds, CMAQ, RSTP and local funds, which could be leveraged to help bridge the funding gap to VRE. She pointed that it was not a matter of the state coming to take money away but rather one of not missing that window of opportunity to initiate the discussion; so that when the opportunity came to discuss VRE's funding gap, they would be prepared to do so.
- ✓ Chairman Bulova noted that Ms. Mitchell's point was well taken but added that she shared Mayor Richell's concerns as it relates to large projects like Long Bridge. Chairman Bulova added that projects which have been submitted to the Authority for funding, far exceeds the available revenues. Seeing how the needs outweigh available funding, Chairman Bulova expressed concern regarding the State's request. While the region is in support of these large projects, the concern is where the funding will come from, with the Authority having previously lost annual revenue and the subsequent reduction in local dollars.
- ✓ Ms. Mitchell responded stating that DRPT understood the amount of need and constrained resources in the region, noting that they are mainly making a request subject to the Authority's consideration. She added that had it been a one-year cycle, the discussion would have been different. But since it is a two-year cycle, they wanted to start the discussion with the region on what could be a transformational set of projects for VRE. Ms. Mitchell added that it could open a lot of opportunities for VRE in areas like weekend services, reversible services and unlimited services for the Manassas Line in future. She added that they are in a position where they could bring to bear all the resources of Amtrak, the federal government and CSX to make this a partnership. Ms. Mitchell added that the region could very well decide this is not a priority, and look into areas where DRPT could possibly identify other funding sources to help fund these projects over the ten-year period. With the call for applications window being a two-year cycle, they simply did not wish to miss the opportunity of getting in the queue.

- ✓ Chairman Bulova pointed out that she was not objecting to the project being evaluated by the Authority.
- ✓ Mr. Minchew inquired whether DRPT could bring this funding request before the State Commission for project appropriation.
- ✓ Ms. Mitchell responded affirmatively as they are trying to leverage every available state rail dollar possible, including delaying other statewide needs for the next ten years since this was the highest priority.
- ✓ According to Ms. Mitchell, DRPT believes a lot of the major highway needs in the region has been addressed with work being done on I-95, I-66, I-395 as well as a funding package for I-81. The one area outstanding is rail, and since every passenger train in the State uses the Long Bridge, the rail-flyover and its supporting suite of projects, would have to be done in order to expand rail capacity in the future. She noted that they are currently leveraging every avenue and resource possible, noting that the available \$214 million was from the state.
- ✓ Ms. Mitchell added that DRPT is also looking at some other statewide sources which could be brought to the table as this is top priority and expects that DRPT will be the dominant funding partner in this endeavor.
- ✓ Mayor Rishell added that no one doubts the worthiness of this project, asking since Virginia has a triple AAA credit rating, is there any consideration for the Commonwealth, to issue debt.
- ✓ Ms. Mitchell responded noting that there will be bonding and that they will have to go to the state to request approval to issue debt. She added that with the state's debt capacity being extremely limited, they do not wish to do anything that would count towards that debt capacity, as it is used by universities and other organizations across the state. However, she understands a project of this nature could not be done without some form of bonding so they are looking into it.
- ✓ Board Member Cristol noted that she is glad the discussion is taking place and as Chair of the VRE Operations Board, without doing something about Long Bridge, VRE may have to cut back on its services within the next two decades.
- ✓ Ms. Hynes sought clarification from Ms. Backmon as to whether the Transform I-66 Outside the Beltway Project was evaluated by the Authority. Ms. Backmon responded that the I-66/28 Interchange was evaluated and scored since that was the project submitted for NVTa funding. Ms. Hynes stated that it will be important to see how the DRPT application scores in the evaluation.
- ✓ Ms. Mitchell answered that DRPT will be working with the Authority to determine the best approach to evaluate the Long Bridge Project, expressing her appreciation to the Authority for the opportunity.
- ✓ Delegate Hugo asked whether funding for the I-66/Route 28 Project was refunded and whether the state put any money towards it. Ms. Backmon responded that no public funds (from NVTa or the Commonwealth) were used for the Transform I-66 Outside the Beltway Project, per the Commonwealth's agreement with the Concessionaire.

Action

VI. FY2020 Regional Revenue Fund Appropriation Cancellation for Fairfax County Rock Hill Road Bridge Project

Mr. Longhi, CFO

(Recommended Action: Approval of De-Appropriation)

- ✓ Mr. Longhi presented a request from Fairfax County to cancel the FY2020 regional revenue fund appropriation for the Rock Hill Road Bridge Project.
 - He noted that the Authority committed \$20,604.607 to the project through the FY2018-23 Six Year Program (SYP).
 - This de-appropriation request was necessitated by schedule difficulties.
 - He emphasized that this is not a project cancellation but rather moving the appropriation to a yet to be determined fiscal year.
 - This allows the project to be in compliance with Policy 29.
- ✓ Chairman Bulova moved approval to cancel the FY2020 appropriation for the Fairfax County Rock Hill Road Bridge Project; seconded by Mayor Rishell. Motion passed unanimously.

VII. FY2026 CMAQ/RSTP Strawman Call for Projects

Ms. Backmon, Executive Director

(Recommended Action: Approval of Call for Projects)

- ✓ Ms. Backmon sought the approval of the Authority to issue the Call for Projects for the FY 2026 CMAQ and RSTP Funds noting that:
 - NVTa usually receives about \$79 million annually.
 - This year's Call for Projects is for FY 2026.
 - Applications are due December 13th, 2019, with resolutions of support due by January 17th, 2020.
 - Projects will be presented to the Authority in either February or March 2020, for Authority recommendation, for CTB approval.
- ✓ Chairman Bulova moved Authority approval for the Issuance of the Call for Projects for the FY 2026 CMAQ and RSTP Funds; seconded by Chair Randall. Motion passed unanimously.

VIII. TransAction Contract Amendment 5: 2019 Tracking Survey

Mr. Longhi, CFO

(Recommended Action: Approval of Contract Amendment)

- ✓ Mr. Longhi presented the request to the Authority noting:
 - The existing TransAction Contract Amendment 5 will enable a 2019 Tracking Survey which will update prior surveys conducted in October 2015 and December 2016.
 - Results of the survey will be used to develop the scope of work for the next TransAction Update Request for Proposals (RFP), planned for FY2020.

- The NVTa Finance Committee already reviewed proposed amendment during their September 19, 2019, meeting and unanimously recommend Authority approval.
 - Funds for the update were already included in existing budget so no additional budget action is needed.
- ✓ Mayor Parrish moved Authority approval of the TransAction Contract Amendment 5: 2019 Tracking Survey in an amount not to exceed funds budgeted for such purposes and authorize the Executive Director to execute related documents; seconded by Mayor Rishell. Motion passed unanimously.

IX. Direct Investment Purchases: Investment Policy Change Mr. Longhi, CFO
(Recommended Action: Approval of Policy Changes)

- ✓ Mr. Longhi presented the Investment Policy Change request to the Authority stating:
- It is a two-step action item which sought the Authority to allow staff to conduct direct electronic purchases of investments through the Bloomberg terminal
 - The changes enable enhanced security and oversight as well as provide a more transparent audit trail to ensure compliance with Code of Virginia and NVTa's Investment Policy.
 - Will also increase price transparency and savings since direct purchases will be much lower than broker purchases.
 - Will enable NVTa staff to see competing bids and make best purchase decisions.
 - The \$21,000 investment would lower NVTa's costs by as much as \$400,000 annually.
 - Noted that policy changes were marked on pages 2,4,6 of draft policy.
 - Amending the General Section to recognize that direct investments made through the Bloomberg platform are considered competitive.
 - Bloomberg transactions will be limited to brokers/firms approved by NVTa.
 - Investment monitors will be provided access to an audit version of the Bloomberg terminal to independently review investments and monitor transactions.
 - No changes are proposed to the current Investment Policy requirement that all investment purchases occur on a delivery versus payment basis.

X. Direct Investment Purchases: Budget Amendments Mr. Longhi, CFO
(Recommended Action: Approval of FY2020 Budget Adjustments)

- ✓ Mr. Longhi presented the second part of the request seeking approval of a budget transfer to enable the implementation of Investment Management and Monitoring Services needed to pursue Direct (electronic) Purchases:
- The NVTa investment portfolio is over \$1 billion in size requiring enhanced security and oversight, and improved transparency more comparable to other funds its size.

- Interest income from the NVTa portfolio exceeded the FY2019 Budget Projection by \$12 million (unaudited) in realized income.
 - The FY2020 cost of additional subscriptions and one-time implementation costs (to be funded from the operating Reserve) is \$21,261.91.
 - The Operating Reserve will be replenished as part of the FY2021 Operating Budget and annual investment costs of services starting in FY2021 are estimated at \$52,344.40.
- ✓ Mayor Parrish moved Authority approval of Items IX-X; changes to the Authority's Investment Policy (Policy 13) and approval of funds transfer from the NVTa Operating Reserve; seconded by Mayor Meyer. Motion passed unanimously.

XI. Office Lease Renewal

Mr. Longhi, CFO

(Recommended Action: Approval of Lease Renewal)

- ✓ Mr. Longhi made the presentation seeking approval for an office lease renewal with the Northern Virginia Regional Commission (NVRC), highlighting:
- Members of the Finance Committee reviewed the proposed lease and unanimously recommended Authority approval at their September 19, 2019, meeting.
 - As part of the recommendation and for transparency purposes, Finance Committee members; Mayor Rishell, Chairman Bulova and NVTa Chair Nohe, noted for the record, that they also serve as Commissioners on NVRC.
 - Current lease expires on October 31, 2019.
 - The proposed lease has two base years and three approximately one-year renewal options making the maximum term August 5, 2025.
- ✓ Mayor Parrish moved Authority approval of the office lease renewal with NVRC; seconded by Mayor Rishell. Motion passed unanimously.
- ✓ Mayor Rishell commended Mr. Longhi and his team for the great work noting that all the terms of the renewals were drawn to the satisfaction of members of the Finance Committee.

Discussion/Information

XII. FY2020-2025 Six Year Program Update

Ms. Backmon, Executive Director

- ✓ Ms. Backmon provided a current status of the FY2020-2025 Six Year Program (SYP) including an overview of the total applications received by highlighting:
- The Authority issued the Call for Regional Transportation Projects for the two-year update of the Six Year Program adopted in June of last year.
 - The Call was opened on July 1, 2019, and closed on September 27, 2019, at 5pm.
 - A total of 46 applications were received totaling \$1.7 billion in requests.

- Staff is currently reviewing applications to ensure that all applications received have identification numbers consistent with TransAction ID numbers.
- Out of the 46 projects, she noted that 39 are projects that have received previous funding from the Authority.
- Estimated a minimum of \$400 million in Pay-Go funds will be available for this update.
- ✓ There will be discussions in the months to come with the Finance Committee regarding Pay-Go funding levels. Chair Randall inquired whether there needed to be some form of resolution on file before a town could request project funding. In response, Ms. Backmon noted that towns with a population of 3,500 or more, can submit applications directly to the Authority. She reminded the Authority that staff will conduct an assessment of long-term benefits as part of the SYP update. She stated that long-term benefits are attributable to the counties not the towns, so the towns are strongly encouraged to work with their counties for resolutions of support. She further included that NVTa staff is contacting some of the jurisdictions regarding projects which are on boundary lines in an effort to avoid having other jurisdictions blindsided about projects which could potentially impact them.
- ✓ Chairman Nohe inquired about the date of the next Planning and Programming Committee meeting. Ms. Backmon responded that staff is looking to schedule it in February of next year, noting that the deadline for jurisdictions to submit resolutions of support is November 29, 2019. She added that once all the resolutions are received and criteria met, staff will update the Committee.

Chairman Nohe asked for confirmation of the resolution submittal date, noting that November 29th is the day after Thanksgiving. Ms. Backmon responded that the date was scheduled a year in advance and should not be a problem.

- | | | |
|--------------|--|---------------------------------|
| XIII. | Finance Committee | Mayor Parrish, Chair, FC |
| | <ul style="list-style-type: none"> ✓ Mayor Parrish thanked Mayor Rishell for filling in for him for the last Finance Committee meeting while he was away, commending her and Mr. Longhi for the great work done. ✓ He announced that the next Finance Committee is scheduled for October 17, 2019. | |
| XIV. | Investment Portfolio Report | Mr. Longhi, CFO |
| | No verbal report given | |
| XV. | Monthly Revenue Report | Mr. Longhi, CFO |
| | No verbal report given | |
| XVI. | Operating Budget Report | Mr. Longhi, CFO |
| | No verbal report given | |
| XVII. | Executive Director's Report | Ms. Backmon, Executive Director |
| | <ul style="list-style-type: none"> ✓ Ms. Backmon presented her report noting that: | |

- NVTA and Prince William County co-hosted a groundbreaking celebrating the opening of the Linton Hall Road to Vint Hill Road. This was a new multi-use trail and sidewalk on both sides of a widened roadway and traffic signal reconstruction.
- NVTA, the Town of Leesburg, VDOT and Loudoun County are co-hosting a groundbreaking event for the Route 7/Battlefield Parkway Interchange project. Upon completion, the project would reduce congestion as well as help pedestrian and cyclists cross Route 7 safely using a bike trail connecting residential and commercial/retail areas in Leesburg.
- The fifth meeting of the Transportation Technology Committee (TTC) will be held on October 23, 2019, at NVTA's offices.
- Upcoming I-95 Study Public Information Meetings.

XVIII. Chairman's Comments

- ✓ Chairman Nohe informed the Authority that the December Authority meeting was scheduled at 6pm and not 7pm. Ms. Backmon added that the location for the Authority's end of year celebration is at the Northern Virginia Association of Realtors' building with address details to be communicated.
- ✓ At Chair Randall's request (having missed last month's meeting), Ms. Backmon introduced NVTA's new employees - Ria Kulkarni and Mackenzie Jarvis as the new Transportation Planners, Dev Priya Sen as the new Financial Analyst and Margaret Duker as the new Board Clerk.

XIX. Adjournment: Meeting adjourned at 8:23pm.

Next Meeting: November 14, 2019 at 7:00pm
NVTA Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chairman, NVTa Finance Committee

DATE: November 7, 2019

SUBJECT: Fiscal Year 2019 Financial and Compliance Audit Reports

1. **Purpose.** To seek the Northern Virginia Transportation Authority (NVTa) acceptance of the FY2019 Financial and Compliance Audit Reports as recommended by the Finance Committee.
2. **Suggested motion.** *I move Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the fiscal year ended June 30, 2019 (Attached).*
3. **Background.**
 - a. As a political subdivision of the Commonwealth of Virginia, the Authority is required to complete an annual audit of its financial activities for each fiscal year following standards contained in *Government Auditing Standards* issued by the Comptroller General of the United States and the *Specifications for Audits of Authorities, Boards and Commissions* issued by the Auditor of Public Accounts of the Commonwealth of Virginia.
 - b. The Authority contracted with an independent, external, licensed certified public accounting firm; PBMares, LLP to complete the required audit of the FY2019 financial reports.
 - c. PBMares, LLP, through one of the firm's partners, Mr. Michael Garber, CPA, MBA presented the FY2019 audited financial reports to the Authority's Finance Committee on October 17, 2019. The Finance Committee serves as the Authority's Audit Committee.
 - d. The Authority's FY2019 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 FY2019.

Attachment:

- Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2019
- The FY2019 Audit Reports will be available at <http://thenovaauthority.org/funding/audited-financial-statements-adopted-budgets/> shortly after acceptance.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2019

SUBJECT: Revisions to Policy 19 - Local Distribution (30% Funds)

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of changes to Policy 19 – Local Distribution (30% Funds) to implement Virginia Code changes, as recommended as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority approval of the attached changes to the Authority's Policy 19 – Local Distribution (30% Funds).*
3. **Background:**
 - a. Policy 19 – Local Distribution of Thirty Percent Funds was adopted by the Authority on December 5, 2014. This Policy has not been revised since adoption.
 - b. The 2019 General Assembly Session produced two Bills which impact the NVTa Local Distribution Fund:
 - (i) **SB1468:** This Bill, patroned by Senator Black, provides the Authority flexibility to pay operating and administrative expenses through assessments to member jurisdictions or via a transfer from the Regional Revenue Fund (70% revenues).
 - (ii) **SB1716:** This Bill is related to funding for the I-81 Corridor Improvements. The Bill provides for additional funding to the Authority, which the Commonwealth estimates as:
 1. FY2020 -\$9.4 million
 2. FY2021 - \$13.8 million
 3. FY2022 and beyond - \$19.5 million
4. **Proposed Policy Changes:**
 - a. Policy 19 must be changed to reflect the two Bills noted above. The changes directly related to implementing the above Bills are highlighted in yellow.
 - b. Additional changes are proposed to:
 - i. Reflect the loss of Grantor's Tax and Transient Occupancy Taxes in 2018.
 - ii. Improve clarity and consistency relative to the Annual Certification Process, required to receive Local Distribution revenue.
 - iii. Improve the clarity of the overall document.

Coordination: Council of Counsels
Bond Counsel (McGuireWoods LLC)
Financial Advisor (PFM)

Attachment: Draft Policy 19 – Local Distribution (30% Funds)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 19 – ~~Local Distribution of Thirty Percent~~(30% Funds)

- I. **Purpose.** In accordance with and subject to the requirements of, the ~~Code of~~ Virginia Code ~~§33.2-2510.B.1-4838.1~~, thirty percent (30%) of the revenues received by the Northern Virginia Transportation Authority (NVTa) shall be distributed on a pro rata basis, ~~with each member jurisdiction's share being the total of such fees and taxes (revenue) received by the NVTa that are attributable to the locality divided by the total revenue received by the NVTa (the "30% Funds")~~. Each ~~locality jurisdiction~~ shall execute the Memorandum of Agreement (MOA) Regarding Distribution of 30% Funds. Annually, each jurisdiction will complete an Annual Jurisdiction Certification, certifying the use of previously disbursed 30% funds and eligibility to receive the upcoming fiscal years funds.

II. General.

- A. The Authority will segregate funds received from the Commonwealth of Virginia between 30% Local Distribution Funds ("30% Funds") and 70% Regional Revenue Funds as soon as ~~practical~~ practicable, as specified in the ~~legislation~~ Virginia Code.

B. The Authority will segregate the SB1716 (2019) portion of funds the 30% Funds received from the Commonwealth of Virginia each fiscal month. The SB1716 funds portion will be segregated and distributed to jurisdictions based on the percentage ratio of each jurisdiction's sales tax to the total amount of sales tax received for that month.

- B.C.** The Authority will distribute 30% Funds to ~~localities jurisdictions~~ as soon as ~~practical~~ practicable - contingent on an active Memorandum of Agreement and requirements set out in the ~~Code of~~ Virginia Code.

- C.D.** Each ~~locality jurisdiction~~ shall deposit its 30% Fund revenues received from the NVTa into a separate, special fund (the "NVTa Special Fund").

- D.E.** 30% Funds are to be expended for additional urban or secondary road construction, or other capital improvements that reduce congestion, for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the NVTa, or for public transportation purposes.

- E.F.** Each ~~locality jurisdiction~~ is required to provide the NVTa annual certification by August 1 each year in the format required by the NVTa confirming the 30% Funds it received were used in compliance with the ~~Code of~~ Virginia Code. If the certification is not received by August 1, transfers of the current fiscal year 30% Funds will cease until the certification is submitted in good form.

- F.G.** Administrative expenses of the NVTa, as set forth in the NVTa's annual budget (not otherwise funded through other sources), shall be allocated among the member jurisdictions based on population (as specified in HB2313), alternatively the Authority

may determine through the annual budget process that such expenses will be charged to the 70% Regional Revenue Fund in accordance with SB1468 (2019).

G.H. The member jurisdictions are required to adopt the commercial and industrial (C&I) property tax for transportation at a rate of \$0.125 per \$100 valuation and deposit the revenues into its NVTAs Special Fund or deposit an equivalent amount into its NVTAs ~~separate special fund~~ Special Fund for transportation improvements by March 1 of each year for the current fiscal year. The amount required to be deposited will be referred to below as the “C&I Equivalency Transfer”

H.I. If a jurisdiction fails to deposit the full amount of the C&I tax or equivalent transfer into its ~~special fund for transportation~~ NVTAs Special Fund, the NVTAs shall reduce its disbursement of 30% funding by the difference between the amounts deposited compared to the amount required to be deposited.

1. If the full amount of the C&I Equivalency Transfer is not deposited by August 1st, and the annual certification not completed in a compliant form by August 1st, then the NVTAs will halt 30% ~~Distributions~~ Funds distributions for that fiscal year.
2. 30% Funds held by the NVTAs due to an incomplete or missing C&I equivalency transfer or a noncompliant annual certification shall be held in escrow by the NVTAs until March 1st of that fiscal year.
3. On March 1st of that fiscal year any 30% Funds matched by an equivalency transfer will be remitted to the jurisdiction, conditioned upon the annual certification being complete and accepted by the NVTAs.
4. Any 30% Funds held after March 1 due to a missing or incomplete C&I Equivalency Transfer or noncompliant annual certification will be irrevocably transferred for that fiscal year to the 70% Regional Revenue Fund for use as determined by the Authority.

I.J. Each jurisdiction is required to maintain its Maintenance of Effort ~~for transportation~~ based on the average transportation expenditures for FY2011, 2012 and 2013, or lose its share of the 30% Funds for the fiscal year succeeding the year in which it did not maintain its transportation expenditures as set forth in Enactment Clause 14 of Chapter 766.

J.K. The NVTAs has a continuing responsibility to ensure that the 30 % Funds are properly spent.

K.L. The NVTAs and the member counties are required to work cooperatively to ensure that the towns with populations greater than 3,500 receive their respective shares of the 30% Funds.

L.M. Information regarding the receipt of all revenues, all 30% transfers to ~~localities~~ jurisdictions and the payment of the Authority administrative expenses will be open and

transparent to all member jurisdictions and reported to the Finance Committee and the Authority at their regular meetings.

III. Responsibilities.

A. Chief Financial Officer (CFO) Reporting to Executive Director.

1. The CFO will be responsible for accepting the funds from the Commonwealth, investing and safekeeping the funds, distributing the funds to the member jurisdictions, and providing periodic reports on deposits and disbursements to member jurisdictions, the Finance Committee and the Authority.
2. The initial disbursement to the jurisdictions will be made no later than one (1) month following the execution of the MOA by the jurisdictions. Subsequent distributions shall occur monthly or as soon as ~~practical~~ practicable.
3. The CFO will monitor member jurisdictions compliance with their respective MOA's and advise the Executive Director of any non-compliance.

B. Member Jurisdictions.

1. Must comply with the terms of the MOA and the ~~Code of~~ Virginia Code in regard to the use of 30% ~~funds~~ Funds.-
2. Each jurisdiction is responsible for paying its share of the Authority's administrative expenses by July 15 of each year for those fiscal years that the Authority has determined to charge member jurisdictions rather than the 70% Regional Revenue Fund, for administrative expenses reflected in the NVTAs Annual Operating Budget.-
3. If the Authority determines to charge administrative expenses to member jurisdictions, e~~E~~ach member jurisdiction can choose to provide its share of the administrative expenses by asking the Authority to reduce the amount it will receive from its 30% Funds or by paying the invoice from other sources by July 15.
4. By August 1 of each year, the Chief Administrative Officer (CAO) of each member jurisdiction will certify that the jurisdiction has adopted the C&I tax at \$0.125 per \$100 valuation or set aside an equivalent amount of local revenues for transportation purposes in their special fund. The CAO will certify that the jurisdiction met the maintenance of effort requirement for the previous fiscal year.
5. Counties must ensure that towns with a population of 3,500 or more comply with the requirements of HB 2313. Counties are required to enter into a formal MOA with their towns (over 3,500 population).

6. All city, county and town records must be maintained for five years from the date the record was created. All parties must comply with the Public Records Act, and all applicable state and federal laws regarding records retention.

Approved by the Finance Committee: December 5, 2014

Approved by Northern Virginia Transportation Authority: December 11, 2014

Revision 1:

Approved by the Finance Committee:

Approved by the Northern Virginia Transportation Authority:

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2019

SUBJECT: Revisions to Policy 20 – Regional Revenue (70% Funds)

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of changes to Policy 20 – Regional Revenue (70% Funds) to implement Virginia Code changes, as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority approval of the attached changes to the Authority's Policy 20 – Regional Revenue (70% Funds).*
3. **Background:**
 - a. Policy 20 – Regional Revenue (70% Funds) was adopted by the Authority on December 5, 2014. This Policy has not been revised since adoption.
 - b. The 2019 General Assembly Session produced two Bills which impact the NVTa Regional Revenue Fund:
 - (i) **SB1468:** This Bill, patroned by Senator Black, provides the Authority:
 1. Flexibility to pay operating and administrative expenses through assessments to member jurisdictions or via a transfer from the Regional Revenue Fund (70% revenues).
 2. Transfer the responsibility for the HB599 ratings from VDOT to the NVTa.
 - (ii) **SB1716:** This Bill is related to funding for the I-81 Corridor Improvements. The Bill provides for additional funding to the Authority, which the Commonwealth estimates as:
 1. FY2020 - \$9.4 million
 2. FY2021 - \$13.8 million
 3. FY2022 and beyond - \$19.5 million
 4. The additional funds are not bondable.
4. **Proposed Policy Changes:** Policy 20 must be changed to reflect the two Bills noted above. The proposed changes reflect:

- a. The Authority's flexibility in the use of Regional Revenues for operational and administrative expenses. (SB1468)
- b. The transfer of responsibility of conducting the HB599 evaluation to the Authority.
- c. The recognition that Regional Revenue Funds generated pursuant to SB1716 are subject to different legal requirements than Regional Revenue Funds generated under HB2313.
- d. Preserves the 'flow of funds' required in the Virginia Code and NVTAs Master Indenture of Trust.
- e. Updates the policy for the evolution of NVTAs staff titles and roles.
- f. Improves the clarity and consistency of the overall document.

Coordination: Council of Counsels
Bond Counsel (McGuireWoods LLC)
Financial Advisor (PFM)

Attachment: Draft Policy 20 – Regional Revenue (70% Funds)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 20 – Regional ~~Revenue Funds~~ (70% Funds)

I. Purpose. ~~Virginia Code of Virginia~~ §33.2-~~2509~~-2510 directs the Northern Virginia Transportation Authority (“NVTA” or the “Authority”) to use 70 percent of the revenue collected (the “Regional Revenue Funds”) ~~and fees, interest earnings, plus the~~and NVTA bond proceeds for (i) transportation projects selected by the Authority that are contained in Transaction 2040 and its updates or (ii) mass transit capital projects that increase capacity benefitting those counties and cities embraced by the NVTA. The Standard Project Agreement for Funding (SPA) is the mechanism NVTA shall use to govern the distribution and use of Regional Revenue Funds and for the NVTA to ensure that such funds are spent in accordance with the Virginia Code and Authority policies. NVTA recognizes that Regional Revenue Funds generated pursuant to SB1716 (2019) are subject to different legal requirements than Regional Revenue Funds generated under HB2313 (2013).

II. General.

A. Regional Revenue Funds ~~generated by HB2313 (2013), as amended, will be distributed, subject to any outstanding Bond Indentures will be distributed, in accordance with the Virginia Code and NVTA’s Master Indenture of Trust dated as of December 1, 2014 as Supplemented (the “NVTA Indenture”)~~ as follows:

1. Revenues generated by HB2313 (2013) are first pledged for debt service, and will be included in debt capacity calculations. NVTA will segregate the Regional Revenue Funds generated under SB1716 (2019) (the “SB1716 Regional Revenue Funds”) from the Regional Revenue Funds generated under HB2313 (the “HB2313 Regional Revenue Funds”).
2. The SB1716 Regional Revenue Funds cannot be used to support bonds or other debt of NVTA. As such, once the segregation described in II.A.1. above has occurred, the SB1716 Regional Revenue Funds will immediately be credited to the General Fund established under the NVTA Indenture (the “General Fund”).
3. Revenues generated by SB1716 (2019) cannot be used for The HB2313 Regional Revenue Funds are pledged to pay debt service and will be included in NVTA’s debt capacity calculations or debt service payments.
4. The HB2313 revenues Regional Revenue Funds will be used, applied in priority following order on a monthly basis:
~~To pay debt service on bonds issued by the Authority and secured by a pledge of such monies.~~

- a) To fund ~~refill~~ a Working Capital Reserve and/or Debt Service Reserve equal to at least six (6) months of the budgeted at an amount determined by the Authority of no less than \$120 million and a shortfalls, if any in any fund each Bond Debt sService Reserve Funds Fund for NVTAs senior bonds Debt Service Reserve as required by any outstanding applicable Bond Indentures, annual Regional NVTAFunds under the NVTAs Indenture;-
- b) To restore the balance in any Debt Service Reserve Fund that may be established under the NVTAs Indenture to its Reserve Requirement in accordance with the NVTAs Indenture;
- c) To fund any Subordinate Debt Service Fund for any subordinate bonds that NVTAs may issue in accordance with the NVTAs Indenture;
- d) To fund any Rebate Fund established for any series of NVTAs bonds as provided in the NVTAs Indenture to provide for the payment of any rebate amounts for such series determined under Section 148 of the Internal Revenue Code; and
- e) Any balance remaining after the foregoing deposits have been made shall be transferred to the General Fund.

5. Amounts in the General Fund, which will consist of both SB1716 Regional Revenue Funds and HB2313 Regional Revenue Funds, will be applied as follows as more particularly described in NVTAs annual operating budgets:

- a) To fund or ~~refill~~ maintain a Working Capital Reserve at a total in an amount determined by the Authority NVTAs of no not less than \$120 million-;
- b) To fund cost of issuance and other debt-related fees and services-;
- c) ~~For~~ To fund "pay-as-you-go" (PayGo Pay-Go) projects approved by the Authority NVTAs-; and
- d) To fund make transfers to the Operating Fund established under the NVTAs Indenture to pay NVTAs annual administrative and operating expenses as determined annually by Authority adoption of its Annual Operating Budget, in accord with SB1468 (2019)- to the extent not provided for from other sources as authorized under SB1468 (2019).

5.6. Each project financed by Regional Funds must meet the following criteria as well as be approved by NVTAs and subject to all applicable laws:

- a. Project must be in the current regional long range transportation plan, the (TransAction) 2040 plan and its updates, and be rated in accordance with HB599 599; Code of Virginia § 33.2-257 ("VDOT Rating") if required, or a mass transit capital project that increases capacity.

- b. Must reflect the Authority's priority for selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project;
- c. Must be located only in jurisdictions ~~localities~~ embraced by the Authority or in adjacent ~~localities~~ jurisdictions but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the ~~localities~~ jurisdictions embraced by the Authority; ~~and~~;
- d. Must result in each ~~locality's~~ jurisdiction's total long-term benefit being approximately equal to the proportion of the total of the fees and taxes received by the Authority that are generated by or attributable to the ~~locality~~ jurisdiction.

~~The HB2313 derived Regional Funds must be distributed in the following order of priority in accordance with the bond Master Indenture of Trust dated as of December 1, 2014, as supplemented :~~

~~To fund all senior debt service requirements.~~

~~To fund all debt service reserve requirements (if due).~~

~~To fund subordinate debt service requirements (if due).~~

~~To fund all rebate fund requirements (if due).~~

~~C.B.~~ The ~~SPA—~~ Standard Project Agreement is the guiding document regarding the responsibilities of each party in reference to project funding using Regional Revenue Funds.

III. Responsibilities.

A. Executive Director.

- 1. Is responsible to assign a ~~project coordinator~~ Transportation Planner to monitor each project to ensure compliance with the ~~SPA~~ Standard Project Agreement.
- 2. The Executive Director will make guidelines available to the recipient as necessary to assist with compliance of the ~~SPA~~ Standard Project Agreement.
- 3. Written requests for supplemental project funding shall be submitted to the Executive Director for review. The Executive Director will present a recommendation to the Finance Committee for consideration. The Finance Committee may make a recommendation on any such request to the Authority for final determination.
- 4. The Executive Director will review written requests from recipients to advance a project to a future phase. The requests will be shared with the Finance Committee for consideration. The Finance Committee may make a recommendation on any such request to the Authority for final determination. The ~~SPA~~ Standard Project Agreement doesn't prevent a recipient from self-funding a future phase of an approved project and

seeking reimbursement from the Authority based on the original or modified cash flow projections.

5. The Executive Director will advise the recipient in writing of questionable uses of any funding which comes to the Authority's attention. The Executive Director will provide a report of the incident and make recommendations for resolution to the Finance Committee. The Finance Committee will forward the issue and possible resolution to the Authority. Additional funding will be withheld until final resolution of the matter.

B. Chief Financial Officer (CFO) Reporting to Executive Director.

1. The CFO has primary responsibility to ensure Regional ~~funds~~ Revenue Funds are properly safeguarded and disbursed.
2. The CFO will be responsible for ensuring recipient project cash flow requirements are periodically updated to properly manage the project needs of the recipient.
3. The CFO will manage the requisition process, as outlined in the SPA Standard Project Agreement, for cash flow purposes to facilitate reimbursement to the recipient within 20 days of receiving a completed and approved requisition request.
4. The CFO will manage the Authority's cash position to ensure availability of funds to meet programmed reimbursement requests.

C. Program Coordinator Principal, Transportation Planning and Programming.

1. The Principal, Transportation Planning and Programming's team ~~NVTA's program coordinator~~ will be responsible for assigning a Transportation Planner for monitoring projects on behalf of the NVTA so as to ensure compliance with ~~this Agreement and all statutes required under the Code of the applicable Standard Project Agreement, NVTA's policies and the~~ Virginia Code.
2. The assigned ~~program coordinator~~ Transportation Planner is charged with overseeing, managing, reviewing and processing, in consultation with the NVTA's Executive Director and ~~its~~ CFO, all payment requisitions submitted by recipients for projects. He/she will also notify the recipient of the reasons why a payment requisition has been declined.
3. The assigned Transportation Planner ~~program coordinator~~ will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth in Appendix A to the applicable Standard Project Agreement or to the Project Budget and Cash Flow as set forth in Appendix B to the applicable Standard Project Agreement.
4. In consultation with the Executive Director, Principal, Transportation Planning and Programming's team and assigned Transportation Planner ~~program coordinators~~ will

conduct periodic reviews to ensure that the project remains in compliance with the agreed upon project scope.

5. The Transportation Planner ~~program coordinator~~ will ensure that written certification is received for matching project funds and for compliance with VDOT requirements, if the project is to be accepted into the VDOT system for maintenance.

D. Recipients.

1. Each recipient is responsible to ensure work is performed in accordance with all applicable federal, state and local laws and regulations, and the SPA.
2. Each recipient must perform or have performed all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisition necessary to complete the project.
3. A recipient must acknowledge the requirements of the NVTAs Resolution 14-08 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY ('NVTAs') POLICY FOR USE OF 70% FUNDS UNDER 2013 VA. ACTS CH. 766 REGARDING FUNDING OF PROJECTS UNDERTAKEN BY NVTAs OR ON ITS BEHALF WITH THE DISTRICT OF COLUMBIA, VIRGINIA, ANY OTHER STATE OR A POLITICAL SUBDIVISION THEREOF, OR THE UNITED STATES OF AMERICA, if applicable.
4. A recipient must name the Authority and its bond trustee as additional insureds on insurance policies associated with the project.
5. A recipient must certify that it will use the project for its intended purpose for the duration of its useful life.
6. A recipient must acknowledge that the Authority will not be responsible for operating or maintaining the project upon completion.
7. A recipient must comply with will federal and state requirements for other funding sources which may be used to fund the project and certify that it has adhered to all applicable laws and regulations, as well as the requirements of the agreement.

Approved by the Finance Committee: December 5, 2014

Approved by Northern Virginia Transportation Authority: December 11, 2014

Revision 1:

Approved by the Finance Committee:

Approved by the Northern Virginia Transportation Authority:

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: November 7, 2019

SUBJECT: Proposed Calendar Year 2020 Meeting Schedule

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed NVTA meeting schedule for Calendar Year (CY) 2020.
2. **Background:** As the regions multi-modal transportation planning, programming and funding entity, it is vitally important to allow sufficient planning time for the Authority to conduct its business meetings.

Consistent with prior practice, the Executive Director proposes the Authority continue to meet on the second Thursday of each month at 7:00pm for CY2020 as indicated below with noted exceptions:

- **January 9, 2020 at 7:00pm (Listening Session for the kick-off to the update of TransAction to be held prior to the start of the business meeting)**
- February 13, 2020 at 7:00pm
- March 12, 2020 at 7:00pm
- **April 16, 2020 at 7:00pm (third Thursday of the month due to Spring Break and Passover).**
- May 14, 2020 at 7:00pm
- **June 11, 2020 at 7:00pm (*anticipated adoption of the Six Year Program update)**
- July 9, 2020 at 7:00pm
- **August - No Meeting, unless special circumstances require.**
- September 10, 2020 at 7:00pm
- October 8, 2020 at 7:00pm
- November 12, 2020 at 7:00pm
- **December 10, 2020 at 6:00pm (it is anticipated that the Northern Virginia Regional Commission will meet after the Authority meeting).**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Chair Randall, Chair – Governance and Personnel Committee

DATE: November 7, 2019

SUBJECT: Governance and Personnel Committee Report of the October 10, 2019 Meeting

- 1. Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with a draft of the proposed 2020 Legislative Program prepared by the Governance and Personnel Committee (GPC).
- 2. Background:** The Governance and Personnel Committee last met on Thursday, October 10, 2019, to review and comment on a preliminary draft of the 2020 Legislative Program. This draft is being presented for discussion purposes.
- 3. Preparation of the draft 2020 Legislative Program:**
 - i. The Committee received a briefing from Ms. Tracy Baynard, which recapped the 2019 General Assembly session and reviewed preparations and an outlook for the 2020 session.
 - ii. A preliminary draft of the 2020 Legislative Program was presented and discussed by the Committee.
 - iii. Two major initiatives for the 2020 Legislative Program are presented as;
 1. Restoration of long-term funding to the Authority.
 2. Amending the Virginia Investment of Public Funds Act to include the use of Fitch Ratings for the purchase of negotiable certificates of deposit and corporate notes.
 - iv. Additional changes were made to the draft program to delete obsolete language and clarify previous positions.
 - v. A draft copy of the 2020 Legislative Program is attached.
 - vi. The draft program, inclusive of any changes will be re-presented to the Authority in December for adoption.

Attachment: 2020 Legislative Program (Draft)



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

NVTA 2020 State and Federal Legislative Program

(Adopted: XX)

PREAMBLE:

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. 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.

The 2019 General Assembly Session brought a small recovery of the \$102 million per year revenue diversion through SB1716/ HB2718 (2019). The Commonwealth estimates that when fully implemented in FY 2022, SB1716/HB2718 will raise just under \$20 million per year for the Authority and its member jurisdictions.

2020 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

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

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The 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. 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 per year for the Authority and its member jurisdictions.

The Authority seeks an additional \$82 million in annual dedicated revenue that will restore the region to pre-2018 levels of funding. The Authority favors considering substantial use of statewide funding and dedicated regional revenue sources that would limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

II. AMEND THE VIRGINIA INVESTMENT OF PUBLIC FUNDS ACT TO INCLUDE FITCH RATINGS (New policy)

Current Virginia Code limits which rating agencies public entities can consult for rating of any investment purchases. Today companies seek ratings from two of three of the following organizations – Standard & Poor’s, Moody’s Investor Service and Fitch Ratings. Virginia Code currently only recognizes Standard & Poor’s and Moody’s Investor Service. The Authority supports efforts to add Fitch’s Ratings as an acceptable rating agency for investment of public funds.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

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

a) State of Good Repair: The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to ensure Northern Virginia’s primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.

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

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

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

- c) **Transit Capital Funding:** The Authority supports efforts to fully address the pending state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services. Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges.
- d) **Technology Innovation Funding:** The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure. Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.
- e) **Smart Scale:** The Authority supports allocation of state funds via objective and transparent data analysis. In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost. The Authority encourages amendments for Round 4 of SMART SCALE that mitigate the impact large interstate projects have in negatively impacting scores of other eligible projects around the Commonwealth.

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- a) **State of Good Repair:** The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.
 - i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.
- b) **Safety:** The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- c) **Sustainable Governance, Operating and Funding Reforms:** The Authority

supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA's current and long-term challenges.

- i. Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
 - ii. WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
 - iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.
- d) **Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**
- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
 - ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

III. VIRGINIA RAILWAY EXPRESS (VRE)

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

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

IV. LAND USE PLANNING

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

V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

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

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

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

VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS

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

FEDERAL LEGISLATIVE PROGRAM

I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:

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

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

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

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

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

(Reaffirms previous position)

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

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

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

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

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that

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

III. VIRGINIA RAILWAY EXPRESS (VRE):

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

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

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

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

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

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

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

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

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (Reaffirms previous position)

X.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: November 7, 2019

SUBJECT: FY2019 Report to the Joint Commission on Transportation Accountability

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) of the FY2019 Report developed for the Joint Commission on Transportation Accountability (JCTA).
- 2. Background.** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of HB2313. To meet this requirement, the NVTa staff prepared a report to inform the JCTA on the FY2019 revenues, allocations, and an update on the use of the Northern Virginia Transportation Authority 70% Regional Revenue Funds for FY2018-2023, which focuses on the revenues programmed and appropriated for the Authority's first Six Year Program, and 30% Local Distribution Revenue Funds for FY2014 to FY2019, which the NVTa jurisdictions used for various transportation projects and programs. The report also provides the revenue estimates for the period FY2020-2025.

Attachment. FY2019 Annual Report to the Joint Commission on Transportation Accountability

MOVING NORTHERN VIRGINIA FORWARD



Fiscal Year 2019 Annual Report to the Joint Commission on Transportation Accountability

November 7, 2019

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Phone: (703) 642 4652
Fax: (703) 642 5077

NVTA Jurisdictions and Major Transportation Facilities in Northern Virginia

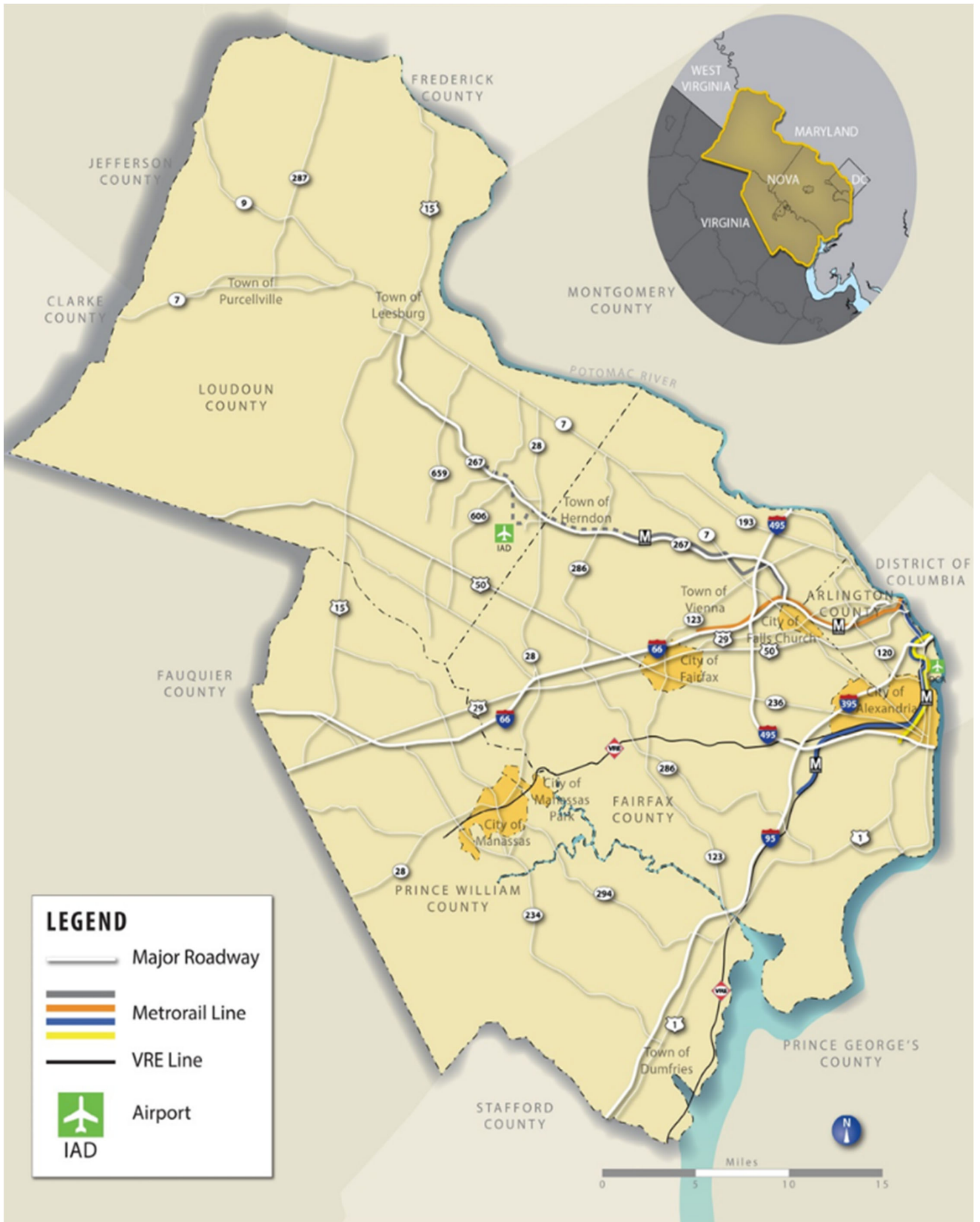


Table of Contents

Background	1
What is New?	1
Fiscal Year 2019 – Overall Revenue and Allocation	2
Fiscal Year 2018-2023 Six Year Program – 70 Percent Regional Revenue Funds	3
Fiscal Year 2019 – 30 Percent Local Distribution Revenue Funds	5
Fiscal Year 2020-2025 Revenue Estimates	10

List of Tables

Table 1. Projects Adopted in the FY2018-2023 Six Year Program	3
Table 2. 30 Percent Local Funds Distribution for FY2019 (as of June 30, 2019)	5
Table 3. Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds	6
Table 4. NVTa Revenue and Distribution Estimates for FY2020-2025	10

List of Figures

Figure 1. NVTa FY2019 Revenue Breakdown	2
Figure 2. NVTa FY2019 HB2313 Revenue Allocation	2
Figure 3. NVTa FY2020-2025 Estimated Revenue Breakdown	11
Figure 4. NVTa FY2020-2025 Estimated Revenue Allocation	11

This page is intentionally left blank

Background

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

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313). This legislation established a funding stream for transportation in Northern Virginia and allows the Authority to begin fulfilling its mission to address regional transportation challenges. HB 2313 separates these funds into "70% Regional Revenue," which is allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenue," which is distributed to localities for their transportation projects and purposes. Revenues began to flow to the Authority on July 1, 2013. Subsequently, on July 24, 2013, the Authority approved its first project list, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. The Authority adopted its next two programs, the FY2015-16 Program and the FY2017 Program on April 23, 2015, and July 14, 2016, respectively. On June 14, 2018, the Authority adopted its inaugural Six Year Program (FY2018-2023 SYP) with 44 projects totaling \$1.285 billion in funding. The Authority issued a Call for Regional Transportation Projects for the FY2020-2025 SYP update, on July 11, 2019, with an application submission deadline of September 27, 2019.

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

As per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of House Bill 2313. To meet this requirement, the NVTA has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2019.

What is New?

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transient 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 (70%) and local (30%) use.

The 2019 General Assembly Session brought a small recovery of the \$102 million per year revenue diversion through SB1716/ HB2718 (2019). The Commonwealth estimates that when fully implemented in FY 2022, SB1716/HB2718 (related to the I-81 funding agreement) will raise just under \$20 million per year for the Authority and its member jurisdictions.

These changes, combined with other impacts of the WMATA Funding Bill (HB1539/SB 856), is resulting in increased funding demand for regionally significant projects (including previously funded regional projects seeking funds for new project phases) in future programming cycles.

Fiscal Year 2019 – Overall Revenue and Allocation

HB 2313 generated approximately \$262.8 million in FY2019. These funds were then distributed, as per HB 2313, with 30% to the member jurisdictions and 70% to the selected regional transportation projects.

Figure 1. NVTa FY2019 Revenue Breakdown

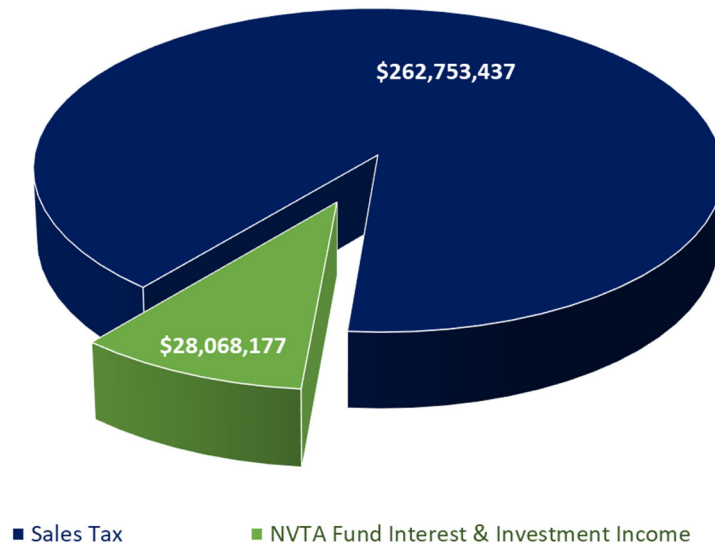
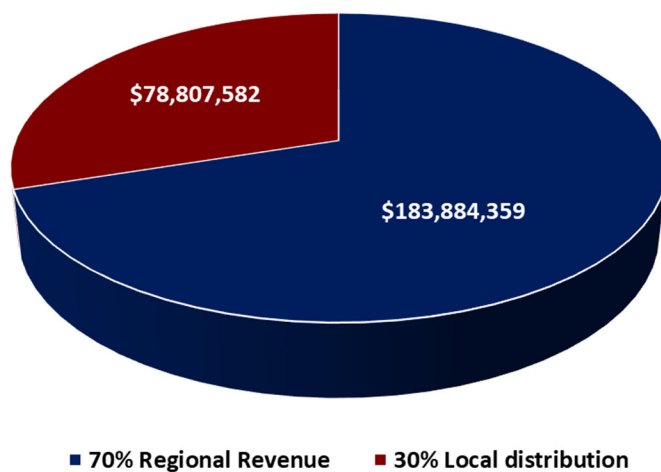


Figure 2. NVTa FY2019 HB2313 Revenue Allocation



Fiscal Year 2018-2023 Six Year Program – 70 Percent Regional Revenue Funds

In June 2018, the Authority adopted its first approving \$1.285 billion for 44 multimodal projects across the region. The Authority appropriated \$524,933,959 for 15 of these projects in FY2019.

The Authority is currently in the process of updating the Six Year Program. Details of the projects in the FY2018-2023 Program are provided in Table 1.

Table 1. Projects Adopted in the FY2018-2023 Six Year Program

Jurisdiction / Agency	Project Title	NVTA Funding Amount	Phases Funded	FY2019 Appropriation
County				
Arlington	ART Operations and Maintenance Facilities	\$39,027,000	Design, PE, CN, Cap Asset Acquisition	Funds appropriated; SPA executed
Arlington	Crystal City Metrorail Station East Entrance and Intermodal Connections	\$5,000,000	Design, PE	
Arlington	Pentagon City Multimodal Connections and Transitway Extension	\$28,850,000	CN	
Arlington	Intelligent Transportation System Improvements	\$10,000,000	Design, PE, ROW, CN, Cap Asset Acquisition	Funds appropriated; SPA executed
Fairfax	Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)	\$127,000,000	Design, PE, ROW, CN	
Fairfax	Richmond Highway Bus Rapid Transit - Phases I & II	\$250,000,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
Fairfax	Frontier Drive Extension and Intersection Improvements	\$25,000,000	ROW	
Fairfax	Route 28 Widening: Route 29 to Prince William County Line	\$16,000,000	CN	
Fairfax	Richmond Highway (Route 1)/CSX Underpass Widening	\$12,000,000	CN	
Fairfax	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	\$11,111,000	ROW, CN	
Fairfax	Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road	\$67,000,000	ROW, CN	
Fairfax	Rock Hill Road Bridge	\$20,604,670	Design, PE, ROW	
Loudoun	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	\$54,000,000	ROW, CN	
Loudoun	Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	\$64,805,000	ROW, CN	
Loudoun	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	\$16,000,000	ROW, Utility	
Loudoun	Route 28 Northbound Widening –between the Dulles Toll Road and Sterling Boulevard	\$20,000,000	CN	Funds appropriated; SPA executed
Loudoun	Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	\$76,230,000	ROW, Utility, CN	
Loudoun	Route 9 Traffic Calming	\$12,112,000	Design, PE, ROW, Utility, CN	Funds appropriated; SPA executed
Loudoun	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	\$47,800,000	Design, PE, ROW, Utility, CN	Funds appropriated; SPA executed
Loudoun	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$14,000,000	Design, PE, ROW, Utility, CN	Funds appropriated; SPA executed

Prince William	RT28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)	\$15,000,000	CN	Funds appropriated; SPA executed
Prince William	Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)	\$3,500,000	EIS	
Prince William	Construct Route 28 Corridor Roadway Improvements	\$89,000,000	Design, PE, ROW, CN	
Prince William	Construct Interchange at Route 234 and Brentsville Road	\$54,900,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
Prince William	Construct Interchange at Prince William Parkway and University Blvd	\$24,200,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
Prince William	Summit School Rd Extension and Telegraph Rd Widening	\$11,000,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
Prince William	Construct Interchange at Prince William Parkway and Clover Hill Road	\$1,900,000	Design, PE, ROW, CN	
City				
Alexandria	West End Transitway: Northern Segment (Phase 1)	\$2,200,000	ROW	
Alexandria	Alexandria ITS Projects	\$1,195,491	Design, PE, CN	
Alexandria	Alexandria Bus Network ITS	\$150,000	Cap Asset Acquisition	Funds appropriated; SPA executed
Alexandria	DASH Transit Service Enhancements and Expansion	\$11,933,161	Design, PE, CN, Cap Asset Acquisition	
Alexandria	Alexandria Duke St Transitway	\$12,000,000	Design, PE	
City of Fairfax	Jermantown Road Corridor Improvements Project	\$21,000,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	\$10,750,000	Design, PE, ROW, CN	
City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1	\$5,000,000	ROW, CN	
City of Fairfax	Roadway Network Northfax West	\$2,500,000	Design, PE, ROW, CN	Funds appropriated; SPA executed
City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	\$15,700,000	Design, PE, ROW, CN	
Town				
Town of Dumfries	Widen Route 1 (Fraleigh Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)	\$44,860,000	ROW	
Leesburg	Construct Interchange at Route 7 and Battlefield Parkway	\$25,000,000	CN	
Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$5,400,000	Design, PE	
Leesburg	Construct Interchange at Route 15 Bypass and Battlefield Parkway	\$2,000,000	Design, PE	
Vienna	Mill St NE Parking Garage	\$2,300,000	Cap Asset Acquisition	
Agency				
VRE	VRE Crystal City Station Improvements	\$4,000,000	Design, PE	
NOVA Parks Authority	Falls Church Enhanced Regional Bike Routes (W&OD)	\$3,244,959	Design, PE, CN	Funds appropriated; SPA executed
TOTAL		\$1,285,273,281		

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

Fiscal Year 2019 – 30 Percent Local Distribution Revenue Funds

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

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

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

Each locality annually certifies to the NVTa that the funds were used as required by HB 2313. The distribution of FY2019 30% Local Funds is noted in Table 2 below.

Table 2. 30 Percent Local Funds Distribution for FY2019 (as of June 30, 2019)

Jurisdiction	30% Local Funds
Arlington County	\$7,946,155
Fairfax County	\$33,110,100
Loudoun County	\$15,575,443
Prince William County	\$12,018,628
City of Alexandria	\$5,098,770
City of Fairfax	\$2,316,968
City of Falls Church	\$863,517
City of Manassas	\$1,585,966
City of Manassas Park	\$453,641
Total Revenue	\$102,390,189

Source: Audited NVTa FY2019 Financial Reports

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

All member localities received their proportional share of the 30% Local Funds in FY2019. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 3 shows the projects which localities are advancing with 30% local funds through FY2018. It is important to note that 30% funds can be accumulated over multiple years to advance projects.

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

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

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

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Arlington County		\$ 17,071,493	
Arlington Transit Vehicle Facility and Satellite Parking	Design, CN	\$ 2,926,198	Funded and ongoing
Capital Bikeshare (multiple locations)	Operations, Expansion	\$ 3,249,821	Funded and ongoing
Transit Operations (incremental cost for new routes)	Operations	\$ 2,240,061	Funded and ongoing
Improvements Outside Major Corridors (multiple locations)	Design, CN	\$ 1,764,428	Funded and ongoing
Bus Stops and Shelters, including accessibility improvements (multiple locations)	Design, CN	\$ 1,563,421	Funded and ongoing
Intelligent Transportation Systems (includes TMC and CCTV upgrades)	Design, Asset acquisition, CN	\$ 886,132	Funded and ongoing
Traffic Counts (multiple locations)	Other	\$ 452,762	Funded and ongoing
Transit Development Plan & ART Asset Management Plan	Study	\$ 275,247	Completed
Program Administration	Other	\$ 490,519	Funded and ongoing
Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (multiple locations)	Design, CN	\$ 1,559,144	Funded and ongoing
ART Bus Procurement	Asset acquisition	\$ 179,757	Funded and ongoing
Arlington Blvd Intersections (multiple locations)	Design	\$ 341,444	Funded and ongoing
Court House Metrorail Station Second Elevator	Design	\$ 60,894	Funded and ongoing
Ballston-MU Metrorail Station West Entrance	Design	\$ 16,958	Funded and ongoing
STAR Call Center Office Space	Other	\$ 186,418	Funded and ongoing
Bus Bay Expansion - East Falls Church Metro Station	Design, CN	\$ 8,368	Funded and ongoing
Bicycle and Pedestrian Facilities	Design, CN	\$ 228,326	Funded and ongoing
Carlin Springs Road Bridge over George Mason Drive	CN	\$ 524,601	Funded and ongoing
Transit ITS and Planning (Includes TSP)	Other	\$ 103,228	Funded and ongoing
Transportation Demand Management	Other	\$ 13,766	Funded and ongoing
Fairfax County		\$ 64,756,475	
Fairfax Connector Service	Operations	\$ 28,948,611	Service in effect
Town Center Parkway DTR Underpass Rail Support	PE, CN	\$ 7,659,067	Project incorporated into Dulles Rail project
Fairfax County Parkway/Popes Head Road Interchange	PE, Design	\$ 4,000,000	Traffic analyses/alternative development ongoing
Frontier Drive Extension	PE, Design	\$ 3,000,000	Design/PE ongoing
Various Project Implementation Works	Other	\$ 4,382,713	Ongoing
Braddock Road Multimodal Study	Study	\$ 1,612,543	Completed. Design/Construction by VDOT
Route 1 Bus Rapid Transit	PE, Design	\$ 757,233	Existing traffic conditions report completed; finalizing safety report
Herndon Metrorail Parking Garage	PE, Design, CN	\$ 1,191,892	Construction ongoing
Traffic Studies/Planning (7 individual projects)	Other	\$ 1,698,516	Various stages
Spot Roadway Program (9 individual projects)	All	\$ 1,113,890	Various stages
Innovation Center Metrorail Parking Garage	PE, Design, CN	\$ 702,864	Construction ongoing
Route 1 Study (Pohick to Occoquan)	Study	\$ 651,424	Completed
Soapstone Drive DTR Overpass	PE, Design	\$ 8,190,170	Environmental/Design/Supplemental Architectural Survey ongoing

Shirley Gate Extension (Planning)	Study	\$ 380,498	Completed
Springfield Parking Garage	PE, Design	\$ 223,648	Design ongoing
Seven Corners Interchange Improvements	PE, Design	\$ 157,591	Traffic analysis almost complete. Submitted application for funding through the FY 2020-2025 Smart Scale (\$87M)
Tyson's Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$ 85,815	90% completed
Loudoun County		\$ 65,868,869	
Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 12,316,000	Funded and ongoing (Design)
Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$ 6,000,000	Funded and ongoing (Construction)
Northstar Blvd 79 (Route 50 to Shreveport)	CN	\$ 9,755,000	Funded and ongoing (Design)
Leesburg Area Park & Ride Lot	CN	\$ 1,490,000	Funded expected to start Aug 2018
Contingency - Sidewalks (Countywide)	Design, ROW, CN	\$ 1,000,000	Funded and ongoing
Northstar / Belmont Ridge Rd Traffic Signal	CN	\$ 620,000	Funded and ongoing (Construction)
Contingency - Traffic Signal (Countywide)	Design	\$ 500,000	Funded and ongoing
Mooreview Pkwy (Croson to Old Ryan Rd)	CN	\$ 324,608	Funded and ongoing (Construction)
Contingency - Traffic Calming (Countywide)	Design, CN	\$ 100,000	Funded and ongoing
Farmwell Rd (Smith Switch to Ashburn Rd)	Design, CN	\$ 3,500,000	Funded and ongoing (Design)
Northstar Blvd 79 (Route 50 to Tall Cedar)	Design, ROW, CN	\$ 7,350,000	Funded and ongoing (ROW)
Project Management Consulting Services	Design	\$ 238,750	Funded and ongoing
Braddock Riding Center Drive Signal	Design, ROW, CN	\$ 83,555	Funded and ongoing (Design)
Woodgrove & Fields Farm Road	Design, ROW, CN	\$ 4,000,000	Funded and ongoing (ROW)
Belmont Ridge Road South	Design, ROW, CN	\$ 2,400,000	Funded and ongoing (PE)
Marblehead Drive & Gloucester Traffic Study	Design, ROW, CN	\$ 50,000	Funded and ongoing (PE)
Crosstrail Phase A2 Claudia Dr & Sycolin Road	Design, ROW, CN	\$ 1,594,493	Funded and ongoing (Construction)
Loudoun County Parkway and Beaumeade Circle Signal	Design, ROW, CN	\$ 460,123	Funded and ongoing (Construction)
Oak Grove Road Route 824	PE, Design	\$ 60,000	Funded and ongoing (Design)
Route 9 & Route 287 Roundabout	Design, CN	\$ 1,000,000	Funded and ongoing (Design)
Shaw Road Improvements	CN	\$ 322,339	Funded and ongoing (Design)
Braddock Summerall Supreme	CN	\$ 2,421,000	Funded and ongoing (Design)
Edgewater Street Sidewalk	PE, Design	\$ 300,000	Funded and ongoing (Construction)
Montresor Road Sidewalk	PE, Design	\$ 255,200	Funded and ongoing (Design)
West Poplar Road Traffic Study	PE	\$ 38,420	Funded and ongoing (Design)
Traffic Calming Signs	CN	\$ 49,256	Funded and ongoing (Construction)
Moorefield Parkway to Moorefield Station	CN	\$ 4,340,000	Funded expected to start Oct 2018
Westwind Drive State St to Ladbrook Drive	CN	\$ 139,125	Funded expected to start
Leesburg Tuscarora Creek Trail	CN	\$ 1,800,000	Funded expected to start (FY 2021)
Hillsboro Route 9 Improvements	CN	\$ 3,361,000	Funded and ongoing (Construction)
Prince William County		\$ 50,546,876	
Minnieville Road (Spriggs Rd to Route 234)	PE, ROW, CN	\$ 19,950,000	Ongoing (expected completion in Dec 2018)
Neabsco Mills Road Widening (Route 1 to Smoke Court)	ROW, CN	\$ 6,000,000	Design ongoing
Virginia Railway Express (VRE) Subsidy	Transit subsidy	\$ 11,331,778	\$5,968,406 in FY17 and \$5,363,372 in FY18
Prince William Parkway (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project management	\$ 1,750,000	Completed
Route 28, Phase 2 (Relocated Vint Hill Road to Fitzwater Drive)	CN	\$ 1,500,000	Construction ongoing
Route 1 Jefferson Davis Hwy (Neabsco Mills to Featherstone)	ROW	\$ 1,200,000	Completed
Potomac and Rappahannock Transportation Commission (PRTC) Subsidy	Transit subsidy	\$ 1,298,017	One-time payment in June of 2017 (FY 17) to PRTC of \$1,298,017 to make up the shortfall between our subsidy obligations to PRTC and fuel tax revenue
University Blvd Extension (Sudley Manor Dr to Edmonston Dr)	PE, ROW, CN	\$ 6,867,081	Funded (Design expected to begin in FY2019)
Telegraph Road (Horner) Traffic Signal Project	PE, ROW, CN	\$ 650,000	Construction ongoing

City of Alexandria		\$ 25,968,000	
DASH Bus Fleet Replacement	Bus procurement	\$ 14,300,000	Funded and ongoing
WMATA Capital Contribution	Design, CN	\$ 6,750,000	Funded and ongoing (added 180000 from Route 1 Transitway operation)
Additional WMATA Subsidy (Base Ops)	WMATA subsidy	\$ 2,683,000	Completed
Bus Shelters and Benches	CN	\$ 1,100,000	Funded; expected to start after ITB award (estimated to begin 12/18 or 1/19)
Seminary Rd at Beauregard St Ellipse	Design	\$ 425,000	Funded and ongoing
Route 1 at E Reed Intersection Improvements	CN	\$ 350,000	Completed
Cameron & Prince Pedestrian and Bicycle Facilities	CN	\$ 300,000	Completed
Access to Transit - City Sidewalk Connections	CN	\$ 60,000	Completed
City of Fairfax		\$ 9,171,004	
CUE Operations	Operations	\$ 6,747,672	Ongoing
Jermantown Road	CN	\$ 869,302	Complete
Traffic Signal Preemption	CN	\$ 386,154	Complete
Roadbed Reconstruction (Route 50 Kamp Washington to Fairchester Dr)	CN	\$ 430,306	Complete
George Snyder Trail	CN	\$ 93,329	PE ongoing
Emergency Power Battery Backup	CN	\$ 73,567	Complete
Old Town Sidewalk Spot Widening	Study, PE	\$ 55,391	PE ongoing
Traffic Signal Upgrades	CN	\$ 35,214	Complete
Burke Station Road Sidewalk	PE, ROW, CN	\$ 33,329	CN ongoing
Chain Bridge Road Sidewalk	PE, CN	\$ 27,001	ROW ongoing
Northfax West Planning	PE	\$ 21,712	PE ongoing
Railroad Avenue Sidewalk	PE	\$ 19,515	PE ongoing
Old Town Traffic Study	Study	\$ 14,841	Complete
Orchard Drive Sidewalk Design	PE	\$ 14,775	PE ongoing
Government Center Parkway Extension	PE	\$ 12,715	PE ongoing
Orchard Street/CBR Intersection Evaluation	PE	\$ 11,517	Complete
Cobbdale Traffic Calming	PE	\$ 9,107	Complete
University Drive Road Diet	PE	\$ 48,262	Complete
Mason to Metro Bike Route	PE	\$ 13,884	Complete
University Drive Extension	PE	\$ 6,211	PE ongoing
Fairfax Boulevard Sidewalk Improvements	PE	\$ 715	PE ongoing
Eaton/CBR Intersection	PE	\$ 130,175	PE for Smart Scale application complete; awaiting funding
Pickett Trail Connector	PE	\$ 37,559	PE for Smart Scale application complete; awaiting funding
Warwick/Fairfax Blvd	PE	\$ 78,751	PE for Smart Scale application complete; awaiting funding
City of Falls Church		\$ 3,742,863	
South Washington POA Multimodal Improvements	PE, ROW, CN	\$ 1,145,000	Funded and expected to start in September 2019
WMATA Subsidy (Citywide)	Operations & Capital	\$ 1,014,000	Annual spending
Van Buren Bridge Improvements	PE, CN	\$ 275,000	Funded and ongoing
Funds Match DRPT Bus Shelter (Route 7, various locations)	PE, ROW, CN	\$ 250,000	Completed
Multimodal Connectivity (Citywide)	PE, ROW, CN	\$ 428,000	Funded and ongoing
Bikeshare Connections to Metro (Citywide)	PE	\$ 60,000	Funded and ongoing
Downtown POA Multimodal Improvements	PE, ROW, CN	\$ 60,000	Funded and ongoing
W&OD Trail Improvements (Various locations)	PE, ROW, CN	\$ 40,000	Funded and expected to start in July 2023
N West & Lincoln Signal & Intersection Improvements	PE	\$ 9,898	Funded and expected to start in October 2018
N Wash & Columbia Signal & Intersection Improvements	PE, ROW, CN	\$ 112,500	Funded and ongoing
N West & Great Falls Signal	PE, ROW, CN	\$ 75,000	Funded and ongoing

Infrastructure Programs - Signals- S Maple Ave and W Annandale Rd Signal	PE, ROW, CN	\$ 229,671	Funded and expected to start in September 2019
Transportation Program Management (DRPT match)	Other	\$ 6,000	Funded and ongoing
NVTA Administrative Expense (Annual)	Other	\$ 37,794	Annual spending
City of Manassas		\$ 6,645,000	
Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,659,000	Construction started in July 2018 (funded)
Dean Dr Extended (Route 28 to existing Dean Drive)	PE, ROW, CN	\$ 1,993,000	Design - Construction expected to start spring 2020 (funded)
Battle St (Portner Street to Quarry Road)	PE, ROW, CN	\$ 390,000	Completed
Grant Avenue (Lee Avenue to Wellington Rd)	PE, ROW, CN	\$ 900,000	Design - Construction expected to start spring 2020 (funded)
Sidewalk Infill Initiatives (Citywide)	PE, ROW, CN	\$ 740,700	4 projects: 2 completed & 2 in design (funded)
Centerville Road Improvements (Liberia Ave to City Limits)	PE	\$ 300,000	Design - Construction expected to start spring 2019 (funded)
Fairview Avenue/Tudor Intersection Improvements	PE, ROW	\$ 50,000	Traffic signal warrant study in FY19
City Wide Traffic Improvements	PE	\$ 19,620	Funded and on-going
Grant Avenue Pedestrian Improvements (at Center Street)	CN	\$ 22,680	Completed
Godwin Drive Bike Trail (Wellington Road to Hastings Drive)	PE, ROW, CN	\$ 320,000	Design - Construction expected to start summer 2019 (funded)
Roundabout Sudley/Centerville	PE	\$ 75,000	Feasibility study completed (unfunded)
Transportation Master Plan (Citywide)	Planning	\$ 175,000	Funded and on-going
City of Manassas Park		\$ 124,200	
Project management contract for five projects	Other	\$ 124,200	Ongoing
Town of Dumfries		\$ 448,671	
Sidewalk along Possum Point Road	CN	\$ 97,289	Design ongoing
Main Street Intersection Improvements	CN	\$ 351,382	Construction to begin in 2019 fall
Town of Herndon		\$ 5,338,000	
Folly Lick Regional Trail Extn (section of 'Trails to Herndon Metrorail')	PE, Design, ROW, Utility, CN	\$ 500,000	Funded & expected to start July 2021
Van Buren Street Improvements (Old Spring Street to Herndon Parkway)	PE, Design, ROW, Utility, CN	\$ 928,000	Funded & expected to start October 2019
Elden St and Center St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 850,000	Funded & expected to start December 2020
Elden St and Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 977,000	Funded & expected to start January 2021
Park Ave & Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 450,000	Construction completed 2017
Trails to Herndon Metrorail (Herndon Pkwy/Van Buren St to Metrorail)	PE, Design, ROW, Utility, CN	\$ 415,000	Funded & expected to start December 2018
Worldgate Drive Extension	PE, Design	\$ 150,000	Survey, engineering design completed 2016
Park Avenue sidewalks (sidewalk extension of Park Ave. and Monroe St. project)	Utility, CN	\$ 100,000	Construction completed 2017
Widen East Spring Street (Herndon Parkway to Town limits)/with Herndon Parkway cycle track	PE, Design, ROW, Utility, CN	\$ 968,000	Funded & expected to start January 2021
Town of Leesburg		\$ 18,835,544	
Royal St Improvements (Church St to Wirt St)	Design, ROW, CN	\$ 4,938,000	PE Phase. Preliminary studies are complete. Design to begin in FY2023.
Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 3,886,000	PE Phase. Design is ongoing. Construction scheduled to begin in 2020.
Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln)	Design, ROW, CN	\$ 3,017,300	PE Phase
Morven Park Rd Improvements (W Market St to Old Waterford Rd)	Design, ROW, CN	\$ 2,141,000	PE Phase. Design is ongoing. Construction scheduled to begin in Fall 2019.
West Market St Sidewalk (Morven Park Rd to Ayr St)	Design, ROW, CN	\$ 1,664,000	PE Phase. Design is ongoing. Construction scheduled to begin in Fall 2019.

Edwards Ferry Rd Sidewalk (West of Woodbury Rd to Prince St)	Design, ROW, CN	\$ 1,094,000	Preliminary studies are complete. Design to begin in FY2023.
Traffic Management System/Emergency Evacuation System (Townwide)	CN	\$ 929,000	CN Phase. Installation and testing of equipment is ongoing.
Battlefield Parkway (S King St to Dulles Greenway)	CN	\$ 1,101,000	CN Phase. Road construction is substantially complete. Remaining work includes streetlight installation and landscaping.
Edwards Ferry Road Sidewalk, Bus Shelters & Bus Route Signs	Design, ROW, CN	\$ 65,244	PE Phase. Design ongoing. Construction in 2019.
Town of Purcellville		\$ 1,017,076	
Nursery Ave Improvements	Design, ROW, CN	\$ 696,744	Design complete, ROW ongoing, construction in Spring 2019
32nd & A Street Intersection Improvements	Design, ROW	\$ 307,000	Design complete, ROW ongoing, construction in Spring 2019
Main & Maple Intersection Improvements	Design, ROW, CN	\$ 13,332	Phase 1 ROW ongoing, Phase 2 Design starting
Town of Vienna		\$ 3,210,000	
Follin Lane SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,500,000	Complete
Marshall Road SW Sidewalk	PE, ROW, CN	\$ 830,000	Complete
Church Street NE Sidewalk	PE, ROW, CN	\$ 330,000	Design complete, ready for construction
Park Street NE Sidewalk	PE, ROW, CN	\$ 550,000	Design 20% complete
TOTAL		\$ 272,744,071	

Notes:

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

- This list was generated on October 16, 2018 based on responses from jurisdictions to an NVTa staff request

Fiscal Year 2019-2025 Revenue Estimates

The Authority's revenue estimates are made using a multi-jurisdictional approach. Jurisdictional input is heavily relied upon in making the revenue estimates. The adopted estimates for the SYP were revised by the Authority in May of 2018 to reflect the loss of Grantor's and Transient Occupancy Taxes starting in FY2019. As of the preparation of this report, revised estimates for FY2019-2025 have not been developed pending the building of a 'track record' for the impact of both SB1716/HB2718 (I-81 funding agreement) and the Commonwealth's imposing of internet sales taxes. Updated estimates are expected to be approved by the Authority in the Spring of 2020. The table below shows the current estimates for FY2020 through FY2025.

Table 4. NVTa Revenue and Distribution Estimates for FY2020–2025

NVTa Revenue	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection	FY2024 Projection	FY2025 Projection	Six Year Total
Sales Tax	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662	\$296,018,140	\$303,658,988	\$1,707,103,005
Total Revenue	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662	\$296,018,140	\$303,658,988	\$1,707,103,005

Source: Audited NVTa FY2019 Financial Reports

Figure 3. NVTa FY2020-2025 Estimated Revenue Breakdown

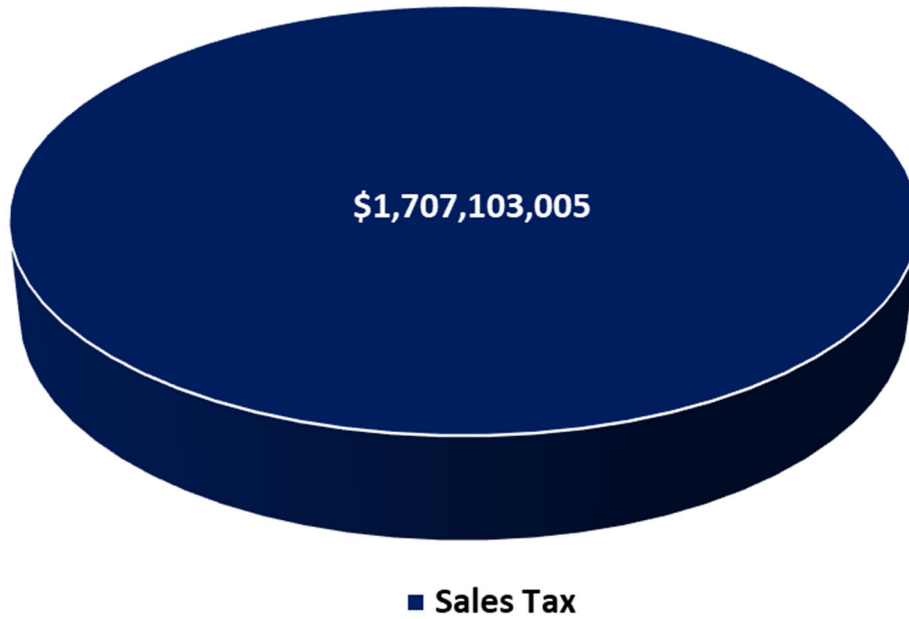
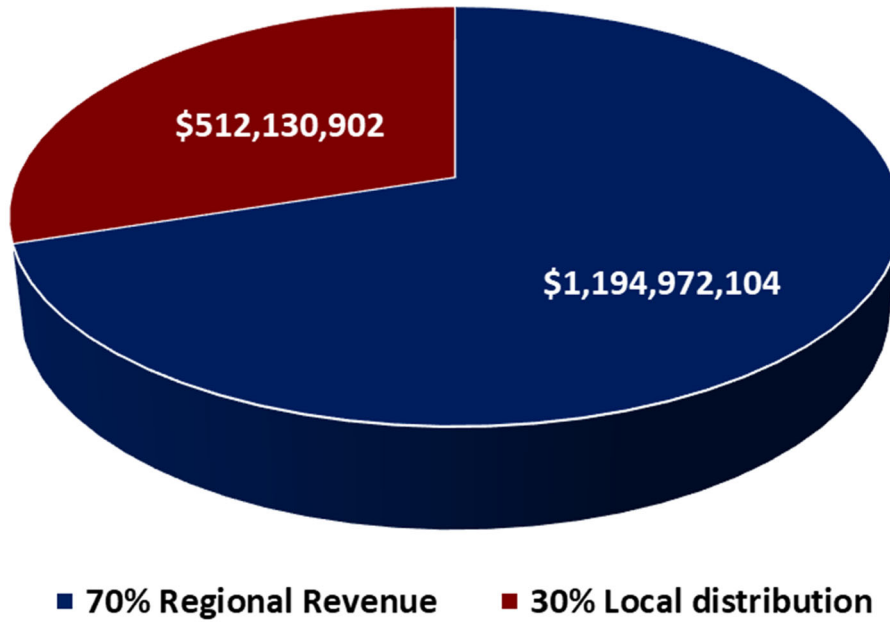


Figure 4. NVTa FY2020-2025 Estimated Revenue Allocation



Voting Members

Chairman

Hon. Martin E. Nohe, Prince William County

Vice Chairman

Hon. Phyllis J. Randall, Loudoun County

Hon. Richard Black, Virginia Senate

Hon. Sharon Bulova, Fairfax County

Hon. Katie Cristol, Arlington County

Hon. Timothy Hugo, Virginia House of Delegates

Mary Hughes Hynes, Governor's Appointee, Commonwealth Transportation Board

Jim Kolb, Governor's Appointee

Hon. David L. Meyer, City of Fairfax

J. Randall Minchew, Speaker of the Virginia House of Delegates Appointee

Hon. Harry J. "Hal" Parrish, II, City of Manassas

Hon. Jeanette Rishell, City of Manassas Park

Hon. David Snyder, City of Falls Church

Hon. Justin Wilson, City of Alexandria

Non-Voting Members

Hon. Derrick R. Wood, Town of Dumfries

Helen Cuervo, Virginia Department of Transportation

Jennifer Mitchell, Virginia Department of Rail and Public Transportation



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Mayor Parrish, Chairman – NVTA Finance Committee

DATE: November 7, 2019

SUBJECT: Finance Committee Report of the October 17, 2019 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on Thursday, October 17, 2019. The next meeting is scheduled for Thursday, November 21, 2019, at 1:00 PM. The following summarizes the October 17th meeting.
3. **Action Items:**
 - a. **FY2019 Financial Statement and Compliance Audit:** The Finance Committee, in its role as Audit Committee, received a presentation from Mr. Garber a partner with PBMares, LLP the Authority's external auditor. Mr. Garber reviewed the audited financial statements, compliance reports and documents related to the audit engagement. Mr. Garber noted the Financial Statements and Compliance Reports for FY2019 received an unmodified (clean) audit opinion. The Committee voted unanimously to recommend the Authority acceptance of the FY2019 Financial Statements and audit.
 - b. **Revisions to Policy 19 – Local Distribution (30% Funds):** The Committee reviewed and recommended changes to Policy 19 – Local Distribution Fund (30% Funds). The primary purpose of the revisions is to implement Bills passed in the 2019 General Assembly Session. SB1468, patroned by Senator Black, provides the Authority flexibility to pay operating and administrative expenses through a transfer from the Regional Revenue Fund. Also, SB1716, related to funding for I-81 improvements, provides for additional funding to the Authority. The Committee voted unanimously to recommend the Authority adoption of the proposed changes.
 - c. **Revisions to Policy 20- Regional Revenue Fund (70% Funds):** The Committee reviewed and recommended changes to Policy 20 – Regional Revenue Fund (70% Funds). Like Policy 19, the primary purpose of the recommended changes is to implement SB1468 and SB1716. The changes to Policy 20 also note that SB1468 transfers the responsibility for the HB599 ratings to the Authority. The changes also reflect that the revenue to be received from SB1716 cannot be used in the calculation of the Authority's debt capacity. The Committee voted unanimously to recommend the Authority adoption of the proposed changes.

4. Information/Discussion Items (February 21):

- a. Project Reimbursement Parameters Study:** The Committee received information and commented on the need for clarity and transparency in project reimbursements related to public employee/agency direct and indirect costs among other expenses submitted for project reimbursement. The study is expected to take approximately six months with the committee receiving interim reports.
- b. Policy 29 Report:** The Committee received and discussed the second report of NVTa funded projects with Policy 29 compliance concerns. The Committee requested an update to the report at their November 2019 meeting.
- c. Investment Portfolio Report.** The Committee received reports and provided comments on investment activity and performance. The report to the Committee noted that the portfolio is fairing better in the current declining market than its benchmarks.
- d. Monthly Revenue Report.** The report received and discussed by the Committee showed sales tax-based revenue is showing a marked increase. This increase is prospectively linked to the implementation of taxes on internet sales. However, the SB1716 (I-81 Heavy Truck Registration and Diesel Fuel) receipts are currently far behind what would be expected to meet the Commonwealth's revenue projections of what the Authority should receive in FY2020.
- e. NVTa Operating Budget.** The report received and discussed by the Committee showed the Operating Budget was positive to projections, with no changes projected at this time.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2019

SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through September 30, 2019.
- 2) **Background:** This report is on investment activity through September 2019 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.

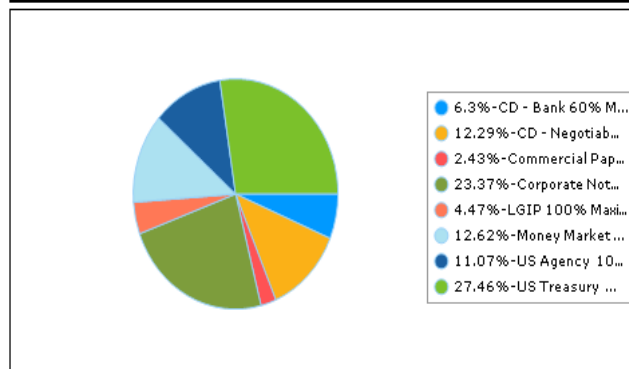


Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

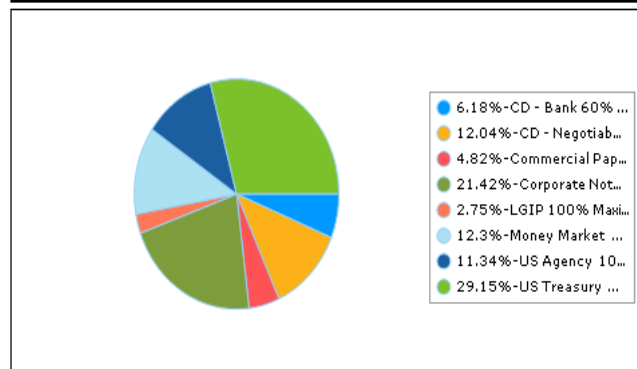
Begin Date: 7/31/2019, End Date: 9/30/2019

Asset Category Allocation				
Asset Category	Book Value 7/31/2019	% of Portfolio 7/31/2019	Book Value 9/30/2019	% of Portfolio 9/30/2019
CD - Bank 60% Maximum	65,137,423.53	6.30	65,134,723.53	6.18
CD - Negotiable 25% Maximum	127,001,933.29	12.29	127,001,441.91	12.04
Commercial Paper 30% / 5% Maximum	25,111,050.62	2.43	50,867,657.78	4.82
Corporate Notes 50% Maximum	241,631,947.08	23.37	225,868,474.86	21.42
LGIP 100% Maximum	46,184,874.95	4.47	28,953,428.03	2.75
Money Market 60% Maximum	130,425,030.50	12.62	129,706,369.94	12.30
US Agency 100% Maximum	114,415,397.08	11.07	119,575,304.27	11.34
US Treasury 100% Maximum	283,887,973.90	27.46	307,310,010.38	29.15
Total / Average	1,033,795,630.95	100.00	1,054,417,410.70	100.00

Portfolio Holdings as of 7/31/2019



Portfolio Holdings as of 9/30/2019



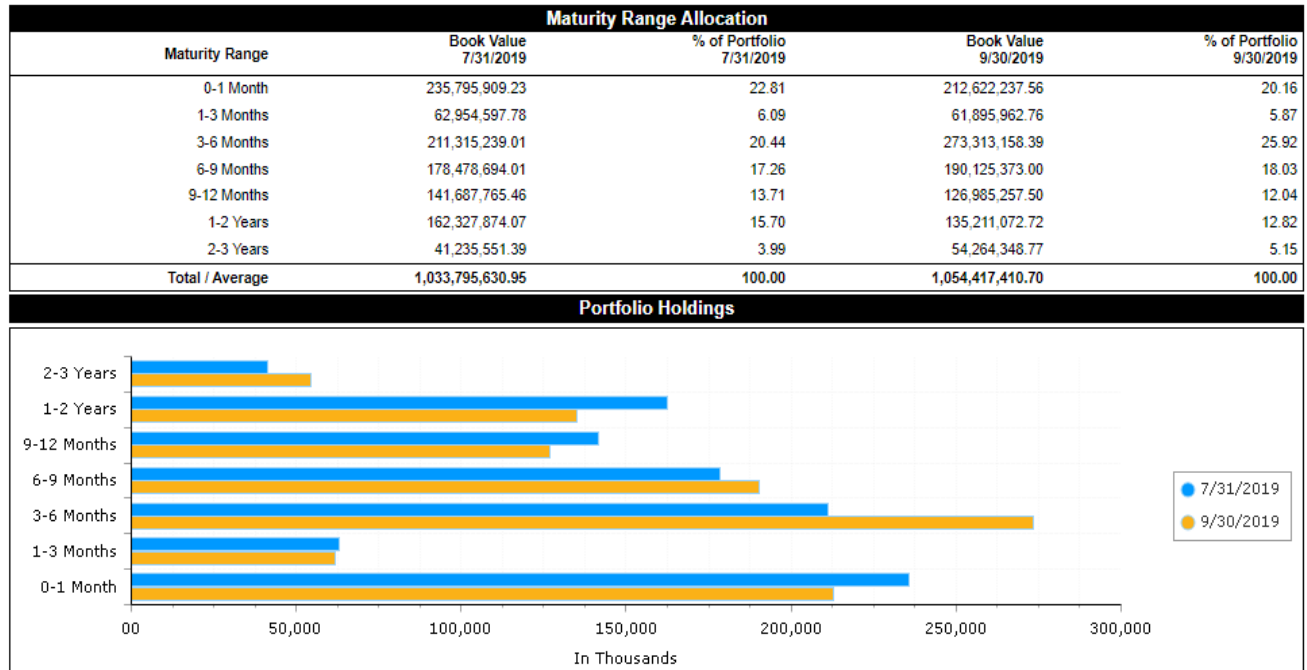
3) Current Period Reports:

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



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

Begin Date: 7/31/2019, End Date: 9/30/2019



- b. The liquidity of the portfolio is reflected in the portfolio's duration of .51 (1.0 = 1 year) and the maturity schedule shown above:

NVTA Investment Benchmarks	Sep-19 Month End
Fed Funds Rate	2.06%
Treasury 90 Day T Bill	1.92%
Local Government Investment Pool	2.21%
Virginia Non-Arbitrage Program	2.26%
NVTA Performance	2.46%

Source: Bloomberg, Statements

- c. The yield on the portfolio at the end of September 2019 was 2.46%. 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;

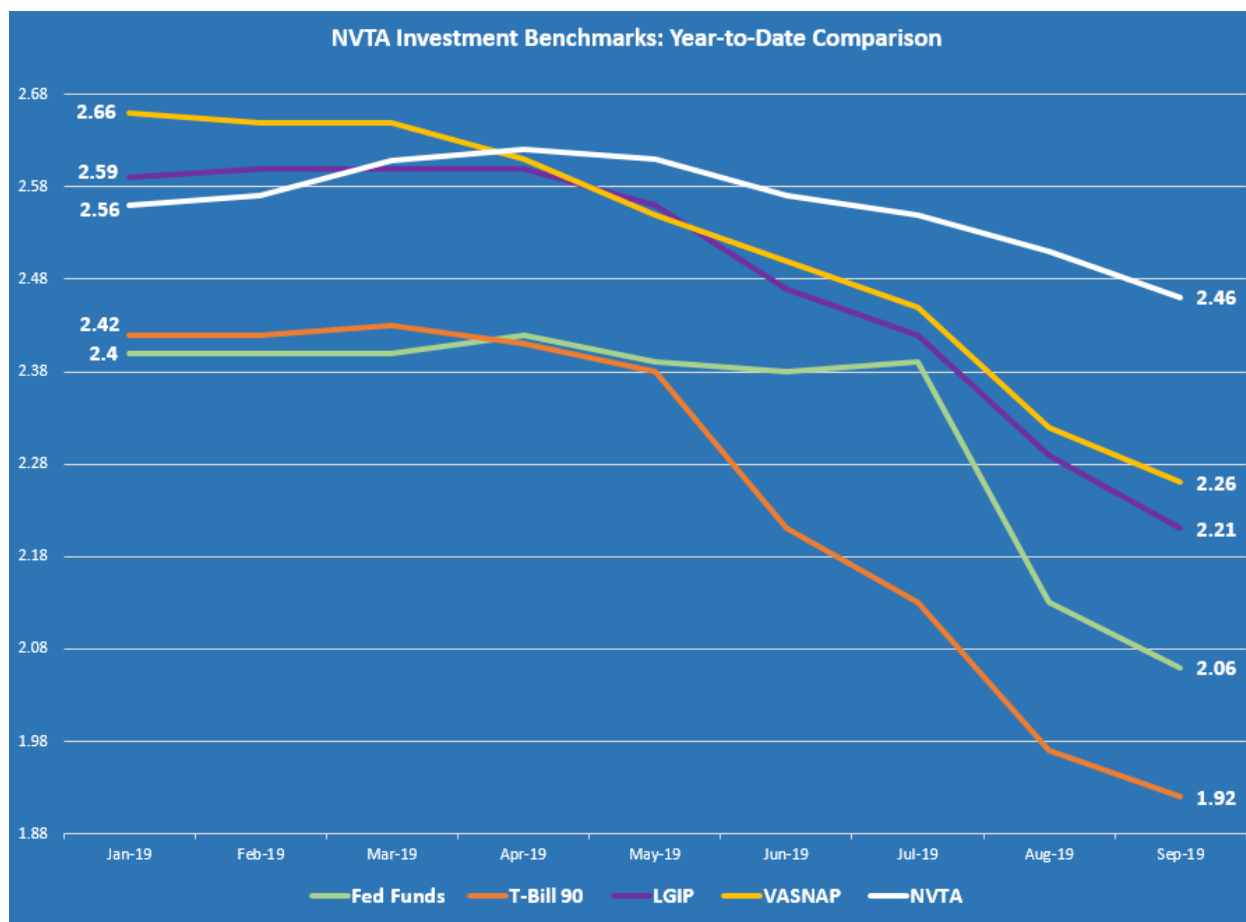
- i) AAA/AA rated U.S. Treasury and Agency Bonds
- ii) AAA/AA rated investment grade corporate bonds
- iii) Collateralized bank money market accounts.

b) **Liquidity:**

- i) Since our last report on September 13, the NVTa Portfolio average duration has fallen to .51 from .56 or closer to 6 months – reflecting U.S. Treasury purchases.
- ii) As noted previously, analysis of forward transportation project liabilities (reimbursements) associated with the Six Year Program found that the portfolio has the flexibility to extend modestly to 2-3 year maturities (5.1% of the portfolio presently).

c) **Yield:**

- i) **More Fed Rate Cuts:** On September 18th the Federal Reserve cut rates for the second time this year, lowering rates by 25 basis points to a range of 1.75% to 2% in response to slowing U.S. economic growth. Previously on July 31, 2019, the Fed lowered its benchmark Fed Funds rate by a quarter point, dropping the target range to 2% to 2.25%, in response to a global growth slowdown, tariff war and muted inflation.
- ii) **Year-to-Date Performance:** In response to the change in rates and economic sentiment, NVTa conducted a review of the portfolio's performance since the beginning of the year as compared to its policy benchmarks as a way to review our rate strategy, see chart below.
 - **Value Preservation:** NVTa's Regional Portfolio did outperform its benchmarks over the last 6 months. This performance is attributed to steps taken earlier in the year to increase safety by purchasing US Treasuries.
 - **Rate Strategy Implications:** While there are still many safe, liquid and fair yielding investments, staff acknowledges that over time NVTa's portfolio performance will move (decline) with the market. The 2-year Treasury, a benchmark for many of our investments, continues to suffer unprecedented declines in response to investor concerns of slowing global growth, falling as low as 1.40% on October 4.



- 5) Custodian Certification:** BB&T Retirement & Institutional Services 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:
- Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - 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.



Northern Virginia Transportation Authority

Portfolio Holdings Compliance - GASB 40 Report - As of 9/30/2019

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
Certificate Of Deposit									
John Marshall Bank2.32 10/10/2019	17,500,000.00	17,500,000.00	17,500,000.00	NR	NR	1.66	10/10/2019	2.320	0.03
John Marshall Bank2.347 10/24/2019	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.95	10/24/2019	2.347	0.07
United Bank2.6 4/30/2020	15,000,000.00	15,000,000.00	15,000,000.00	NR	NR	1.42	04/30/2020	2.600	0.58
United Bank2.75 1/17/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.95	01/17/2020	2.750	0.30
United Bank 2.7 3/5/2020	12,634,723.53	12,634,723.53	12,634,723.53	NR	NR	1.20	03/05/2020	2.700	0.43
Sub Total / Average Certificate Of Deposit	65,134,723.53	65,134,723.53	65,134,723.53			6.17		2.528	0.28
Commercial Paper									
CSFB NY 0 10/4/2019	5,476,000.00	5,474,351.12	5,370,883.62	S&P-A1	Moody's-P1	0.52	10/04/2019	2.763	0.01
JP Morgan Securities 0 5/29/2020	20,000,000.00	19,758,000.00	19,713,066.66	S&P-A1	Moody's-P1	1.89	05/29/2020	1.824	0.66
JP Morgan Securities 0 6/19/2020	12,000,000.00	11,831,680.00	11,828,920.00	S&P-A1	Moody's-P1	1.14	06/19/2020	1.948	0.72
JP Morgan Securities 0 6/19/2020	14,000,000.00	13,803,626.66	13,800,406.66	S&P-A1	Moody's-P1	1.33	06/19/2020	1.948	0.72
Sub Total / Average Commercial Paper	51,476,000.00	50,867,657.78	50,713,276.94			4.87		1.987	0.62
Corporate Bond									
ADP 2.25 9/15/2020	5,000,000.00	4,987,724.95	5,013,800.00	S&P-AA	Moody's-Aa3	0.47	09/15/2020	2.512	0.95
Apple Corp 1.8 11/13/2019	15,000,000.00	14,988,221.03	14,995,800.00	S&P-AA+	Moody's-Aa1	1.42	11/13/2019	2.470	0.12
Apple Corp 1.8 11/13/2019	4,995,000.00	4,990,976.22	4,993,601.40	S&P-AA+	Moody's-Aa1	0.47	11/13/2019	2.488	0.12
Apple Corp 1.8 11/13/2019	10,000,000.00	9,992,950.91	9,997,200.00	S&P-AA+	Moody's-Aa1	0.95	11/13/2019	2.400	0.12
Apple Corp.1.9 2/7/2020	5,403,000.00	5,385,356.81	5,402,189.55	S&P-AA+	Moody's-Aa1	0.51	02/07/2020	2.840	0.35
Apple Corp.Var. Corp 8/9/2022	5,011,000.00	5,049,207.47	5,052,791.74	S&P-AA+	Moody's-Aa1	0.47	08/09/2022	2.685	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,961,168.51	5,010,500.00	S&P-AA+	Moody's-Aa1	0.47	11/13/2020	2.718	1.10
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,320,722.74	7,424,333.34	S&P-AA	Moody's-Aa2	0.70	03/15/2021	2.833	1.44
Berkshire Hathaway2.2 3/15/2021	10,000,000.00	10,019,698.95	10,051,900.00	S&P-AA	Moody's-Aa2	0.95	03/15/2021	2.061	1.44
BlackRock 5 12/10/2019	1,097,000.00	1,101,570.83	1,102,967.68	S&P-AA-	Moody's-Aa3	0.10	12/10/2019	2.804	0.19
Chevron Corp.1.961 3/3/2020	5,000,000.00	4,978,516.43	5,000,900.00	S&P-AA	Moody's-Aa2	0.47	03/03/2020	2.998	0.43
Chevron Corp. 1.991 3/3/2020	7,500,000.00	7,482,545.05	7,500,450.00	S&P-AA	Moody's-Aa2	0.71	03/03/2020	2.549	0.43

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,488,871.35	5,581,461.60	S&P-AA	Moody's-Aa2	0.53	05/16/2021	2.923	1.60
Chevron Corp. 2.193 11/15/2019	8,950,000.00	8,946,191.60	8,950,537.00	S&P-AA	Moody's-Aa2	0.85	11/15/2019	2.540	0.13
Exxon Mobil Corp 1.912 3/6/2020	8,663,000.00	8,639,221.79	8,658,928.39	S&P-AA+	Moody's-Aaa	0.82	03/06/2020	2.566	0.43
Exxon Mobil Corp 1.912 3/6/2020	5,000,000.00	4,977,592.13	4,997,650.00	S&P-AA+	Moody's-Aaa	0.47	03/06/2020	2.973	0.43
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,006,040.20	1,004,330.00	S&P-AA+	Moody's-Aaa	0.09	03/06/2022	2.482	0.00
Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,543,007.92	7,532,475.00	S&P-AA+	Moody's-Aaa	0.71	03/06/2022	2.482	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,045,533.52	10,037,600.00	S&P-AA+	Moody's-Aaa	0.95	08/16/2022	2.304	0.00
Johnson and Johnson 2.95 9/1/2020	5,000,000.00	5,021,312.97	5,047,250.00	S&P-AAA	Moody's-Aaa	0.47	09/01/2020	2.472	0.91
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,885,062.26	4,979,050.00	S&P-AAA	Moody's-Aaa	0.47	08/08/2021	2.850	1.83
Microsoft Corp 1.85 2/12/2020	5,000,000.00	4,981,071.62	4,995,800.00	S&P-AAA	Moody's-Aaa	0.47	02/12/2020	2.900	0.37
Microsoft Corp 1.85 2/6/2020	1,196,000.00	1,193,201.97	1,195,425.92	S&P-AAA	Moody's-Aaa	0.11	02/06/2020	2.530	0.35
Microsoft Corp 1.85 2/6/2020	5,000,000.00	4,982,280.22	4,997,600.00	S&P-AAA	Moody's-Aaa	0.47	02/06/2020	2.878	0.35
Microsoft Corp 1.85 2/6/2020	3,000,000.00	2,989,650.21	2,998,560.00	S&P-AAA	Moody's-Aaa	0.28	02/06/2020	2.851	0.35
National Australia Bank 2.25 1/10/2020	5,000,000.00	4,990,265.62	5,002,950.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.970	0.28
Proctor and Gamble Co 1.9 11/1/2019	2,386,000.00	2,383,959.01	2,385,427.36	S&P-AA-	Moody's-Aa3	0.23	11/01/2019	2.897	0.09
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,956,575.60	5,004,650.00	S&P-AA-	Moody's-Aa3	0.47	10/23/2020	2.746	1.05
Toyota 2.15 3/12/2020	5,057,000.00	5,048,850.34	5,062,309.85	S&P-AA-	Moody's-Aa3	0.48	03/12/2020	2.515	0.45
Toyota 2.15 3/12/2020	5,000,000.00	4,991,444.16	5,005,250.00	S&P-AA-	Moody's-Aa3	0.47	03/12/2020	2.537	0.45
Toyota Motor Credit corp Var. Corp 5/17/2022	10,000,000.00	10,037,889.94	10,007,800.00	S&P-AA-	Moody's-Aa3	0.95	05/17/2022	2.524	0.00
Toyota Motor Credit corp 1.55 10/18/2019	16,000,000.00	15,993,670.75	15,996,000.00	S&P-AA-	Moody's-Aa3	1.51	10/18/2019	2.370	0.05
Toyota Motor Credit corp Var. Corp 1/11/2022	900,000.00	908,498.26	908,478.00	S&P-AA-	Moody's-Aa3	0.09	01/11/2022	3.031	0.00
Toyota Motor Credit corp Var. Corp 1/11/2022	4,607,000.00	4,650,501.67	4,650,397.94	S&P-AA-	Moody's-Aa3	0.44	01/11/2022	3.031	0.00
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,992,916.67	5,003,000.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.720	0.28
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,990,327.59	5,003,000.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.910	0.28
Walmart Var. Corp 6/23/2021	5,000,000.00	5,013,739.13	5,015,050.00	S&P-AA	Moody's-Aa2	0.47	06/23/2021	2.389	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,952,138.46	5,011,100.00	S&P-AA	Moody's-Aa2	0.47	12/15/2020	2.722	1.19
Sub Total / Average Corporate Bond	226,211,000.00	225,868,474.86	226,578,514.77			21.41		2.603	0.45
FFCB Bond									
FFCB Var. FFCB 9/13/2021	5,000,000.00	5,000,000.00	4,995,900.00	S&P-AA+	Moody's-Aaa	0.47	09/13/2021	2.137	0.00
FFCB 1.85 3/3/2022	5,000,000.00	4,998,784.34	4,993,100.00	S&P-AA+	Moody's-Aaa	0.47	03/03/2022	1.860	2.38
FFCB 2.7 11/5/2019	5,000,000.00	5,000,000.00	5,004,000.00	S&P-AA+	Moody's-Aaa	0.47	11/05/2019	2.700	0.10
FFCB 2.85 4/15/2020	5,000,000.00	5,000,000.00	5,027,300.00	S&P-AA+	Moody's-Aaa	0.47	04/15/2020	2.850	0.53
Sub Total / Average FFCB Bond	20,000,000.00	19,998,784.34	20,020,300.00			1.89		2.387	0.75
FHLB Bond									
FHLB 0 12/10/2019	5,000,000.00	4,973,670.83	4,981,800.00	S&P-AA+	Moody's-Aaa	0.47	12/10/2019	2.744	0.19
FHLB 2.125 2/11/2020	10,000,000.00	9,985,070.87	10,007,200.00	S&P-AA+	Moody's-Aaa	0.95	02/11/2020	2.541	0.36

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
FHLB 2.375 3/3/2020	5,000,000.00	4,991,621.62	5,012,600.00	S&P-AA+	Moodys-Aaa	0.47	03/03/2020	2.781	0.50
FHLB 2.4 2/15/2022-20	10,000,000.00	10,024,885.45	10,023,500.00	S&P-AA+	Moodys-Aaa	0.95	02/15/2022	2.291	2.30
FHLB 2.55 1/11/2021-19	15,000,000.00	15,005,852.34	15,001,800.00	S&P-AA+	Moodys-Aaa	1.42	01/11/2021	2.519	1.26
FHLB 2.875 9/11/2020	5,000,000.00	4,998,025.60	5,047,350.00	S&P-AA+	Moodys-Aaa	0.47	09/11/2020	2.917	0.94
Sub Total / Average FHLB Bond	50,000,000.00	49,979,126.71	50,074,250.00			4.73		2.566	1.08
FHLMC Bond									
FHLMC 1.5 1/17/2020	5,000,000.00	4,981,794.68	4,993,900.00	S&P-AA+	Moodys-Aaa	0.47	01/17/2020	2.750	0.30
FHLMC 1.875 11/17/2020	5,000,000.00	4,943,545.45	5,005,150.00	S&P-AA+	Moodys-Aaa	0.47	11/17/2020	2.910	1.12
FHLMC Step 6/30/2021-18	5,000,000.00	4,938,471.69	4,998,000.00	S&P-AA+	Moodys-Aaa	0.47	06/30/2021	3.501	1.72
FHLMC Step 9/30/2021-17	4,903,000.00	4,807,907.78	4,892,066.31	S&P-AA+	Moodys-Aaa	0.46	09/30/2021	3.582	1.97
Sub Total / Average FHLMC Bond	19,903,000.00	19,671,719.60	19,889,116.31			1.88		3.184	1.27
FNMA Bond									
FNMA 1 10/24/2019	5,000,000.00	4,994,417.72	4,997,000.00	S&P-AA+	Moodys-Aaa	0.47	10/24/2019	2.727	0.07
FNMA 1.25 3/27/2020	10,435,000.00	10,356,280.08	10,398,477.50	S&P-AA+	Moodys-Aaa	0.99	03/27/2020	2.825	0.49
Sub Total / Average FNMA Bond	15,435,000.00	15,350,697.80	15,395,477.50			1.46		2.794	0.35
Local Government Investment Pool									
Commonwealth of VirginiaLGIP	242,323.12	242,323.12	242,323.12	S&P-AAA	NR	0.02	N/A	2.214	0.00
Commonwealth of Virginia LGIP	6,125,661.65	6,125,661.65	6,125,661.65	S&P-AAA	NR	0.58	N/A	2.214	0.00
VIP Stable NAV LGIP	22,585,443.26	22,585,443.26	22,585,443.26	S&P-AAA	NR	2.14	N/A	2.200	0.00
Sub Total / Average LGIP	28,953,428.03	28,953,428.03	28,953,428.03			2.74		2.203	0.00
Money Market									
Access National Bank MM	57,025,787.84	57,025,787.84	57,025,787.84	NR	NR	5.40	N/A	2.240	0.00
BB&T MM	1,677,331.53	1,677,331.53	1,677,331.53	NR	NR	0.16	N/A	1.940	0.00
John Marshall Bank ICS MM	19,443,152.60	19,443,152.60	19,443,152.60	NR	NR	1.84	N/A	2.370	0.00
United Bank MM	51,560,097.97	51,560,097.97	51,560,097.97	NR	NR	4.88	N/A	2.170	0.00
Sub Total / Average Money Market	129,706,369.94	129,706,369.94	129,706,369.94			12.28		2.228	0.00
Negotiable Certificate Of Deposit									
CIBC NY Office2.53 3/27/2020	15,000,000.00	15,001,441.91	15,035,100.00	S&P-A1	Moodys-P1	1.42	03/27/2020	2.510	0.49
CIBC NY Office2.64 4/15/2020	30,000,000.00	30,000,000.00	30,096,600.00	S&P-A1	Moodys-P1	2.84	04/15/2020	2.640	0.54
Rabobank NY2.05 7/17/2020	17,000,000.00	17,000,000.00	17,009,520.00	S&P-A1	Moodys-P1	1.61	07/17/2020	2.050	0.80
TD Bank NY 2.05 6/26/2020	10,000,000.00	10,000,000.00	10,007,400.00	S&P-A1+	Moodys-P1	0.95	06/26/2020	2.050	0.74
TD Bank NY 2.08 7/15/2020	10,000,000.00	10,000,000.00	10,011,400.00	S&P-A1+	Moodys-P1	0.95	07/15/2020	2.080	0.79
TD Bank NY 2.68 3/12/2020	15,000,000.00	15,000,000.00	15,042,300.00	S&P-A1+	Moodys-P1	1.42	03/12/2020	2.680	0.46
TD Bank NY 2.81 1/22/2020	30,000,000.00	30,000,000.00	30,070,800.00	S&P-A1+	Moodys-P1	2.84	01/22/2020	2.810	0.32
Sub Total / Average Negotiable CD	127,000,000.00	127,001,441.91	127,273,120.00			12.02		2.500	0.54
Treasury Note									

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
T-Note 1.375 1/15/2020	20,000,000.00	19,929,942.74	19,969,600.00	S&P-AA+	Moodys-Aaa	1.89	01/15/2020	2.593	0.29
T-Note 1.375 1/15/2020	20,000,000.00	19,929,705.26	19,969,600.00	S&P-AA+	Moodys-Aaa	1.89	01/15/2020	2.597	0.29
T-Note 1.375 1/15/2020	20,000,000.00	19,929,942.74	19,969,600.00	S&P-AA+	Moodys-Aaa	1.89	01/15/2020	2.593	0.29
T-Note 1.375 10/31/2020	10,000,000.00	9,880,809.89	9,953,900.00	S&P-AA+	Moodys-Aaa	0.95	10/31/2020	2.504	1.07
T-Note 1.375 4/30/2020	10,000,000.00	9,934,902.20	9,970,700.00	S&P-AA+	Moodys-Aaa	0.95	04/30/2020	2.514	0.58
T-Note 1.5 5/15/2020	10,000,000.00	9,936,609.63	9,977,300.00	S&P-AA+	Moodys-Aaa	0.95	05/15/2020	2.537	0.62
T-Note 1.5 5/15/2020	15,000,000.00	14,907,823.43	14,965,950.00	S&P-AA+	Moodys-Aaa	1.42	05/15/2020	2.505	0.62
T-Note 1.5 6/15/2020	10,000,000.00	9,927,794.35	9,974,200.00	S&P-AA+	Moodys-Aaa	0.95	06/15/2020	2.542	0.70
T-Note 1.5 8/15/2020	10,000,000.00	9,913,834.96	9,970,300.00	S&P-AA+	Moodys-Aaa	0.95	08/15/2020	2.506	0.87
T-Note 1.5 8/15/2020	10,000,000.00	9,956,919.06	9,970,300.00	S&P-AA+	Moodys-Aaa	0.95	08/15/2020	2.000	0.87
T-Note 1.5 8/15/2020	5,000,000.00	4,978,893.98	4,985,150.00	S&P-AA+	Moodys-Aaa	0.47	08/15/2020	1.990	0.87
T-Note 1.625 10/15/2020	10,000,000.00	9,963,463.37	9,979,700.00	S&P-AA+	Moodys-Aaa	0.95	10/15/2020	1.981	1.03
T-Note 1.625 12/31/2019	10,000,000.00	9,980,421.15	9,991,400.00	S&P-AA+	Moodys-Aaa	0.95	12/31/2019	2.414	0.25
T-Note 1.625 7/31/2020	5,000,000.00	4,985,302.87	4,990,450.00	S&P-AA+	Moodys-Aaa	0.47	07/31/2020	1.983	0.83
T-Note 1.875 12/31/2019	10,000,000.00	9,985,846.15	9,998,800.00	S&P-AA+	Moodys-Aaa	0.95	12/31/2019	2.450	0.25
T-Note 1.875 12/31/2019	10,000,000.00	9,983,127.05	9,998,800.00	S&P-AA+	Moodys-Aaa	0.95	12/31/2019	2.561	0.25
T-Note 2 11/30/2020	5,000,000.00	5,004,145.05	5,010,950.00	S&P-AA+	Moodys-Aaa	0.47	11/30/2020	1.927	1.15
T-Note 2 11/30/2020	6,000,000.00	6,010,819.26	6,013,140.00	S&P-AA+	Moodys-Aaa	0.57	11/30/2020	1.842	1.15
T-Note 2.25 3/31/2020	10,000,000.00	9,986,817.17	10,017,600.00	S&P-AA+	Moodys-Aaa	0.95	03/31/2020	2.518	0.50
T-Note 2.25 3/31/2020	10,000,000.00	9,986,445.82	10,017,600.00	S&P-AA+	Moodys-Aaa	0.95	03/31/2020	2.526	0.50
T-Note 2.375 12/31/2020	7,000,000.00	7,046,402.63	7,049,490.00	S&P-AA+	Moodys-Aaa	0.66	12/31/2020	1.835	1.23
T-Note 2.375 4/30/2020	10,000,000.00	9,991,178.46	10,028,500.00	S&P-AA+	Moodys-Aaa	0.95	04/30/2020	2.528	0.58
T-Note 2.5 6/30/2020	10,000,000.00	9,998,875.72	10,046,500.00	S&P-AA+	Moodys-Aaa	0.95	06/30/2020	2.514	0.74
T-Note 2.625 7/31/2020	10,000,000.00	10,009,653.69	10,062,100.00	S&P-AA+	Moodys-Aaa	0.95	07/31/2020	2.506	0.83
T-Note 2.625 8/31/2020	5,000,000.00	5,029,467.53	5,034,950.00	S&P-AA+	Moodys-Aaa	0.47	08/31/2020	1.971	0.91
T-Note 2.75 9/15/2021	10,000,000.00	9,955,124.77	10,213,700.00	S&P-AA+	Moodys-Aaa	0.95	09/15/2021	2.990	1.92
T-Note 2.75 9/30/2020	10,000,000.00	9,992,133.77	10,090,600.00	S&P-AA+	Moodys-Aaa	0.95	09/30/2020	2.831	0.99
T-Note 2.75 9/30/2020	10,000,000.00	10,023,660.32	10,090,600.00	S&P-AA+	Moodys-Aaa	0.95	09/30/2020	2.507	0.99
T-Note 2.75 9/30/2020	5,000,000.00	5,044,822.64	5,045,300.00	S&P-AA+	Moodys-Aaa	0.47	09/30/2020	1.841	0.99
T-Note 2.75 9/30/2020	5,000,000.00	5,044,629.44	5,045,300.00	S&P-AA+	Moodys-Aaa	0.47	09/30/2020	1.845	0.99
T-Note 3.5 5/15/2020	10,000,000.00	10,060,495.28	10,100,400.00	S&P-AA+	Moodys-Aaa	0.95	05/15/2020	2.508	0.62
Sub Total / Average Treasury Note	308,000,000.00	307,310,010.38	308,502,480.00			29.16		2.433	0.69
TVA Bond									
TVA 3.875 2/15/2021	5,000,000.00	5,056,553.49	5,140,750.00	S&P-AA+	Moodys-Aaa	0.47	02/15/2021	3.017	1.35
Sub Total / Average TVA Bond	5,000,000.00	5,056,553.49	5,140,750.00			0.47		3.017	1.35
U.S. Agency for International Development									

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
OPIC - Overseas Private Invest corp 0 11/13/2019	9,544,505.40	9,518,422.33	9,177,768.38	S&P-AA+	Moodys-Aaa	0.90	11/13/2019	2.329	0.12
Sub Total / Average U.S. AID	9,544,505.40	9,518,422.33	9,177,768.38			0.90		2.329	0.12
Total / Average	1,056,364,026.90	1,054,417,410.70	1,056,559,575.40			100		2.457	0.51

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: November 11, 2019

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through September 2019. September receipts represent the first month of receipts for FY2020.
3. **Comments:**
 - a. **FY2020 Revenues (Attachment A)**
 - i. The Authority has received approximately \$23.6 million through the September 2019 transfers from the Commonwealth.
 - ii. Actual revenue (one month of sales tax receipts) to estimate comparison of annual sales tax revenues through September 2019 show a 6.55% positive variance in receipts compared to the FY2020 adopted revenue estimates.
 - iii. It is too early in the revenue cycle to rely on the positive variance to be sustained through the remaining 11 months. Monthly receipts will be monitored closely to determine if the increase is attributable to the newly taxed internet sales.
 - iv. Revenue related to Heavy Truck Registration and Diesel Fuel (SB1716) has not materialized at the level expected to support Commonwealth estimates for FY2020. However, it is extremely early in the cycle for this first-time revenue source.
 - v. Tracking of current fiscal year revenue on an actual to projection basis has been substantially improved through the use of a statistical packet called Palisade's Stat Tools. The tool was previously back tested against FY2015 through FY2018 to confirm its utility and accuracy. Reports from the tool are included in Attachment D.
 - b. **FY2020 Distribution to localities (Attachment B)**
 - i. Seven jurisdictions have completed the required annual HB2313 certification to receive FY2020 Local Distribution Funds (30%). The two remaining jurisdictions have been contacted and are aware of the deadlines.

- c. **FY2015 to FY2020 Year over Year Revenue Comparison (Attachment C).** This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through September 2019.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through September 2019
- B. FY2020 30% Distribution by Jurisdiction, through September 2019
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for September 2015 to 2019
- D. Palisade's Stat Tool Analysis of FY2020 Revenue Actual to Projections

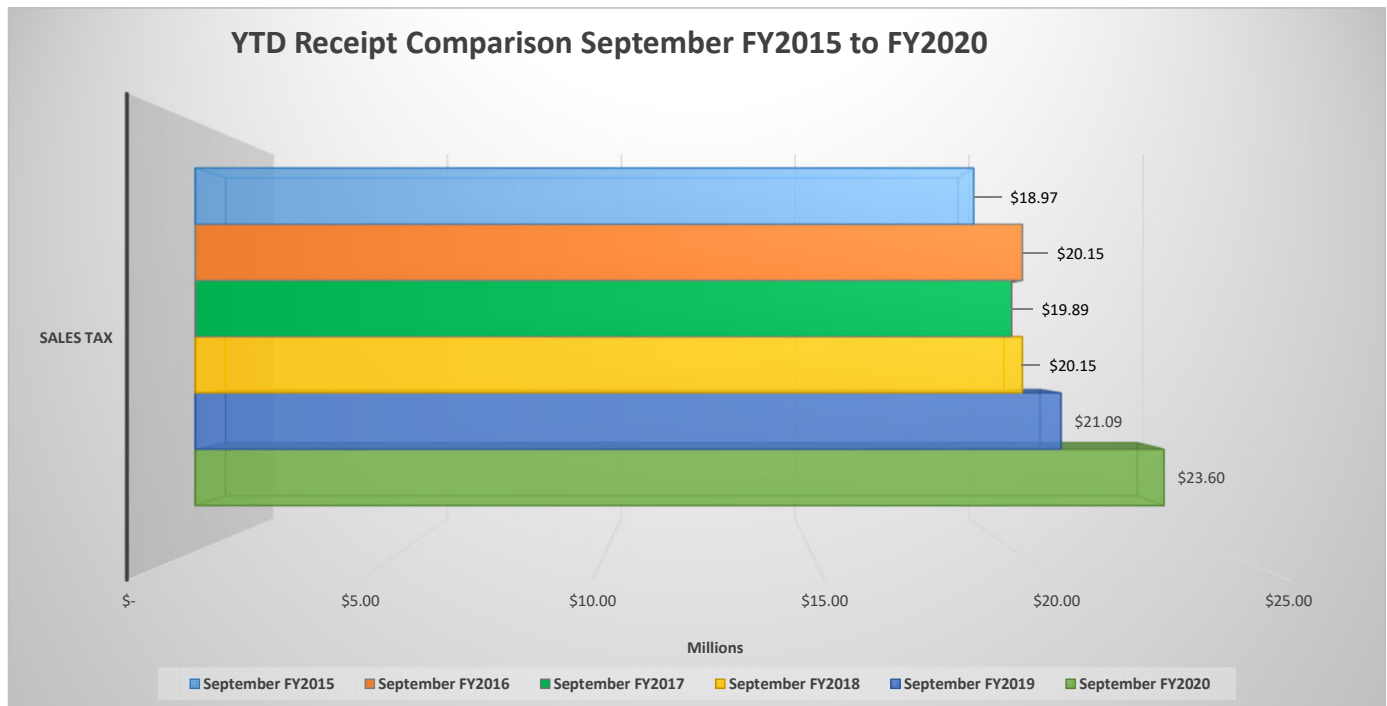
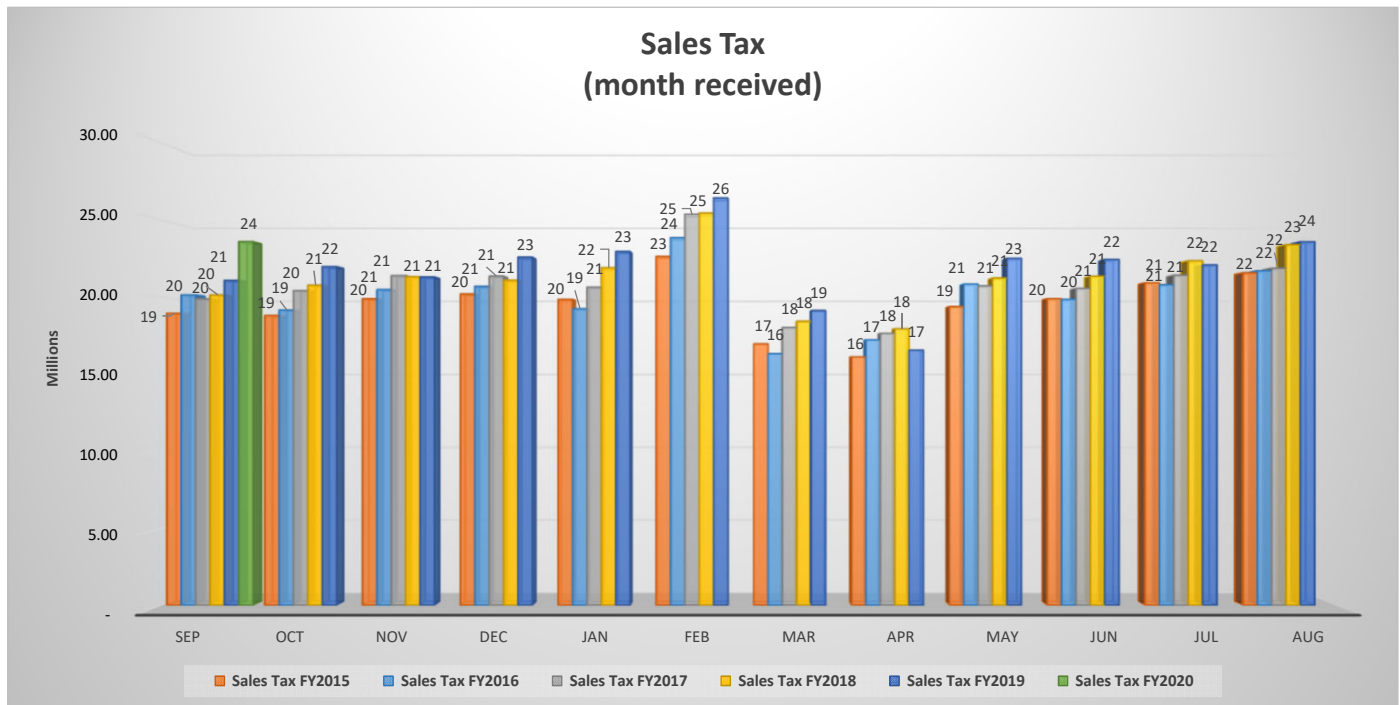
Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through September 2019
 FYE June 30, 2020

Regional Sales Tax*		Received	Annualized	FY2020	Annualized - Actual	
Transaction Months	1	To Date	Revenue based on YTD Receipts	Budget	To Budget	
City of Alexandria		\$1,518,578.70	\$ 18,222,944	\$ 16,379,177	\$ 1,843,767	
Arlington County		\$2,384,237.11	\$ 28,610,845	\$ 25,943,302	\$ 2,667,543	
City of Fairfax		\$693,108.74	\$ 8,317,305	\$ 7,506,931	\$ 810,374	
Fairfax County		\$9,945,643.96	\$ 119,347,728	\$ 114,583,396	\$ 4,764,332	
City of Falls Church		\$287,675.42	\$ 3,452,105	\$ 2,777,700	\$ 674,405	
Loudoun County		\$4,600,005.65	\$ 55,200,068	\$ 52,470,000	\$ 2,730,068	
City of Manassas		\$553,079.02	\$ 6,636,948	\$ 5,202,000	\$ 1,434,948	
City of Manassas Park		\$134,351.89	\$ 1,612,223	\$ 1,469,727	\$ 142,496	
Prince William County		\$3,487,237.18	\$ 41,846,846	\$ 39,514,160	\$ 2,332,686	
Total Sales Tax Revenue		\$ 23,603,917.67	\$ 283,247,012	\$ 265,846,393	\$ 17,400,619	6.55%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

[illegible]



ATTACHMENT D

NVTAs Sales Tax Revenue Forecast: Model vs Actual vs Projection										
FY	Forecasting Data	Monthly Actual	Model Factors			Monthly Model Forecast	Statistical Variance	End of Year		Actual YTD
			Level	Trend	Season			Model Forecast	NVTA Projected	
	Sep-2017	\$20,154,895	\$21,005,163	59,678	0.98	\$20,526,871	-371,976			\$21,005,163
	Oct-2017	\$20,786,302	\$21,064,639	59,476	0.99	\$20,808,222	-21,919			\$42,069,802
	Nov-2017	\$21,343,035	\$21,123,536	58,897	1.01	\$21,407,656	-64,620			\$63,193,339
	Dec-2017	\$21,115,955	\$21,177,215	53,679	1.02	\$21,704,805	-588,851			\$84,370,553
	Jan-2018	\$21,915,159	\$21,235,156	57,941	1.01	\$21,441,119	474,040			\$106,285,712
	Feb-2018	\$25,453,243	\$21,291,964	56,808	1.20	\$25,603,325	-150,082			\$127,577,676
	Mar-2018	\$18,454,178	\$21,351,540	59,575	0.85	\$18,194,416	259,762			\$148,929,216
	Apr-2018	\$17,961,788	\$21,410,814	59,275	0.84	\$17,989,635	-27,847			\$166,891,004
	May-2018	\$21,248,451	\$21,468,242	57,427	1.00	\$21,451,693	-203,241			\$188,139,455
	Jun-2018	\$21,365,954	\$21,525,999	57,757	0.99	\$21,329,980	35,973			\$209,665,454
	Jul-2018	\$22,367,630	\$21,584,079	58,080	1.03	\$22,330,807	36,823			\$231,249,533
FY18	Aug-2018	\$23,408,269	\$21,644,733	60,654	1.07	\$23,105,675	302,594	\$255,894,204	\$255,574,859	\$254,657,802
	Sep-2018	\$21,094,228	\$21,704,333	59,600	0.98	\$21,207,588	-113,360			\$21,094,228
	Oct-2018	\$21,988,381	\$21,768,435	64,101	0.99	\$21,498,794	489,587			\$43,082,609
	Nov-2018	\$21,319,899	\$21,825,316	56,882	1.01	\$22,125,572	-805,673			\$64,402,508
	Dec-2018	\$22,602,475	\$21,883,800	58,484	1.02	\$22,421,711	180,764			\$87,004,983
	Jan-2019	\$22,970,789	\$21,949,578	65,777	1.01	\$22,159,645	811,143			\$109,975,772
	Feb-2019	\$26,427,801	\$22,015,023	65,445	1.20	\$26,471,755	-43,954			\$132,946,561
	Mar-2019	\$19,145,454	\$22,083,957	68,933	0.85	\$18,818,052	327,402			\$152,092,015
	Apr-2019	\$16,587,775	\$22,131,001	47,047	0.84	\$18,612,870	-2,025,095			\$174,617,837
	May-2019	\$22,525,822	\$22,181,383	50,381	1.00	\$22,159,006	366,816			\$197,143,659
	Jun-2019	\$22,453,420	\$22,235,648	54,264	0.99	\$22,029,664	423,756			\$219,597,080
	Jul-2019	\$22,103,784	\$22,281,506	45,860	1.03	\$23,061,412	-957,628			\$241,700,864
FY19	Aug-2019	\$23,605,507	\$22,331,126	44,891	1.07	\$23,838,955	-233,448	\$264,405,024	\$258,926,224*	\$265,306,370
	Sep-2019	\$23,603,918	\$22,423,917	72,735	0.98	\$21,854,939	1,748,979			\$23,603,918
	Oct-2019					\$22,214,765				
	Nov-2019					\$22,863,878				
	Dec-2019					\$23,191,995				
	Jan-2020					\$22,931,750				
	Feb-2020					\$27,410,923				
	Mar-2020					\$19,553,126				
	Apr-2020					\$19,261,452				
	May-2020					\$22,977,791				
	Jun-2020					\$22,860,531				
	Jul-2020					\$23,943,983				
FY20	Aug-2020	*Current Fiscal Year Projection				\$24,785,629		\$273,850,762	\$265,846,393*	

NVTA Sales Tax Revenue Forecast 2014-2019: Model Observations

Winters' Exponential Smoothing Forecast

Forecasting Constants (Optimized)

Level (Alpha)	0.027
Trend (Beta)	0.581
Season (Gamma)	0.000

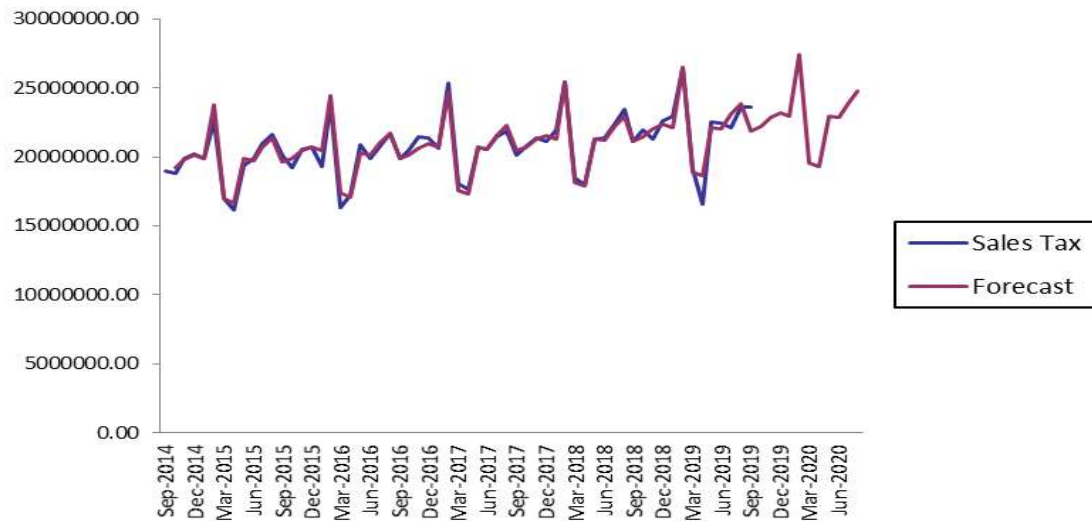
Winters' Exponential

Mean Abs Err	\$397,778.64
Root Mean Sq Err	\$571,768.65
Mean Abs Per% Err	1.96%

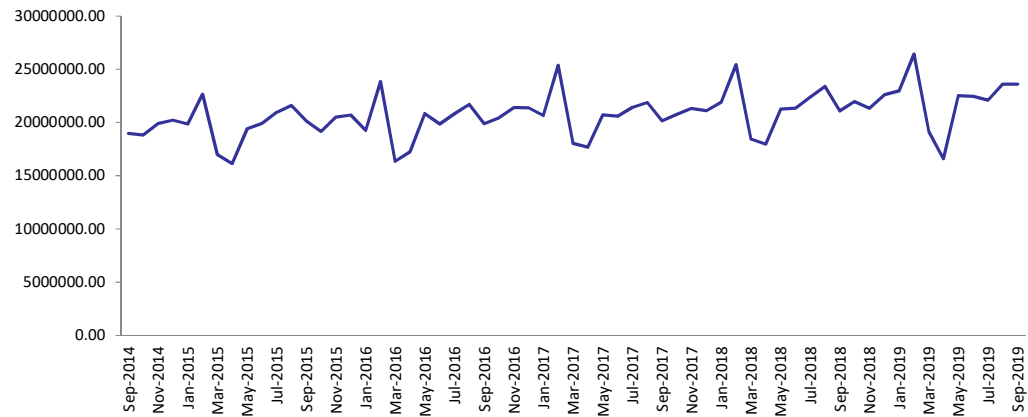
Description:

The Holt-Winters models three aspects of a time series: a typical value (average), a slope (trend) over time, and a cyclical repeating pattern (seasonality). Holt Winters uses exponential smoothing to encode values from the past and use them to predict "typical" values for the present and future.

Forecast and Original Observations



Original Observations



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: November 7, 2019

SUBJECT: NVTa Operating Budget

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2020.
2. **Background:** SB1468 (2019) patroned by Senator Black, provides the Authority flexibility to pay operating and administrative expenses through assessments to member jurisdictions or via a transfer from the Regional Revenue Fund (70% revenues). The Authority elected for the FY2020 operating budget to be funded through transfers from the Regional Revenue Fund.
3. **Comments:** The September 30, 2019, the Operating Budget has produced the following results:
 - a. The operating revenue is being funded through quarterly transfers of \$740,948 from the Regional Revenue fund.
 - b. Total expenditures for the quarter ended 9/30/2019 do not include 2 months of NVRC office lease charges. Lease charges are expected to be invoiced by NVRC and paid in full later in October.
 - c. Through September 30, 2019 all expense account categories within the operating budget remained within budget.
 - d. The attached statement shows the total operating budget income and expenditure activity for FY2020 through September 30, 2019.

Attachment: FY2020 Operating Budget through September 30, 2019

10/04/19

11:05:40

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Income Statement

For the Accounting Period: 9 / 19

Page: 1 of 2

Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	105,424.63	321,531.58	1,474,032.00	1,152,500.42	22
130	Health & Dental Benefits	10,778.60	54,954.20	243,109.00	188,154.80	23
131	Payroll Taxes	6,268.05	21,657.96	112,878.00	91,220.04	19
132	Retirement VRS	8,789.95	25,235.58	120,377.00	95,141.42	21
133	Life Insurance	1,430.10	4,001.12	19,223.00	15,221.88	21
134	Flex Spending/Dependent Care		82.66	874.00	791.34	9
135	Workers Comp		1,474.00	1,621.00	147.00	91
137	Disability Insurance	2,971.47	6,432.39	16,654.00	10,221.61	39
	Total Account	135,662.80	435,369.49	1,988,768.00	1,553,398.51	22
420000	Professional Services					
210	Audit & Accounting Services			29,500.00	29,500.00	
220	Bank Service			750.00	750.00	
230	Insurance		6,072.00	6,081.00	9.00	100
240	Payroll Services	58.39	686.48	2,606.00	1,919.52	26
260	Public Outreach & Regional Event Support		5,274.29	66,750.00	61,475.71	8
261	Legal/Bond Counsel Services			25,000.00	25,000.00	
262	Financial Advisory Services			35,000.00	35,000.00	
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	2,000.00	6,100.00	62,000.00	55,900.00	10
265	Investment Custody Svc			25,000.00	25,000.00	
	Total Account	2,058.39	18,132.77	255,387.00	237,254.23	7
430000	Technology/Communication					
310	Acctg & Financial Report Systems	1,750.00	17,322.20	98,631.00	81,308.80	18
320	HW SW & Peripheral Purchase	599.96	8,883.08	5,600.00	-3,283.08	159
330	IT Support Svc Incl Hosting	1,489.21	6,110.97	23,374.00	17,263.03	26
335	GIS/Project Mgt/Modeling		-500.00	150,232.00	150,732.00	
340	Phone Service	9.83	1,461.31	10,716.00	9,254.69	14
350	Web Develop & Hosting		1,513.01	9,756.00	8,242.99	16
	Total Account	3,849.00	34,790.57	298,309.00	263,518.43	12
440000	Administrative Expenses					
410	Advertisement		195.00	1,500.00	1,305.00	13
411	Dues & Subscriptions	3,995.14	5,924.57	10,544.00	4,619.43	56
412	Duplication & Printing	176.00	1,992.59	16,640.00	14,647.41	12
413	Furniture & Fixture	6,995.98	7,145.98	8,100.00	954.02	88
414	Hosted Meeting Expenses	674.55	984.89	3,780.00	2,795.11	26
415	Mileage/Transportation	199.31	356.46	11,450.00	11,093.54	3
417	Office Lease		12,247.19	190,561.00	178,313.81	6
418	Office Supplies	403.27	1,351.21	8,065.00	6,713.79	17
419	Postage & Delivery		95.45	700.00	604.55	14
420	Professional Develop & Training	926.16	2,726.12	23,650.00	20,923.88	12
	Total Account	13,370.41	33,019.46	274,990.00	241,970.54	12

10/04/19
11:05:40

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 9 / 19

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account	Object Description	Current Month	Current YTD	Budget	Variance	%
	Total Expenses	154,940.60	521,312.29	2,817,454.00	2,296,141.71	19
	Net Income from Operations	-154,940.60	-521,312.29			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue	740,948.25	740,948.25	2,963,793.00	-2,222,844.75	25
						25
	Total Other Revenue	740,948.25	740,948.25	2,963,793.00	-2,222,844.75	25
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			563,491.00	563,491.00	
825	Transf to Equip Reserve			26,986.00	26,986.00	
	Total Account			590,477.00	590,477.00	
	Total Other Expenses	0.00	0.00	590,477.00	590,477.00	
	Net Income	586,007.65	219,635.96			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: November 7, 2019

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **TransAction Update Listening Session.** The update to TransAction, which was adopted in October 2017, is expected to start during the first half of 2020. Prior to this, commencing in 2019, Authority staff will begin to develop a draft scope of work for the TransAction update. An important component of scope development will be a TransAction 'Listening Session,' during which citizens and stakeholders will have the opportunity to provide inputs and make suggestions related to the Authority's long-range transportation planning activities, to Authority members. The Listening Session is planned prior to the start of the January 2020 Authority meeting.
3. **RM3P Communications Working Group Meeting.** Earlier this year, NVTA announced the kick-off of the Regional Multimodal Mobility Program (RM3P), in partnership with the Commonwealth. The project will address the region's congestion and accessibility challenges using a range of technologies. The first RM3P Communications Working Group meeting will convene at NVTA's offices on November 26th.
4. **Transportation Funding Sustainability Workgroup.** As a participant in Secretary Valentine's Transportation Funding Sustainability Workgroup, we are tasked to review and consider potential transportation funding sources as the revenues from the gas tax continue to decrease while Vehicle Miles Traveled continue to increase. The Transportation Funding Sustainability Workgroup is expected to meet in early December to review draft recommendations.
5. **Regional Investment Group Meeting.** The Regional Investment Group met at Fairfax County on October 28, 2019. Topics discussed were strategies in dropping interest rate environments, impact of potential negative interest rates in Europe and Asia, banking service procurement, and the 2020 General Assembly legislative initiative to add

Fitch Ratings for certain investment purchase screenings. The next meeting is expected to be hosted by the City of Fairfax.

6. **The Transportation Technology Committee.** The Transportation Technology Committee (TTC) met on October 23, 2019. The TTC discussed possible policy development needs for transportation technologies in Northern Virginia. This discussion included the consideration of 10 policy areas. A brief polling exercise was conducted to prioritize the policy areas. The input and feedback from the TTC will be used in the policy development process. The next meeting of the TTC is scheduled for 8:30am on Wednesday December 4th.
7. **Greater Washington Smart Region Movement.** The Board of Trade is developing a Greater Washington Smart Region Movement, recently named Connected DMV, to help make the Washington, D.C. Metro the leading digitally enabled region in the United States, while tackling the issues that are most relevant to stakeholders and keeping pace with the demands of growing populations. NVTa staff members are participating in two of the solution groups dedicated to topics that are at the heart of the region's long-term prosperity, such as mobility, technology, and public safety, to name a few. Keith Jasper is participating in the Mobility & Logistics group, which is focusing on facilitating the safe, streamlined, equitable and environmentally sustainable transport of people, goods and services. Erica Hawksworth is on the Public Relations solutions group focused on designing a multi-channel communications campaign for building public support for digital infrastructure and other projects identified by Connected DMV. Representatives from both the public and private sectors in Northern Virginia, Maryland and the District are involved in this regionally collaborative initiative.
8. **NVTa Standing Committee Meetings**
 - **Governance and Personnel Committee:** The next meeting of the NVTa Governance and Personnel Committee will be held on Thursday, November 14, 2019 at 5:30pm.
 - **Finance Committee:** The NVTa Finance Committee is scheduled to meet next on Thursday, November 21, 2019 at 1:00pm.
 - **Planning and Programming Committee:** The NVTa Planning and Programming Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.
9. **NVTa Statutory Committee Meetings:**
 - **Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

- **Technical Advisory Committee:** The next meeting of the NVTa Technical Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

10. CMAQ-RSTP Transfers:

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

11. 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.

Attachments:

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



City of Fairfax
Fairfax, Virginia 22030-3630

October 23, 2019

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Ms. Dominguez,

The City of Fairfax requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTa) to transfer of \$816,000 in FY 25 RSTP funds from the Government Center Parkway Project (UPC 109299) to Fairfax County's Rolling Road Widening Project (UPC 5559). This swap is consistent with the county's request to transfer their FY 20 funds from UPC 109299 to the City's project, UPC 109299, so that the City can move forward with their project earlier than FY 25. If you have any questions, please contact me at (703) 385-7889 or Wendy.Sanford@fairfaxva.gov.

Sincerely,

Wendy Block Sanford
Transportation Director

cc: Carole Bondurant, Virginia Department of Transportation (VDOT)
Jan Vaughan, VDOT
Tom Biesiadny, Fairfax County Department of Transportation

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

Date: 10/23/2019

Name of Jurisdiction/Agency Requesting: City of Fairfax

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$0

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
109299	Government Center Parkway Extension	RSTP	Y		\$816,000.00	5559	Rolling Road Widening	Y					

TOTAL OF TRANSFER

\$816,000.00

Attach Signed Request of Transfer Letter



County of Fairfax, Virginia

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

September 26, 2019

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Dominguez: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$816,000 in FY20 RSTP funds from the Rolling Road Widening Project (UPC 5559) to the City of Fairfax's Government Center Parkway Project (UPC T17564). We are requesting this transfer to provide the City of Fairfax access to FY20 RSTP funds so they can continue to move forward with their project. City of Fairfax will transfer \$816,000 of their FY25 RSTP funds to Fairfax County to use on (UPC 5559).

If you have any questions or concerns about this request, please contact Brent Riddle at (703) 877-5659.

Sincerely,

Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, Fairfax County Department of Transportation (FCDOT)
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

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



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

Date: 10/23/2019

Name of Jurisdiction/Agency Requesting: City of Fairfax

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$0

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
109299	Government Center Parkway Extension	RSTP	Y		\$816,000.00	5559	Rolling Road Widening	Y					

TOTAL OF TRANSFER

\$816,000.00

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

NOTE: For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:
<https://thenovaauthority.org/>

Arlington County: [I-395/Boundary Channel Drive project public information meeting on December 5, at Crystal City conference center, Arlington, VA.](#)

Fairfax County: [Fairfax County Parkway Widening, Design Public Hearing on December 12, at James W. Robinson in Fairfax, VA.](#)

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed.			
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway IMR approval from FHWA was received on 10/8/2019 ; construction of the interchange is anticipated to begin in FY 2021 . Agreement to transfer PE/ROW/CN phases from County to VDOT was approved at the September 21 County Board. Long Bridge Drive was completed on June 28, 2018 and is closed out. Public information meeting will be held on December 2019.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022.	2022	50.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5-mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain and lateral connections are complete. Sanitary sewer and storm sewer anticipated for completion by end of year. . Utility duct bank system installation complete and accepted by respective utility representative on the western end of this	Spring 2021	Spring 2021	15.7%
				segment. DE currently pulling lines with Verizon and Comcast to follow. Revised plans for - east end utility undergrounding redesign given to Fort Myers for installation, retaining wall for 5001 and 5121 Columbia Pike are completed. Retaining wall at Frederick Street underway. Next project meetings are scheduled for 10/3, 10/17, and 10/31.9/5 and 9/19 (every two weeks).			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington's 3.5-mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering, Construction	<p>Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East).</p> <p>Segment A West – Design is 95% complete. Right-of-Way acquisition is underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10' shared use sidepath on the north side for pedestrians/bicyclists. Ductbank system redesign as requested by Dominion Electric has been finalized and accepted by Dominion. Received verbal agreement from VDOT to place Dominion equipment within their property on south side of Columbia Pike. Verizon and Comcast reviewing plans.</p> <p>Segment A East is subject to negotiations with Arlington National Cemetery, Eastern Federal Lands, Army Corps. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Agreement for Columbia Pike 88' ROW. County currently reviewing 35% HNTB plans. HNTB meeting is planned for</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (depending on negotiations)	9.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
				10/2/2019.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	<p>Arlington completed the majority of the project (the additions of saw-tooth bus bays, seating, lighting, additional bicycle parking, pedestrian safety improvements, and the curbside management plan) in May 2017</p> <p>Ribbon cutting occurred on May 18, 2017. NVTA project is closed out.</p> <p>Project is completed and open.</p>	Completed. .	April 2018. .	100 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	<p>At the end of July 2019, Arlington decided to move forward with the design-build delivery method. On August 8, the County met with WMATA to discuss the decision and determine next steps. On August 26, 2019 the County issued a task order to STV to update the previously-developed 35% design documents and to develop bidding documents, to solicit Design-Build services to complete the design and fully construct the Ballston-MU Metrorail Station west entrance project. STV has submitted their proposal which has been reviewed, and executed by the County. A kick-off meeting with the County, STV, and WMATA was held on October 15, 2019.</p> <p>The County is utilizing its On-call cost estimator to develop an updated cost estimate for the project and this work is expected to be completed in November 2019.</p> <p>The County is currently working with WMATA to finalize the design support agreement for this project.</p>		Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra-Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering, Construction	Task 1 – On Site Support - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT — preparing bid package. Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment – meeting with transit and TSP providers re-scheduled to 8/26/2019 to determine if project can accelerate timeline.	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	25.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Lee Highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I- 66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings Task 3: Streetlighting – construction to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment procurement is expected by the end of August.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020	8.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Crystal City Streets: 12 th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>12th Street design plans are at 60%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension.</p> <p>23rd street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design is at 90%. Temporary construction easements have been secured. Design will be completed in late summer 2019, followed by a three-month procurement process. The construction should start in late 2019 or early 2020</p>	December 2022	December 2022	12.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
				<p>project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and utility design has begun and is in progress.</p> <p>Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above- ground structures. This task started in September and should be completed by mid-October.</p> <p>Clark/Bell Realignment has completed 60% design.</p> <p>The remaining design work is temporarily on hold pending an adjacent private development proposal that may alter the design of the street project. .</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	ART Operations and Maintenance Facilities – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased services, and to keep the entire bus fleet maintained and in service	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	<p>The project is currently undergoing conceptual design.</p> <p>A decision was made to utilize Construction Manager At Risk (CMAR) for project delivery. A draft scope of work for a Request for Proposals (RFP) for A/E work is being finalized for advertisement by Arlington's Purchasing Team. A draft scope of work for Request for Qualifications (RFQ) for CMAR has been developed and is under internal review.</p>	Summer 2023	Summer 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Intelligent Transportation Systems Improvements– This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional Bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority.	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition.	Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000): Task 1: Planning/Scoping – Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements Task 1.2 – Survey Request – Completed - Survey has been completed and received for all intersections were recently received. Task 1.3 – Project website setup – Completed Task 1.4 – RFP preparation for design – Completed – Proposal received and evaluated from the consultant for the design of 3 intersections. NTP has been issued for design. Task 1.4a – RFP preparation for design – Ongoing – For remaining 3 out of 7 intersections. Task 2: Plan Development Task 2.1 – 30% Plan Development – Completed – 4 intersections (1 intersection is being designed in-house) 2.2 – 90% Plan Development – Ongoing – 4 intersections (1 intersection is being designed in-house). Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon. .	Summer 2024	Summer 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
				Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	Crystal City Metrorail Station East Entrance – This project will design and construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18 th Street South. The new entrance will be located to the east of the existing entrance, which is located on South Bell Street at 18 th Street South, and will provide access to the east side of the train platform.	\$5,000,000 (FY2018-23 SYP)	Preliminary Engineering	<p>. The County reviewed WMATA's revised final report for the Conceptual Design and identified several minor comments, which were submitted to WMATA. WMATA revised the report and resubmitted to the County in mid-October. The County is currently reviewing report for final acceptance.</p> <p>Per the Public-Private Education and Infrastructure Act (PPEA), the County waited until September 03, 2019 for additional proposals, no other proposals were received. The county is currently evaluating JBG Smith's proposal.</p>	June 2025.	September 2021.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Arlington County	<p>Pentagon City Multimodal Connections and Transitway Extension –</p> <p>The project adds capacity and makes operational improvements to an inefficiently performing area of Pentagon City, where there is high demand for transit, pedestrian, and bicycle trips, but where the layout of existing streets makes those trips slow, difficult, and dangerous, thus pushing users into automobile trips that exacerbate congestion. The project provides dedicated bus lanes for Metroway service, a premium bus service that operates much like bus rapid transit.</p>	\$28,850,000 (FY2018-23)	Construction	<p>Multimodal Connections – 30% design open house with the public was held on 6/25/2019. Project is nearing the end of the 30% design stage and will advance to 90% design in Fall 2019. Final Value Engineering study will be submitted week of September 30.</p> <p>VDOT is preparing the NEPA study. Construction is anticipated to begin in Fall 2021.</p> <p>Transitway - The Crystal Drive segment (Segment I) is currently in the design phase. The civil design was completed in spring 2019. An A/E firm was brought onboard to update the CCPY Transitway station design and specifications. Design on the curve where Crystal Drive merges into 12th Street S is underway as such will allow buses to safely operate in this stretch. The design for Segment I is estimated to be completed in Spring 2020.</p> <p>Construction of Segment I will be coordinated with the 12th Street South Complete Street project.</p> <p>12th Street South segment (Segment II) is currently in concept phase. A consultant is in the process of developing a traffic and operations analysis along 12th Street South from Long Bridge Drive/S. Clark Street to S. Hayes Street. This</p>	April 2023.	April 2023.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
				analysis is expected to be completed by spring/summer 2020. With the completion of that, the design of Segment II will be updated to 30%.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	\$1,000,000 (FY2015-16)	Design, Engineering, Environmental	NVTA Funds fully utilized, project continuing.			
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations, which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely. Consultants have submitted a supplement to incorporate the VE recommendations and also additional WMATA tasks as a result of a recent coordination meeting with them. Supplement still under review. Supplement approved and NTP issued to consultants. Working on extra design work currently.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge is complete. Station elevator and escalator testing is ongoing as well as station clean-up and preliminary inspection. The County has awarded the contract for construction of the kiss and ride, bike facilities and taxi waiting areas. The contractor has started grading and concrete placement work in these areas. The bus bays have been completed on the south side.	Jan 2020	Jan 2020	100%
Fairfax County	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Continuation of the above project.	Jan 2020	Jan 2020	99.4 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environment- al Study	Design public hearing held on September 23, 2019. Three firms were shortlisted from the RFQ. RFP was issued on September 23, 2019. Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. Environmental: Draft categorical exclusion was submitted to VDOT for approval 2/25/19. On July 19, 2019, FHWA found the Categorical Exclusion documentation acceptable and sufficient to support the original Categorical Exclusion determination. Public notice of CE availability was published on September 5, 2019 with request for comments within 15 days. Traffic: VDOT accepted the Draft 2040 traffic model. Geotech: VDOT has approved Revised Geotechnical Data Report.	2023	PE and Environment al Study – late Spring 2020.	68.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000(FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	PE and Environment al Study – late Spring 2020. Row - 2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	<p>VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley Gate interchange, Burke Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc.</p> <p>NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Alternatives for Popes Head Road interchange are being evaluated.</p> <p>A Public information Meeting will be held Wednesday, Nov. 6th to provide an update on the interchange concept at Popes Head road, the project delivery plan, schedule, and estimates. .</p>	2025	Spring 2020	40.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	Same as noted above. awarded the contract	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) is currently in ROW phase. NTP for ROW acquisition was issued on 7/29/2019. Land acquisition in progress. Construction to start in summer 2020, end in summer 2021. Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025. ROW plans are being developed. Construction to start in winter 2024 and end in winter 2026.	Phase 1: 2021 Phase 2: 2026	Nov 2020	62.5%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	January 2018.	January 2018.	54.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Pardon Our Dust meeting held on May 7 th and May 14 th . Construction has commenced. Final project completion is expected in Summer 2024. Early ROW plans completed in Dec 2018. 90% plan submission, and construction began in May 2019. 100% plan submission in August 2019. Comments are being reviewed by VDOT. Noise analysis being finalized. Completed early improvements at Baron Cameron Avenue and opened third left-turn lane from Route 7 to Baron Cameron Avenue in August 2019. eeting in mid-Fall 2019.	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Fairfax County	Richmond Highway BRT: Phases 1 and 2 – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	\$250,000,000 (FY2018-23 SYP)	Design, ROW, Construction	20% Design completed. Public information meeting to showcase design was held on 9/17/2019. Work continuing on Environmental document with completion at 60-70%. Public engagement ongoing, project team taking requests.	2029	2029	0%
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.	\$1,860,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
-------------------------	---------------------	------------	--------------------	--------	-------------------------	--	---

Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	Final subsurface excavation has been completed and parking lot light foundations are complete. Concrete curb is expected to begin on October 28, 2019, along with parking lot gravel. .	January 2020	January 2020	27.7%
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	Design is complete. Right of way acquisition continues. Start of construction Sep/Oct 2020.	Summer 2023	Summer 2023	10.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four- lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	Consultant to send out Property Access Letters in upcoming week for additional fieldwork required. .	Mid 2021	Mid 2021	37.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	The Town's engineers conducted additional traffic analysis, detour plan development, Clarke County traffic counts, and revised MOT plans. The Town received VDOT approval of a revised MOT on September 30 and the new invitation for Bids was advertised October 10 and a mandatory pre-bid workshop was held on October 17. Six GC bidders attended the pre-bid workshop. The Town has held multiple Public Information Meetings and numerous stakeholder meetings including LCPS transportation, Greater Hillsboro Business Alliance, WVDOT, Town of Round Hill, Woodgrove High School, and Mountainview Elementary Bid opening is set for November 7. Contract award is set for December and construction mobilization in January 2020.	Mid 2020	Mid 2020	12.1%
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120-foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant.	2026	2026	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Loudoun County	Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	\$14,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Comments for the 30% Plan submission have been received from VDOT. Loudoun County Building and Development Department consultant to go over comments. DTCL to brief Board Members in upcoming months.	2024	2024	0%
Loudoun County (NEW)	Northstar Blvd (All Phases) (Tall Cedars to Rte 50 + Rte 50 to Shreveport Dr) – Includes: - Phase II- Extension of Northstar Boulevard between Route 50 and Tall Cedars Parkway; and Phase I - -Extension of Northstar Boulevard between Route 50 and Shreveport Drive	\$64,805,000 (FY2018-23 SYP)	ROW, Constru ction	Phase II – In ROW acquisition phase. When complete the project will be advertised as a design –bid- build procurement Phase I - The Board endorsed the roadway design at their September 19, 2019 Business Meeting. 30% Plans completed; Request for Qualifications for a Design- Build procurement to be published on 11/15/2019. Request for Proposals (RFP) to be published 5/2020.	Phase II – 2024 Phase I – 2024	Phase II – 2024 Phase I – 2024	

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Loudoun County (NEW)	Prentice (Lockridge Road (Route 789) to Shellhorn Road (Route 643)) - Design of Prentice Drive from Shellhorn Road to Lockridge Drive and Lockridge Drive West from Prentice Drive to Waxpool Road. Project divided into two phases; Phase 1 is West of Loudoun County Parkway and Phase 2 is east of Loudoun County Parkway.	\$76,230,000 (FY2018-23 SYP)	ROW, Constru ction	Phase I – Revising 60% plans due to public input. Phase II – 15% concept plans being revised due to input from property owners.	Phase I – 2023 Phase II - 2024	Phase I – 2023 Phase II - 2024	
Loudoun County (NEW)	Shellhorn (Extend Shellhorn Road: Loudoun County Pkwy to Randolph Dr) - Design and construction of a four-lane roadway between Loudoun County Parkway and Moran Road.	\$16,000,000 (FY2018-23 SYP)	ROW	At the September 3, 2019 Business Meeting, the Board approved the acquisition of 29.4 acres to provide right of way and easements for Shellhorn Road, Barrister Street, Prentice Drive, and Lockridge Road. At the October 2, 2019 Business Meeting the Board approved a plan for the developer of Silver District West to design Shellhorn Road between Loudoun County Parkway and Barrister Street in furtherance of their	2025	2025	

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Prince William County	Route 1 Widening from Featherstone Road to Mary's Way – Widen Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design.	April 2021	October 2018	91.7%
Prince William County	Route 1 Widening from Featherstone Road to Mary's Way (continuation) - Widening of Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	All ROW has been acquired via Certificate of Taking (COT) or agreements. However, some negotiations are underway or court dates are TBD. Roadway construction advertisement is anticipated for January 2020, with award in March 2020. The Construction of the Duct Bank has been divided into three phased. Phase 1 is complete and Dominion relocation has begun. Phase 2 duct bank activities are 80% complete and Phase 3 is 35% complete. Road plans were submitted to VDOT and approval is anticipated by November. Duct Bank work is nearing completion by County contractor.	April 2021	April 2021	66.3 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
-------------------------	---------------------	------------	--------------------	--------	-------------------------	--	---

Prince William County	Route 1 Widening from Featherstone Road to Mary's Way (continuation) - Widening of Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2-lane undivided roadway to a 4-lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and gutter installation. Northbound bridge girder placement is complete. Project is nearing 95% completion and on schedule for 100% completion In October 2019, ahead of schedule. Ribbon Cutting was on October 9 th .	November 2019	November 2019	91.5 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6- lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public- Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Right-of-way activities, miscellaneous widening for traffic shifts, and bridge work have begun. Coordination with the City of Manassas is ongoing for the signal work at Pennsylvania Avenue.	Spring 2022	Design March 2018 thru summer 2019. Construction Spring 2022 .	30.8%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015- 16 projects above.	Spring 2022	Design March 2018 thru summer 2019.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – Widen Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%
City of Manassas/ Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. A Public Information meeting was held on October 9 th at Yorkshire E.S. County will continue to coordinate with US Army Corps of Engineers to facilitate a Least Environmentally Damaging Practicable Alternative (LEDPA) determination. Final decision on Environmental Assessment by FHWA anticipated in spring 2020.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	47.8%
Prince William County (NEW)	Route 28 Corridor Feasibility Study – This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$3,500,000 (FY2018-23 SYP)	Engineering study	Continuation of the above.		FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentsville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide through access to Dumfries Rd	\$54,900,000 (FY2018-23 SYP)	Design, ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Two additional bids were received. A panel is being assembled to review the bids. The purchasing office requested submission of detailed proposals from interested offerors, due to the County in January 2020.	2025	2025	0%
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23 SYP)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities. A Public Information Meeting was held on May 20, 2019. 30% Plans were submitted to VDOT for review and comment. Comments from public hearing were posted on the PWC Transportation website. Design activities are ongoing.	2022	2022	1.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Prince William County	Summit School Extension and Telegraph Road Widening – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$38,700,000 (FY2018-23 SYP)	Design, ROW, Construction	. The Board of County Supervisors will be requested to approve the Contract for the Design Consultant in December.	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Acquisition	Completed			
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Acquisition, Construction	Completed			
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design- Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continues to advance the project design. Additional public meetings will be held. The state announced \$50 million in funds on November 13, 2018 for the south entrance in association with the Amazon HQ2 project. . The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a	Project completion is currently scheduled for March 2022.	Project completion is currently scheduled for March 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
				<p>critical path item. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design to enhance the south entrance. Community outreach will continue. The City, WMATA, and Contractor will work to develop a cost estimate for the recommended south entrance enhancement. The contractor has initiated the construction of the A/C Switchgear Building component of the project.</p> <p>The State Water Control Board voted unanimously to approve the Virginia Water Protection Permit for the project. DEQ issued a Virginia Water Protection (VWP) individual permit to the City on September 6th. Staff anticipates the Army Corps to issue its permit in the coming weeks.</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design, Asset Acquisition	100% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA.	Completed in December 2018.	Completed in December 2018.	57.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	100 percent of the equipment has been installed; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .	Completed in December 2018.	Completed in December 2018.	100.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority at all intersections. The procurement for design services began in the 1st Quarter of FY 2020.	2024	2021	36.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival information on electronic devices and SMS text messages. It will also provide five real-time information signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.	\$150,000 (FY2018-23 SYP)	Asset acquisition	<p>Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information displays have been purchased and installed. Work on the real-time arrival system with GTFS-rt is complete, however, the SMS text messages is still in progress and should be complete by the end of December. The Design of the SMS system has been finalized, therefore new bus stop sign design can begin. Signs are planned for order in November and installation in early 2020.</p> <p>Mobile CAD will be deployed by December 2019. The delay is due to additional work that must be done by vendor to accommodate new IT security policies on how City servers may be accessed by external parties.</p> <p>Work is underway on the real-time arrival system. DASH is now integrated into WMATA's BusETA and has soft-launched its real-time GTFS system. The new DASH-branded BusETA/OneBusAway portal is in development and will be completed by December.</p>	September 2019	September 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Alexandria ITS Projects - The City of Alexandria's ITS projects will install a transit vehicle signal priority system on King Street between Dawes Avenue and Quaker Lane; and enhance the transit vehicle signal priority system on Duke Street between Walker Street and Telegraph Road.	\$1,195,491 (FY2018-23 SYP)	Engineering, Construction	NVTA project agreement was executed in June, 2019. City Staff submitted the Invitation to Bid (ITB) and the Technical Specifications to the City's Procurement Department to begin the process to award a contract. We anticipate the contract to be awarded early winter FY2020.	FY 2021	FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	DASH Transit Service Enhancements and Expansion - The DASH Transit Service Enhancements and Expansion project will install infrastructure for electric buses in its planned facility expansion in an effort to accelerate the planned transition of the DASH fleet from hybrid and clean diesel buses to fully-electric vehicles and purchase eight fully electric buses.	\$11,933,161 (FY2018-23 SYP)	Construction, Capital Asset	NVTA project agreement was executed in June, 2019. DASH has placed orders for six electric buses and supporting infrastructure. Buses will be delivered in late summer 2020 and infrastructure installation is anticipated to be completed prior to delivery. The six electric buses are funded by VW Mitigation Trust, however, NVTA funding will be used towards the infrastructure and utility upgrades for the DASH Facility. DASH is also wrapping up a Feasibility Review Study that will lead to the development of a Zero Emission Fleet Implementation Plan, which is also included in NVTA project scope. Quotations for the Implementation Plan will be solicited in November and December 2019.	June 2023	June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Alexandria	Alexandria Duke Street Transitway - The Alexandria Duke Street Transitway will provide dedicated, curbside transit lanes on Duke Street for Bus Rapid Transit, between Diagonal Road (King Street Metro) and Walker Street (Landmark Mall). The conceptual design for the ultimate configuration, developed as part of the Transitway Corridors Feasibility Study (adopted by City Council in 2012), recommended that the existing curb lanes long most portions of Duke Street will be converted to a transit and business access lane.	\$12,000,000 (FY2018-23 SYP)	Preliminary engineering	NVTA project agreement was executed in June, 2019. Staff has begun developing a preliminary scope of work for the Alternatives Analysis and necessary environmental documents. Final SOW will be completed when a BRT project manager is hired, anticipated in late 2019		June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place "Northfax" – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was held on May 20.	May 2019	May 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Jermantown Road Corridor Improvements – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. Preliminary Engineering will start by spring 2020.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Fairfax	Roadway Network Northfax West – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes.	\$2,500,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. City is initiating the PE phase now.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way- finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering, Environmental, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Falls Church / NOVA Parks	Enhanced Regional Bike Routes (W&OD Trail) – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress. 30% plans completed. Attended City of Falls Church Planning Commission work session July 1, 2019. Site plan submission to City of Falls Church anticipated early November 2019.	August 2020	August 2020	1.91%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Falls Church	WFC and Joint Campus Revitalization District Multimodal Transportation Project - The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. Signals will be installed or updated at or near the Chestnut Street & W Broad Street/Route 7 intersection, Haycock Road & W Broad Street/Route 7 intersection, and Haycock Road and Schools Access Road intersection.	\$15,700,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement was executed in June, 2019. A contract was executed in July, 2019 with the General Contractor for the undergrounding portion of the project and work on the new conduit system for the undergrounding portion of the project began in July, 2019 and is ongoing, with approximately 50% of the new conduit complete at this time. Contracts have also been executed for design of the new public streetscapes and traffic signal designs as well as contracts for the MOT plans for work in public ROW.	February 2023	February 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 95%. Obtained CTB approval for "Limited Access Control Change." Currently finalizing ROW, and should be completed by the end of October 2019. Utility relocation is underway. Project advertising expected in January 2020.	Winter 2021	Winter 2021	5.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Dumfries UPC 90339	Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	Design was approved on 7.25.2019. Environmental Reevaluation was advertised for the public review. Environmental Reevaluation is anticipated to complete by the end of 2019. Field Inspection (FI) plan is anticipated to be available for review in late 2019. Retaining wall geotechnical reports will be available in late October. Project risk management is being assessed to mitigate.	FY2025	Summer 2019	21.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 90% complete. Land acquisition and utility underground/relocation are underway	Expected in 2021, To be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	5.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike- pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies. Right of Way Notice To Proceed (NTP) was approved on May 9, 2019 and as a result right of way acquisition is underway.	2024	TBD after contract award	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade- separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at- grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase. LACC will be presented before CTB in April. CTB approval received for LACC on 4/10/19. Received design approval on 5/3/2019. Submitted Revenue Sharing and NVTA funding applications in September 2019.	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design-Builder is underway. CTB approved the contract on March 21, 2019.	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited- access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015- 16 project above. 60% road plans, 60% right of way plans, Signal/Lighting have been submitted for review and comments have been given back to the Design Build Team. Signal and Lighting Plans have been submitted for review and comments have been given back to the Design Build Team. The Early Works Package has been submitted and was approved. Project Construction Trailer grading plans were approved. Ground Breaking Ceremony and Pardon our Dust meeting was held mid-October 2019. Construction is scheduled to begin by end of October 2019.	November 2021		0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed (Study). Currently, NVTC is leading the Preliminary Engineering phase.			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
-------------------------	---------------------	------------	--------------------	--------	-------------------------	--	---

Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed.			100%
---	---	-----------------------	-------------	------------	--	--	------

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Potomac and Rappahannock Transportation Commission (PRTC)	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction, Testing, Inspection, Oversight	<p>Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Groundbreaking took place 1/23/19.</p> <p>Outside metal wall panels continue to be installed on both the maintenance and administration buildings through the middle of October 2019. Mechanical, electrical, and plumbing installations continue to take place in all three buildings. Window framing is being installed in maintenance and administration buildings and should be completed by end of October. Most of the site has its base layer of asphalt, except for where the construction trailers are located.</p>	Late Spring 2020	Late Spring 2020	77.6 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
VDOT (Fairfax)	Route 7 Bridge over Dulles	\$13,900,000	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
-------------------------	---------------------	------------	--------------------	--------	-------------------------	--	---

County)	Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14-foot wide shared-use path on each direction.	(FY2015-16)					
---------	--	-------------	--	--	--	--	--

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
VDOT (Loudoun County) UPC 109146	Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.	\$20,000,000 (FY2018-23 SYP)	Construction	. Widened areas are being graded and paved. Ramp paving is ongoing. Signing and lighting will be erected in October. Mainline, northbound Route 28 paving and striping is scheduled in November. Project remains on-time and on-budget.	June 2020	June 2020	40.7 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Gainesville to Haymarket Extension / Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville- Haymarket.	\$1,500,000 (FY2014)	Planning, Project Dev., Conceptual Design.	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design is underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site. Final 30% design plans are under development. Draft CE is under development for FTA review.	2024	2019	90.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650-foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	8.6%%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Funds fully utilized. Project continuing (see below)			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environment al	Continuation of the FY2015- 16 projects. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design underway with expected 60% due in September 2019.	2022	2020	15.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	3.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT. Final Design services Will be initiated following receipt of CSXT review comments. .	2023	2023	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design, Construction	Track and signal construction initiated in 2018 and continues. Track cut-in completed July 27-28, 2019. Signals cut-in scheduled for September 2019. Project construction is complete . Awaiting final invoices from CSXT.	2019	2019	3.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. Advertisement of a request for proposals (RFP) for Preliminary Engineering/30% design and environmental review award contract award authorized by VRE Operations Board in September 2019. NVTA has approved final design funding for FY2021.	2023	September 2018. Final invoice pending receipt of CSXT invoice for design review.	98.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Washington Metropolitan Area Transit Authority	Orange Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out July 2019	May 2019	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/19
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing at C98TB, J02TB2. Installation of the DC Switchgear at C11TB, J03TB2, and J03TB1 were completed and cutover back on-line on March 25, 2019, April 2, 2019, and May 16, 2019 respectively. Due to manufacturing delays, construction at C98TB and J02TB2 has been delayed to Mid-November 2019 and the beginning of January 2020 respectively.	Project Contract Close-out estimated December 2021	December 2021	0%

**Loudoun Heights -
Agritourism Council**

October 15, 2019

The Members of the
Board of Supervisors
Loudoun County
1 Harrison Street, SE, 5th Floor
Leesburg, Virginia 20175

The Members of the
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

**Re: Town of Hillsboro
 Charles Town Pike (Rte. 9)
 Traffic Calming Project**

Dear Members:

We are writing on behalf of the Loudoun Heights Agritourism Council (the “**LHATC**”). The LHATC was recently formed to represent the agritourism business community in the Loudoun Heights Wine Region of Western Loudoun County, centered around the Town of Hillsboro, Virginia, and to promote the growth and development of agritourism in our area.

We count among our members 868 Estate Vineyards, Breaux Vineyards, Bozzo Family Vineyards, Doukenie Winery, Hillsborough Vineyards & Brewery, Maggie Malick Wine Caves, Notaviva Craft Fermentations, Harpers Ferry Adventure Center, and other local area businesses, such as farm markets and tourist destinations, that share our passion for building and sustaining a vibrant agricultural based economy in Western Loudoun County.

Combined, the LHATC represents the vast majority of firms that have invested over the years in planting Vineyards, building and operating Farm Wineries, Farm Breweries, Tasting Rooms and Wedding & Event Venues, and building and operating Restaurants, Farm Markets, and other area businesses. We are the largest group of employers in the area; and we account for the vast majority of economic activity in the area both to the West and to the East of the Town of Hillsboro.

We are writing to each of the members of the Loudoun County Board of Supervisors (the “**LCBOS**”) and the members of the Northern Virginia Transportation Authority (the “**NVTA**”) because the current Town of Hillsboro Rt. 9 Traffic Calming Project (the “**Project**”) threatens everything we have built over the years and, if allowed to proceed in its current form, will have long term devastating consequences for the area economy. ***The Project, including the current traffic plan and construction plan, is fundamentally flawed because, in short, it was developed without any meaningful input or participation from the local area agritourism business community.***

We have numerous and serious concerns over the current traffic plan and detour routes including, for example:

1. The current traffic plan allows for only one lane of traffic heading Westbound from Friday (starting at 3 PM) through Sunday (at 4 PM). The vast majority of our customers (for some, over 60% to 70%) come from the East of the Town of Hillsboro, and need a return route that does not take nearly 30 additional minutes or more to complete. In addition, this cuts off all Eastbound traffic for businesses East of the Town. Ideally, we should have two lanes operating on the weekends (from 12-noon on Friday to 9 PM on Sunday), sufficient to handle cars, limos, tour buses, and delivery vehicles. That was the original plan, and that original plan should be retained.
2. The local detour routes (currently planned for Stony Point, Woodgrove, and Alder School roads) are inadequate to sustain traffic; the preparation work being done on these roads is insufficient; and the additional time this route adds to the trip will likely eliminate or drastically reduce traffic to agritourism businesses on both sides of the Town of Hillsboro on Rt. 9.
3. The lanes that will be maintained are insufficient to accommodate tour and limo busses, delivery trucks, and similar vehicles, cutting off both business traffic and much needed supplies for our businesses. Farm winery businesses, for example, receive regular shipments of winemaking supplies and equipment, vineyard supplies and equipment, winegrapes, chemicals, food supplies, tasting room supplies, and event supplies throughout the year. These materials are shipped to us in large tractor trailers from all over the area and the country. These deliveries are critical to survival of these businesses.
4. Route 9 lanes through Hillsboro after morning rush hour on weekdays will be closed totally in both directions. This is wholly inadequate. Many farm based businesses near Hillsboro are open weekdays. Some of our members expect to lose up to 30% of their revenues with weekday road closures. The original town plan had Route 9 open in both directions during project construction. That plan was rejected by the town, without our input, and the current plan was implemented, without our input.

These are just some of the concerns we have expressed to the Town of Hillsboro at public meetings and through letters and email to Hillsboro, elected representatives, and VDOT, but no effort has been taken to address these or other concerns of our members. The LHATC has requested the opportunity to participate in the program management group for the Project in order to provide insight to the Town of Hillsboro on the needs of the business community, but this request was outright denied.

The Town of Hillsboro, despite our requests for refinements and participation in the process, is proceeding with the plan and has already published an Invitation to Bid for the Project, placing our businesses and the future of the rural economy in the area in serious jeopardy.

The LHATC has reviewed and discussed, at length, the impact the current Project plan will have on our respective operations. Just among nine of our members surveyed, we estimate that if the Project is allowed to proceed in its current form, the area will suffer:

1. The loss of approximately \$4,600,000 in annual revenue (approx. \$380,000 per month) for the nine businesses included in our survey;

2. The loss of approximately one hundred and sixteen (116) fulltime and seasonal employment due to lay-offs, deferred or cancelled hiring, and similar measures that will become necessary to respond to significant reductions in business;
3. The loss of approximately \$1,800,000 in investment in the area (in terms of new facilities, expansions, vineyard development, and similar capital investment) due to our businesses cancelling further investment; and
4. In addition to the above, potential business closures including both partial closures (shutting down portions of our operations), full closures from some of the smaller businesses that will be unable to weather the storm, and reduction in hours for employees that are retained.

When you consider how these losses will flow-down to and impact vendors, local area businesses (many of whom rely on visitors that come to enjoy the experiences agritourism provides), and the families that rely on this activity for their livelihood, the short term and long term damage will be significant. We estimate it will take at least fourteen (14) months following project completion to return to current levels. Our business depend on building a customer base from ongoing traffic that feeds growth in our Wine Clubs, ever increasing attendance at our events, and repeat customers. Shutting us down for well over a year will set us and the region back for years to come, at a time when traffic to our area remains in its early growth years.

Notwithstanding the short term and the long term damage the Project in its current form will cause to area businesses, the congestion and delays suffered by area commuters from neighboring counties and states, and long term damage to the regional economy, the Town of Hillsboro has been unable or unwilling to put forth a reasonable and compelling justification for its Project plan over less disruptive alternatives. For example, the original project was for, and still remains entitled as, a “traffic calming” project. While we support safe use of the road by pedestrians and motorists in Hillsboro, a less costly means to achieve the goal of the planned roundabouts would have been speed bumps and better speed limit enforcement in the town. Hillsboro officials advised us that they combined the traffic calming project with a water and sewer line projects (which is the reason for the many road closures), but the water and sewer systems that will use these lines will not be installed and operational for years to come, if at all. In short, we have yet to hear a compelling case for many features of the current plan.

In addition, anyone who operates an agritourism business in our area knows that people come to the area primarily to visit the local farm wineries, farm breweries, and other farm based businesses. This is what drives traffic to our area. The LHATC is in support of improving local infrastructure, but not if it severely damages the very business community that has made the investments, and toiled and labored over the years, to preserve the rural economy and make our area the destination that it is now.

In summary, the local area business community has effectively been excluded from the planning process and the needs of the local area economy have not been adequately addressed nor considered in the Project plan. This fundamental flaw in the planning process must be addressed before the Project is allowed to proceed.

As a result, the LHATC respectfully requests that the LCBOS and the NVTa do the following:

1. Place all funding and all requests for additional funding for the Project on hold, at least until the needs of the local business community, represented by the LHATC, can be heard and the Project is adjusted to meet those needs; and

2. Join us in making it clear to the Town of Hillsboro that the Project will not receive further approvals or funding until the local business community, represented by the LHATC, is in a position to approve and endorse the Project plan.

The LHATC would be more than pleased to arrange a time with any one or more of the members of the LCBOS and the NVTa to discuss this matter in more detail. You may contact the LHATC through either Peter Deliso at Pdeliso@868estatevineyards.com or Kerem Baki at kerem@hillsboroughwine.com.

We thank you in advance for your consideration of this request and look forward to working cooperatively with the LCBOS, the NVTa and the Town of Hillsboro in developing a Project plan that adequately serves the interests of all concerned constituents.

Respectfully,

Peter Deliso
868 Estate Vineyards
& Grandale Restaurant

Jennifer M. B.
Breux Vineyards

Steve Bozzo
Bozzo Family Vineyards

Sally Travis
Doukenie Winery

Kerem Baki
Hillsborough Vineyards
& Brewery

Maggie Malick
Maggie Malick Wine Caves

Stephen Mackey
Notaviva Craft Fermentations

George D. Heffner, Jr.
Harpers Ferry Adventure Center