



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, October 12, 2023, 7:00 pm EST

3040 Williams Drive, Suite 200,

Fairfax, VA 22031

This meeting will be conducted in person and livestreamed via NVTa's YouTube Channel¹

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Duker, Accounting Assistant
3. **Approval of September 14, 2023, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of September 14, 2023, Meeting Summary Minutes

PRESENTATIONS

4. **Virginia Passenger Rail Authority (VPRA) Update**
DJ Stadler, Executive Director, VPRA
5. **Virginia Railway Express's (VRE) System Plan 2050**
Rich Dalton, Chief Executive Officer, VRE
Nick Ruiz, AICP, Planning Program Manager, VRE
6. **Transform 66 Outside the Beltway Concession Fee Projects Update**
Ms. Shaw, Megaprojects Director, VDOT
7. **Commonwealth Transportation Board Process Update; SMART SCALE**
Ms. Hynes, Authority & Commonwealth Transportation Board Member

CONSENT

8. **Approval of the Call for Projects for FY2030 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) Funds**
9. **Approval of Arlington County's Rosslyn Multimodal Network Improvements Standard Project Agreement (SPA) 2020-312-1**
10. **Approval of City of Fairfax's Intersection Improvements at Eaton Place/Chain Bridge Road Standard Project Agreement (SPA) 2018-47-1**

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

- 11. Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds and Regional Surface Transportation Improvements (RSTP) Funds for City of Alexandria**

ACTION ITEMS

- 12. Acceptance of the FY2023 Audited Financial Statements and Compliance Audit Reports** Mayor Rishell, Finance Committee Chair

Recommended Action: Acceptance of the FY2023 Audit

- 13. Approval of Contract Award for Preliminary Deployment Plan for Regional Bus Rapid Transit in Northern Virginia** Mayor Rishell, Finance Committee Chair

Recommended Action: Approval of Contract

- 14. Approval of Out of Cycle Appropriation – City of Fairfax, Government Center Parkway Extension** Mayor Rishell, Finance Committee Chair

Recommended Action: Approval of Appropriation

- 15. Approval of Investment Policy Update** Mayor Rishell, Finance Committee Chair

Recommended Action: Approval of Policy Update

- 16. Approval of Transfer of the Franconia-Springfield Passenger Rail Bypass Project from DRPT to VPRA** Michael Longhi, Chief Financial Officer

Recommended Action: Approval of Transfer

DISCUSSION/INFORMATION ITEMS

- 17. Review of 2024 Draft Legislative Priorities** Ms. Baynard, Sr. VP, McGuireWoods Consulting LLC

- 18. Finance Committee Report** Mayor Rishell, Finance Committee Chair
- A. Investment Portfolio Report** Ms. Sen, Investment & Debt Manager
 - B. Monthly Revenue Report** Mr. Longhi, Chief Financial Officer
 - C. Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer

- 19. Transportation Technology Committee Report** Vice Chair Snyder, TTC Chair

- 20. Chief Executive Officer’s Report** Ms. Backmon, Chief Executive Officer

21. Chair's Comments

Chair Randall

- **November Authority Meeting Date**

CLOSED SESSION

(If needed)

CORRESPONDENCE

(Presented as needed)

22. Adjournment

Chair Randall

Next Meeting: November 9, 2023, at 7:00 pm EST, NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, September 14, 2023

7PM, EST.

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. **Call to Order** Chair Randall
 - ✓ Chair Randall called the meeting to order at 7:10PM.

2. **Roll Call** Mr. Davis, Board Secretary
 - ✓ **Membership: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Member Matt de Ferranti, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko, Supervisor Pat Herrity, Mayor Derrick Wood, Mr. Anthony Bedell (Remote-Richmond-Personal), Ms. Mary Hynes, Mr. Jim Kolb, Mr. John Lynch, and Ms. Jennifer DeBruhl (Remote-Richmond-Distance).
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi, Principal, Transportation Planning and Programming Keith Jasper, Executive Assistant to the CEO Amanda Sink, Communications and Public Affairs Manager Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Priya Sen, Senior Accountant Adnan Malik, Accounting Assistant Margaret Duker, Senior Manager, Transportation Planning and Programming Dr. Sree Nampoothiri, Planning Analytics Manager Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank and Hannah Pajewski, and Board Secretary Jonathan Davis.
 - ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, Ms. MinhChau Corr-Arlington County, and Ms. Christina Brown Zechman-City of Alexandria.
 - ✓ **Other Attendees:** Michelle Shropshire, P.E., Acting Director, Northern Virginia Megaprojects, Nick Nies, AICP, 495 Southside NEPA Project Manager, and Ms. Michelle Holland, Communications Manager, NoVA Megaprojects, VDOT.

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

3. **Approval of June 8, 2023, Meeting Summary Minutes** Chair Randall
 - ✓ Mayor Wilson moved Authority approval of the June 8, 2023, Meeting Summary Minutes, seconded by Senator Boysko. The motion was unanimously approved with an abstention from Board Member de Ferranti.

PRESENTATIONS

4. I-495 Southside Express Lanes Study

Ms. Michelle Shropshire, P.E., Acting Director, Northern Virginia Megaprojects, VDOT

Mr. Nick Nies, AICP, 495 Southside NEPA Project Manager, VDOT

- ✓ Ms. Shropshire presented Virginia Department of Transportation's (VDOT) I-495 Southside Express Lane Study. She stated that the study is an environmental study to potentially extend the Express Lanes system on the southern section of I-495 (Capital Beltway).
- ✓ VDOT has developed ten proposed preliminary alternative concepts to address identified transportation needs within the study area, which are to extend and provide continuity of the Express Lanes system on I-495, provide additional travel choices, reduce congestion, and improve travel reliability, improve safety, and provide consistency with local and regional plans. Currently, VDOT is in the Preliminary Alternative Concept phase with ongoing Public Outreach this fall.
- ✓ VDOT is also coordinating with state and local agencies to identify planned pedestrian/bike facilities and potential gaps within the study area's existing network. Additionally, the Department of Rail and Public Transportation (DRPT) conducted a separate transit and Transportation Demand Management (TDM) study which will inform VDOT's study. The presentation concluded with ways for the public to provide comments and information on upcoming public information meetings.
- ✓ Chairman McKay asked what proposed preliminary alternative concept would consider continuing all lanes through on I-495. Ms. Shropshire stated that at this point in the study, the alternative concepts do not detail the engineering design to the degree of lane specifics. She noted that would come later in the study once the preferred recommended alternatives were identified.
- ✓ Chairman McKay asked if it was required to consider reversible express lanes as a concept as they've been shown to be ineffective on I-95. Mr. Nies answered that this study is following the National Environmental Policy Act (NEPA) process which involves considering a full range of alternatives.
- ✓ Chairman McKay then referred to slide 12 in the presentation noting the preservation of transit as a presented option and inquired what concepts would ensure inclusion of transit, specifically a dedicated transit lane. Mr. Nies responded that the graphics on slide 12 were only renderings of potential options and for illustration purposes. Mr. Nies then explained in the illustration the minimum requirements to have a through lane and a transit lane.
- ✓ Mayor Wood asked for clarification on the study area of the express lanes and Mr. Nies clarified that the gap in express lanes east of the Springfield interchange is what the study is considering. Mayor Wood then asked for clarification on the three independent operators of Northern Virginia's express lane network identified in the presentation and Ms. Shropshire answered TransUrban, Express Mobility Partners, and VDOT.

- ✓ Senator Boysko asked if VDOT was coordinating with Maryland. Ms. Shropshire confirmed they were involved in a number of study meetings. Senator Boysko then asked if Maryland was considering extending the express lanes and Mr. Nies responded that currently Maryland does not have planned program improvements for that area.
- ✓ Chair Wheeler continued on the illustration presented on slide 12 and asked if the transit through lane presented was just for the bridge or the entire system and Ms. Shropshire responded that it was just for the bridge.
- ✓ Supervisor Herrity echoed Chairman McKay's concerns about considering reversible express lanes and then asked if the illustration on slide 12 showed a concept for a near-term solution that precludes rail, and then a long-term solution that will convert a through lane for rail usage and Ms. Shropshire confirmed. Supervisor Herrity then asked what year the study looked out to, and Mr. Nies responded the year 2050, the same outyear the DRPT study considered. Supervisory Herrity noted that with an outyear of 2050, that the near-term solutions would be in place for several years before rail could even be considered.
- ✓ Mayor Wilson noted the City of Alexandria's interest in the preservation of transit capacity on the bridge and expressed concern to not create a situation that transit is precluded due to existing infrastructure.
- ✓ Board Member Matt de Ferranti asked about the likelihood that the reversible express lane concept would fall out of consideration and Ms. Shropshire confirmed that it could. Board Member Matt de Ferranti then asked for clarification of the concepts that could include the possibility of transit and Ms. Shropshire stated that both the one and two express lane concepts leaves room for transit.
- ✓ Vice Chair Snyder expressed his interest in safety implications of the preliminary concepts and then asked how greenhouse gas emissions were being considered in this study and if this information would be presented again before it was considered for funding. Mr. Nies stated part of the environmental assessment will consider air quality analysis that includes greenhouse gases, and safety will be considered as part of the safety and operations and traffic analysis. He concluded by stating that before VDOT moves forward with public comment on the preferred alternatives currently scheduled for summer of 2024, that VDOT will present to partner agencies and elected officials.
- ✓ Chairman McKay asked if there was any detail provided on the interchange, entrance, and exit points of the express lanes and Mr. Nies noted that the study has not investigated that level of detail yet and would be in the traffic analysis.
- ✓ Chair Randall asked how travel trends were being considered in this study with changes since COVID and Ms. Shopshire stated that current trends along the corridor are showing near pre-pandemic levels and that as the study continues more detailed analysis is current traffic trends will be considered.

5. Virginia Transit Equity and Modernization Study

Ms. Jennifer DeBruhl, DRPT Director & Authority Member

- ✓ Ms. DeBruhl then presented DRPT's Virginia Transit Equity and Modernization Study. This study was prompted by the passage of House Joint Resolution 542 during the 2021 General Assembly Session, which required DRPT to complete a needs assessment that

focuses on the equitable delivery of transit services, and the modernization of transit in Virginia. The results of the study include two main deliverables, an Interim Report with the study's findings and a Final Report that will provide recommendations and actions for Virginia's transit agencies and communities.

- ✓ Several technical transit topics explored included accessibility, emerging technologies, safety, adequacy of infrastructure, electrification, and engagement and governance. Study finding included:
 - Many bus stops were ill-placed and not ADA-accessible
 - Basic transit infrastructure like shelters and lighting were inconsistent
 - The availability of transit in Virginia is high, but gaps exist
 - Some transit riders have limited opportunities to the decision making process
 - Most transit agencies do not have rider advisory boards or committees
 - Transit is among the safest way to travel, but there is room to improve both perceived and actual safety for transit riders, operators, and employees
 - More data with better precision is needed to make informed decisions
- ✓ The study was also designed to create an Action Plan that can provide real change in transit in Virginia. Ms. DeBruhl presented a few action items DRPT is implementing including
 - Develop technical guidance or policies on bus stop design elements and development.
 - Develop a public engagement handbook.
 - Developing toolsets to gather data on bus stops to drive decision making.
 - Develop best practices for safety-related roles to engage with community partners.
 - Identify areas with unmet demand for transit service and provide new or enhanced service.
- ✓ Ms. DeBruhl concluded by highlighting the steps DRPT is taking to move forward with the study. She stated DRPT is coordinating with supporting agencies and other partners to implement the actions listed and DRPT will continue to monitor and evaluate the progress being made.
- ✓ Chairman McKay asked about DRPT's coordination with VDOT, especially considering the long permitting process, and if there is a way to streamline and prioritize the process. Ms. DeBruhl stated that DRPT has a good relationship with VDOT. DRPT and VDOT have been in discussions over the past 18 months particularly regarding bus shelters and bus stops and how the process can work better. Mr. Lynch added that any engineering design must go through the Department of General Services to get permits and that can also be a source of the delay.
- ✓ Senator Boysko noted that as a co-patron of the bill, she is appreciative of the work Ms. DeBruhl and DRPT have done to complete the study and the long-term work to implement the actions of the study.
- ✓ Chair Randall noted the valid concern of both real and perceived safety, and the importance of improving employee safety if the goal is to get more people to take transit. She explained that in discussions with transit workers the top request from the

workers was training in de-escalation techniques. Ms. DeBruhl echoed Chair Randall's sentiments and how perceived safety has real consequences in people determining whether to take transit.

ACTION ITEM

6. Approval of Letter of Endorsement for the City of Alexandria's Transit Oriented Development Planning Grant Program Application

Ms. Backmon, Chief Executive Officer

- ✓ Mayor Wilson moved Authority approval of Letter of Endorsement for the City of Alexandria's Transit Oriented Development Planning Grant Program Application, seconded by Board Member de Ferranti. The motion was unanimously approved with Mayor Wood and Mr. Lynch not in the room.

DISCUSSION/INFORMATION ITEMS

7. Travel Trends Update

Mr. Rashid, Planning Analytics Manager

- ✓ As an update on analysis through June 2023, Mr. Rashid presented trends in office utilization, highway travel, and transit ridership.
- ✓ Mr. Rashid shared that Metrobus ridership trends have always outperformed office utilization and this aligns with NVTA's observation that local buses catered more to workers during pandemic.
- ✓ Mr. Rashid then presented that highway travel demands are still below pre-pandemic. This trend will be monitored as changes are expected with back-to-school and potentially higher rate of office returns in the next quarter (July-September).
- ✓ Mr. Rashid concluded with transit ridership noting local bus systems continued their close-to or above pre-pandemic level ridership. Among the heavy rail systems, Metrorail showed a strong upward trend while Virginia Railway Express (VRE) remained steady despite the Friday fare-free program.

8. Finance Committee Report

Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell discussed the Finance Committee Report as presented in the packet.

9. Legislative Update

Ms. Baynard, Sr. VP, McGuireWoods Consulting LLC

- ✓ The legislative update was presented as provided in the packet.

10. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that as of the July 28th deadline, 32 applications were received from 11 applicants for a total request of \$1.5 billion for the FY2024-2029 Six Year Program. The deadline for submitting Governing Body and supporting resolutions is 5 p.m., October 27th, 2023. Currently, NVTA staff are reviewing the applications for completeness and eligibility based on TransAction and location.
- ✓ Ms. Backmon informed that NVTA has three monthly newsletters: NVTA Update, Authority Recap, and Driven By InNoVation.

- ✓ Lastly, Ms. Backmon noted September 22, 2023, is Car Free Day and NVTA will be participating.

11. Chair's Comments

Chair Randall

- ✓ Chair Randall recognized Ms. Backmon as one of Virginia's Top 500 Power List. Ms. Backmon noted that it is a team effort.
- ✓ Chair Randall stated NVTA had a milestone to celebrate and turned it to Ms. Backmon to discuss. Ms. Backmon announced that in just ten years, NVTA has distributed \$1 billion through its Local Distribution Fund to its nine member jurisdictions and five towns.
- ✓ To date, nearly half of the reported Local Distribution Funds have been allocated to transit projects, including investments in bus, rail, and Bus Rapid Transit (BRT), and 74 out of the 272 reported projects are bike/pedestrian projects.
- ✓ The Authority then cut a ribbon to commemorate the milestone.

CLOSED SESSION

(Office Lease Negotiations and CEO Annual Performance Review)

Motions to Convene Closed Meeting

- ✓ At 8:30pm Chair Randall moved NVTA convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A.1, for the purpose of discussing a personnel matter involving the CEO's annual performance review, seconded by Vice Chair Snyder. Motion was unanimously approved.
- ✓ Chair Randall moved NVTA convene a closed meeting, as authorized by Virginia Code section 2.2-3711 (A) (3) and (A)(29) for the purpose of discussing potential contractual agreements by NVTA with third parties regarding the leasing of real estate necessary for the performance of the NVTA 's statutory missions. seconded by Vice Chair Snyder. Motion was unanimously approved with an abstention from Board Member de Ferranti.

Motion to Reconvene in an Open Meeting

- ✓ At 9:23pm Chair Randall moved that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed, or considered; seconded by Vice Chair Snyder. Motion passed unanimously.
- ✓ Chair Randall moved Authority approval of the attached short-term lease with the NVRC and authorization for the Chief Executive Officer to sign the lease documents reviewed by NVTA's Council of Counsel, seconded by Vice Chair Snyder. The motion was approved with abstentions from Board Member de Ferranti, Mayor Rishell, and Mayor Read.

- ✓ Chair Randall moved Authority approval of the attached term sheet and authorize the Chief Executive Officer to sign a term sheet consistent or with superior economic terms as the attached, and resultant lease documents as reviewed by NVTA's Council of Counsel, seconded by Vice Chair Snyder. The motion was unanimously approved.
- ✓ Chair Randall moved Authority approval of the change to the CEO's compensation as discussed in the recent closed session and communication of same to the CFO, seconded by Vice Chair Snyder. Chair Randall noted that there was unanimous agreement that Ms. Backmon is doing an excellent job during a difficult time. Ms. Backmon thanked her team in response. The motion was unanimously approved.

13. Adjournment

Chair Randall

- ✓ Chair Randall adjourned the meeting at 9:27PM.

NEXT MEETING: October 12, 2023, at 7PM, EST
3040 Williams Drive, Suite 200 Fairfax, VA 22031

4.

VPRA Update

Northern Virginia Transportation Authority

October 12, 2023



Virginia Passenger Rail Authority

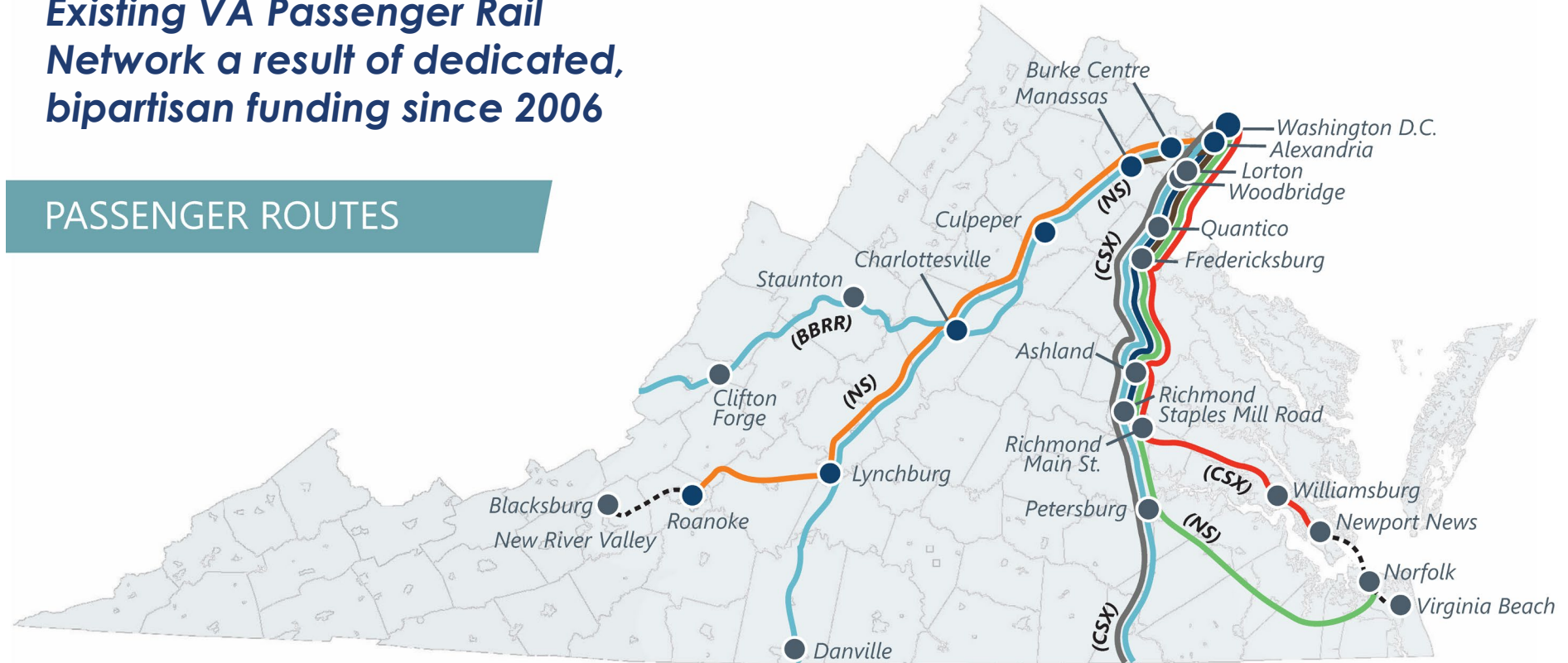
- Created in 2020 by the General Assembly
- Given all powers necessary for carrying out its statutory purposes:
 - Manage passenger rail in Virginia
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board



Virginia Passenger Rail Network: 2023

Existing VA Passenger Rail Network a result of dedicated, bipartisan funding since 2006

PASSENGER ROUTES



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

Host Railroads

- CSX** - CSX Transportation
- NS** - Norfolk Southern
- BBRR** - Buckingham Branch
- Passenger Station

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- - - Thruway Bus

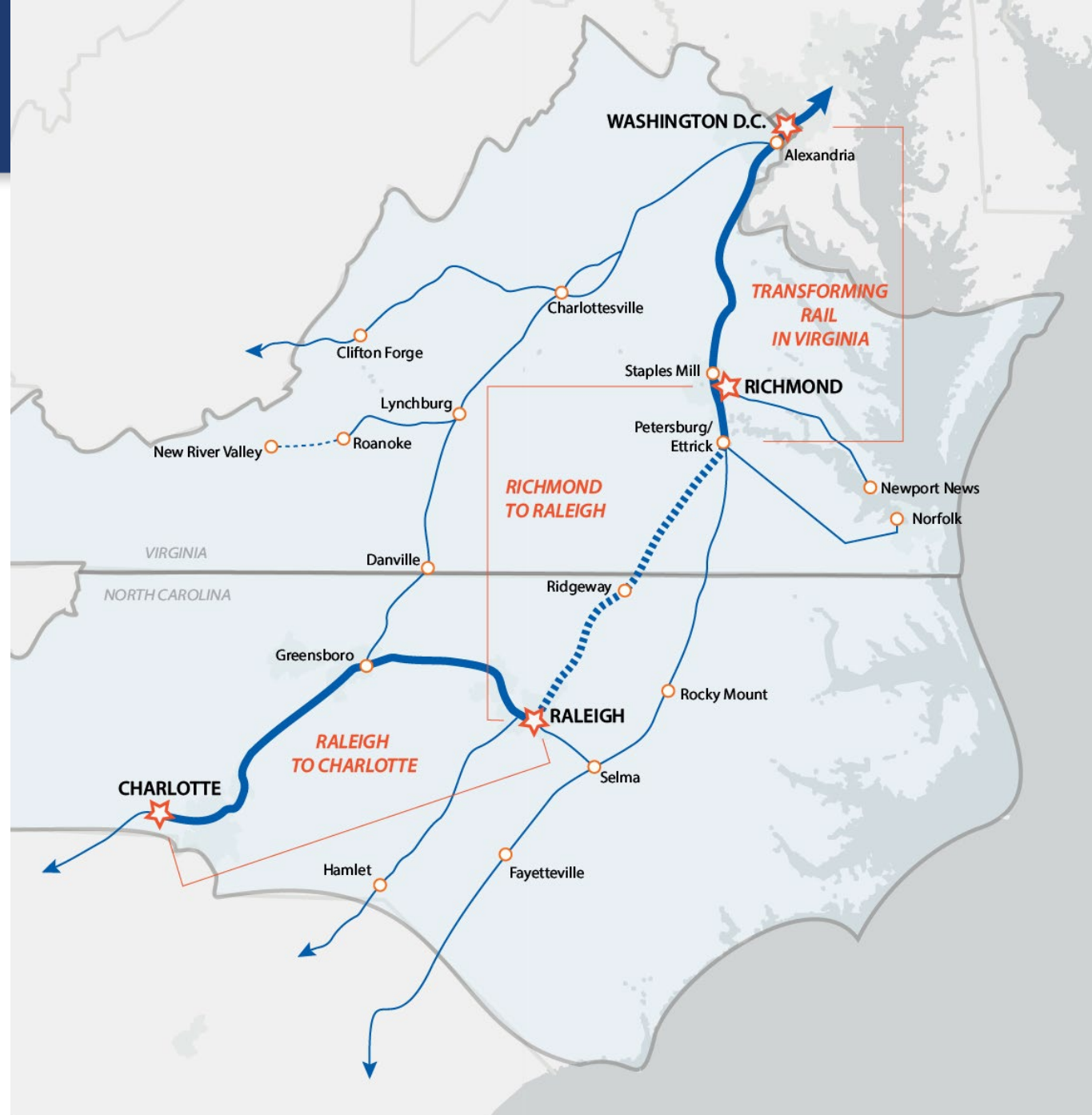
- Four State-Supported Amtrak Routes: 8 daily roundtrips
- Roanoke: 2
- Richmond: 1
- Newport News: 2
- Norfolk: 3
- Five Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip

- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
- Manassas: 8
- Fredericksburg: 8

Washington, DC to Charlotte Corridor

Transforming Rail in Virginia: First Step of the larger DC to Charlotte Intercity Passenger Rail Corridor

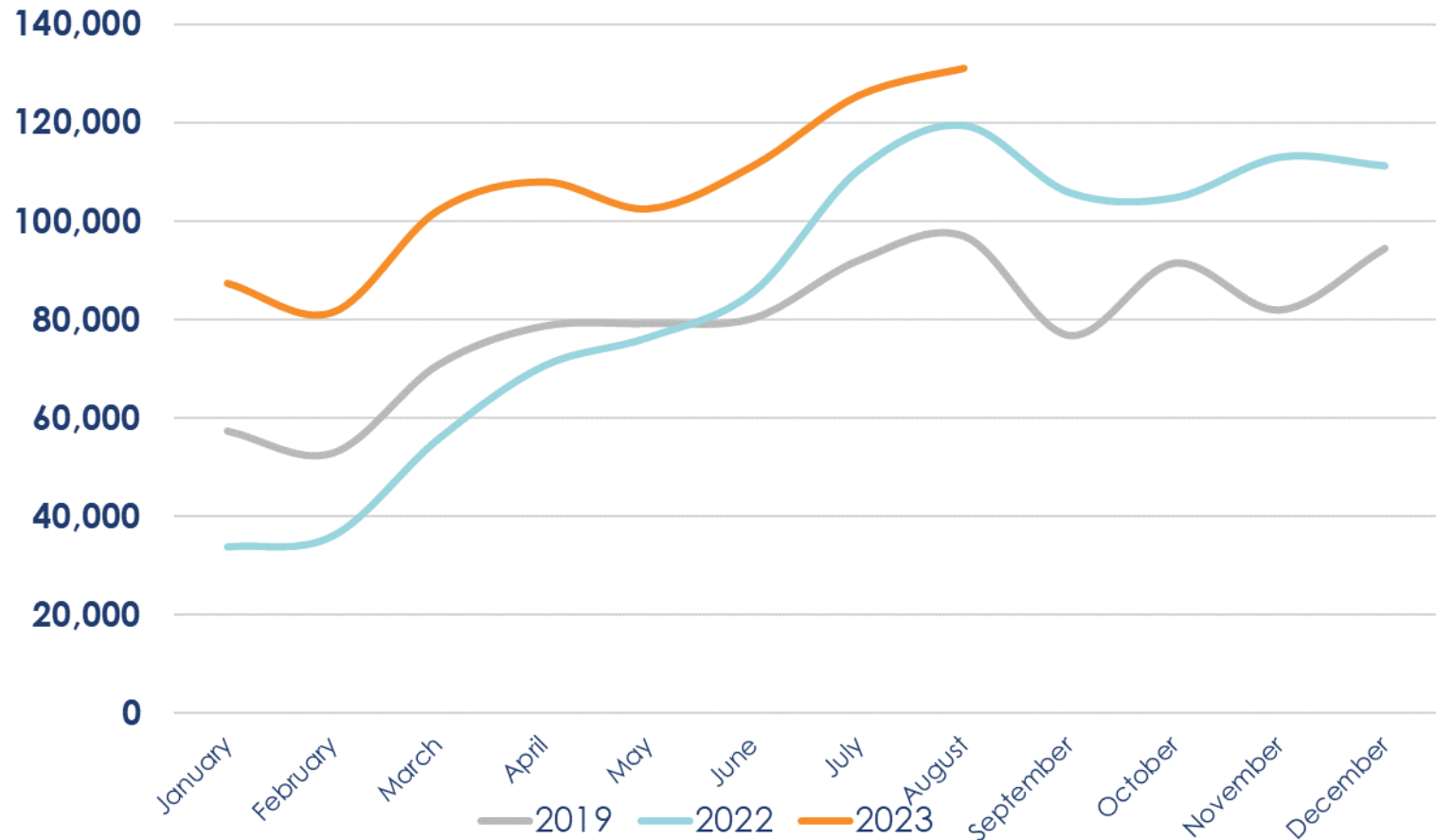
- Three Segments
 - DC to Petersburg (Transforming Rail in Virginia)
 - \$4.3 billion in Phase 1 & 2 Projects
 - Richmond to Raleigh
 - Raleigh to Charlotte
- Enhancing Amtrak service between NC, VA, and the NEC
- State-supported Amtrak ridership exceeding 2019 levels
 - Calendar Year 2022 exceeded one million passengers on Virginia state-supported Amtrak routes – 2023 showing rising ridership.



Virginia Supported Amtrak Ridership Setting Records

- In 2022, Virginia's state supported service set an all-time ridership record with 1,021,452 passengers, beating the previous high of 953,008 riders in 2019.
- 2023: 592,355 (January-June)
2023: 848,841 (January-August)
- In August 2023, our state-supported ridership had its biggest month ever, with 130,998 riders.

State-Supported Ridership by Calendar Year

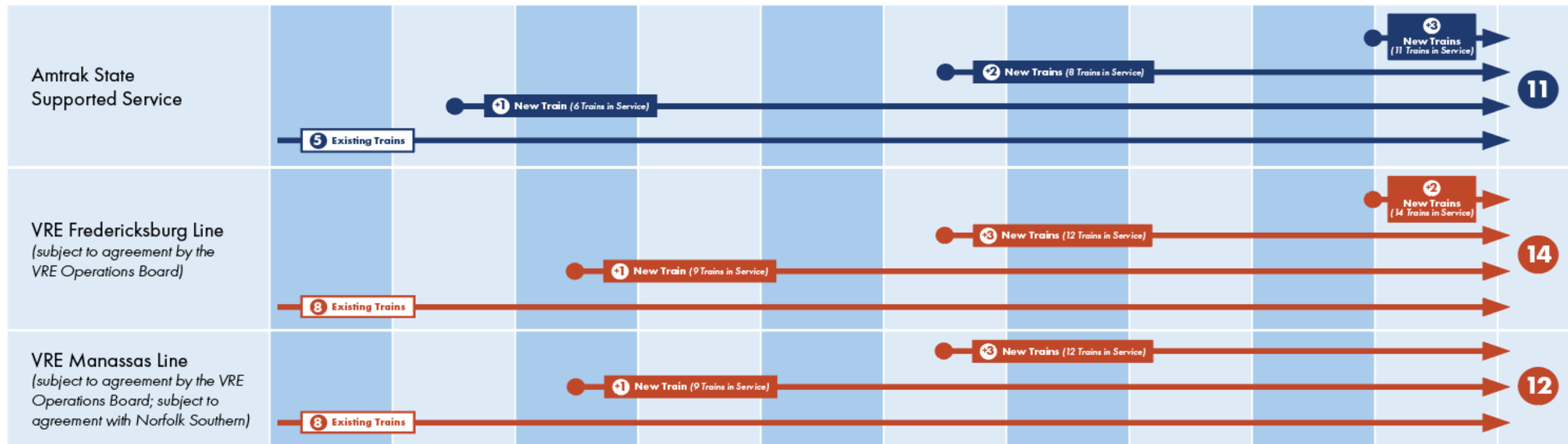


Future Service Expansion

Transforming Rail in Virginia: Passenger Rail Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
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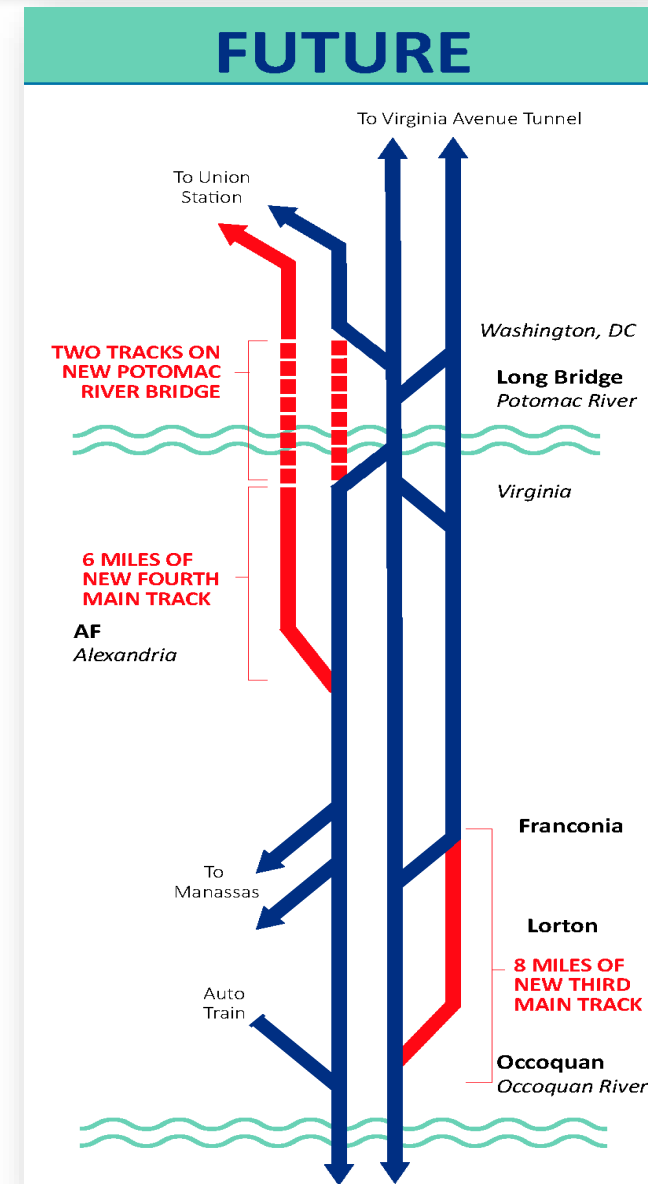
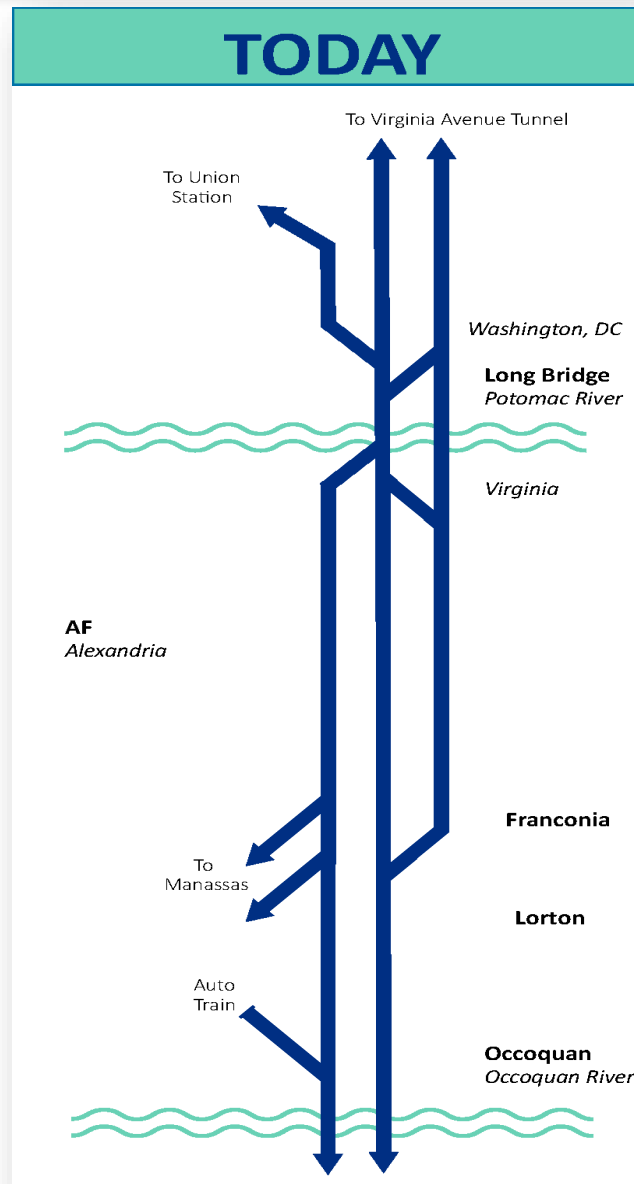
VA-Amtrak-CSX-VRE Partnership



VA-Norfolk Southern Partnership



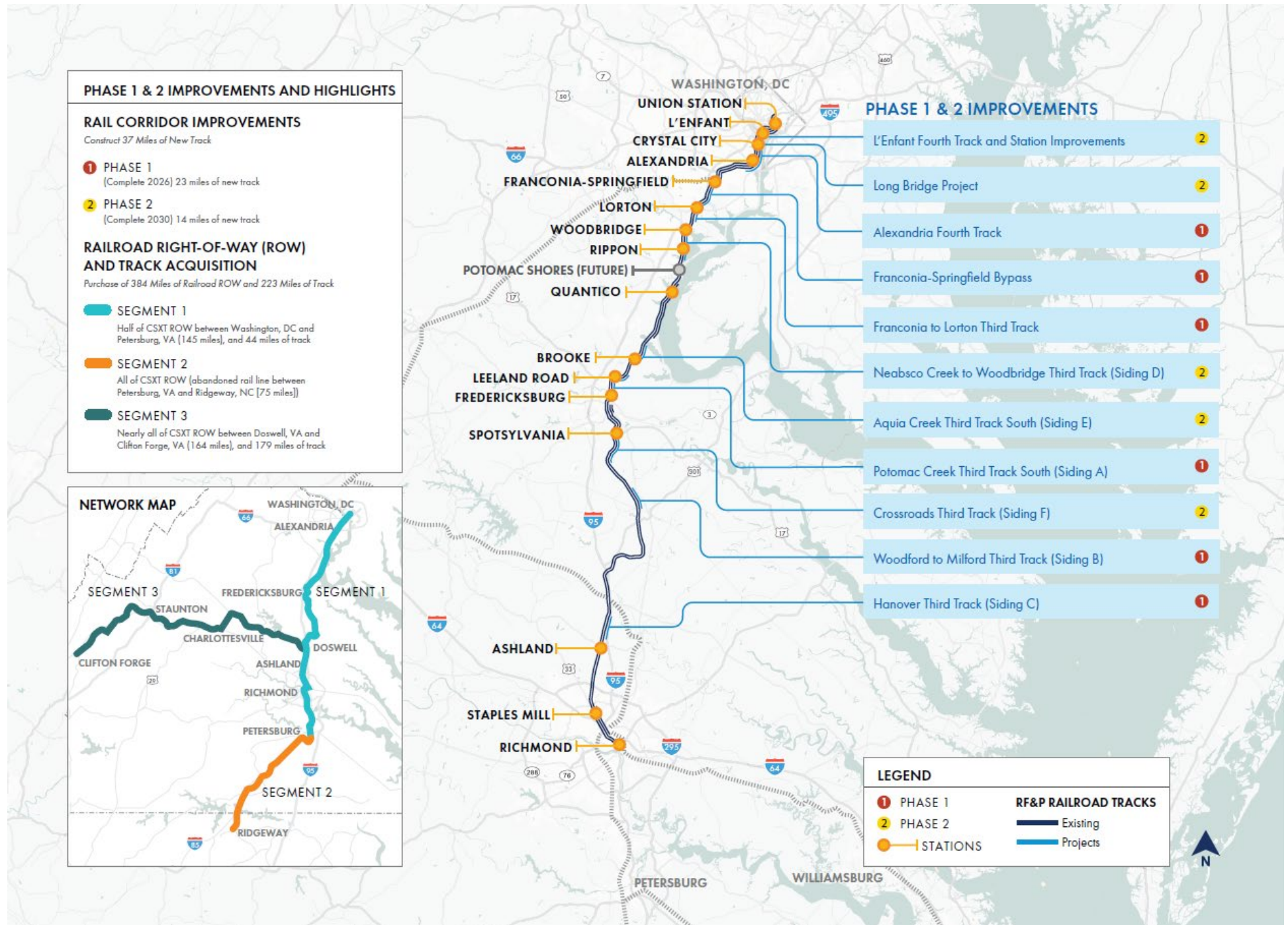
Infrastructure Improvements from DC to Quantico



Phase I & Phase II Projects unlock new passenger rail service and set the stage for future service expansion.

After **Phase I**, three new VRE (including late night/weekend service) and two new Amtrak daily roundtrips will begin service.

After **Phase II**, two new VRE and three new Amtrak roundtrips will begin



Major Upcoming Milestones

	Budget	Bid Award	Projected Groundbreaking
Alexandria 4th Track RFP Release: January 2024	\$210 M	April 2024*	May 2024
Franconia Bypass RFP Release: August 4, 2023	\$405 M	November 2023	October 2024
Long Bridge North Package RFQ Release: March 24, 2023 RFP Release: July 7, 2023	\$2.28 B Total	December 2023	October 2024
Franconia to Lorton 3rd Track Bridge Package Timeline Pending	\$275 M	September 2024*	October 2024
Long Bridge South Package RFQ Release: June 30, 2023 RFP Release: Early February 2024	\$2.28 B Total	Fall 2024	April 2025

* CSX Leading Procurement

Long Bridge Project Overview



Focus Areas – RO Interlocking to LE Interlocking

1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

Long Bridge Project Work Progress

- Utility test pile work began first week in October
- Plat development for property needs
- Stakeholder coordination
- Permitting outreach
- Construction contract procurement
 - North package construction begins Fall 2024
 - South package construction begins in 2025



Alexandria Fourth Track

- Construct a new fourth track from Alexandria station to Rosslyn interlocking
- Close coordination with projects at Crystal City, Alexandria station and the replacement of rail bridges over King St and Commonwealth Ave
- Utility relocation – CSX project to relocate fiber duct bank begins November 2023
- Final design expected by end of 2023



Crystal City Station

- Project includes design and construction of a new high-level platform for Amtrak at Crystal City
- Will be constructed on the southern end of the planned new VRE Crystal City island platform
- Amtrak and VPRRA have jointly applied for \$33.8 M grant on a \$42.3 M project
- Proposed pedestrian connection from Crystal City station to Reagan National Airport



Proposed pedestrian bridge 'CC2DCA'

Franconia-Springfield Bypass

- The Franconia-Springfield Bypass will be constructed south of the Franconia-Springfield WMATA & VRE station
- The Federal Railroad Administration awarded VPRA a grant of \$100 M for the Franconia-Springfield Bypass. The funding was distributed from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.
- The 0.9 mile bypass structure will allow passenger trains to:
 - Crossover to serve VRE stations on the west, north of Franconia and on the east, south of Franconia
 - Reduce conflicts between passenger and freight trains



Fed-State Partnership & MPDG Grant Applications

TRV Phase II Projects

- Prerequisite for the entire DC to Charlotte Corridor (and beyond)
- Eliminates critical rail bottleneck between northeast and southeast
- Completion of new Long Bridge, L'Enfant Fourth Track, Sidings
- Creates 8-mile separation of freight and passenger via four-track corridor between DC and Alexandria
- Construction-ready projects that can put IIJA funding to work and deliver rail infrastructure and subsequent Amtrak, VRE, MARC **service**
- BCA guidance does not officially allow us to capture all future benefits of the capacity created by these projects



Visualization of Long Bridge project at the George Washington Memorial Parkway

Questions?



SYSTEM PLAN 2050 UPDATE

Northern Virginia
Transportation Authority
October 12, 2023



Transforming Rail in Virginia (TRV)

System Plan's 2030 service alternatives were developed to answer this critical question:

How does VRE leverage this transformational investment to best meet the needs of regional travelers and jurisdiction stakeholders?

...in 2030 and beyond to 2050



System Plan 2050 Vision

VRE will grow to serve the region as the transportation service of choice, creating meaningful connections and economic opportunities in a safe, sustainable, and equitable manner.

2050 System Plan Goals



1. Safety and Reliability



2. Market Growth and Financial Stability



3. Regional System Integration and Equitable Service



4. Sustainability and Resiliency

Service Scenario Development Process

22 Long List Service Scenarios

Definition
Scoping
Preliminary qualitative evaluation
(Consulted with VRE Operations Planning Work Group)

9 Refined Long List Service Scenarios

Fatal Flaw Analysis (Schedules
Infrastructure, Fleet, etc.)

4 Short List 2050 Service Scenarios

4 Alternatives within 2030 Horizon

June 2023 Board Workshop



Travel Market Assessment

Geographic Travel Patterns

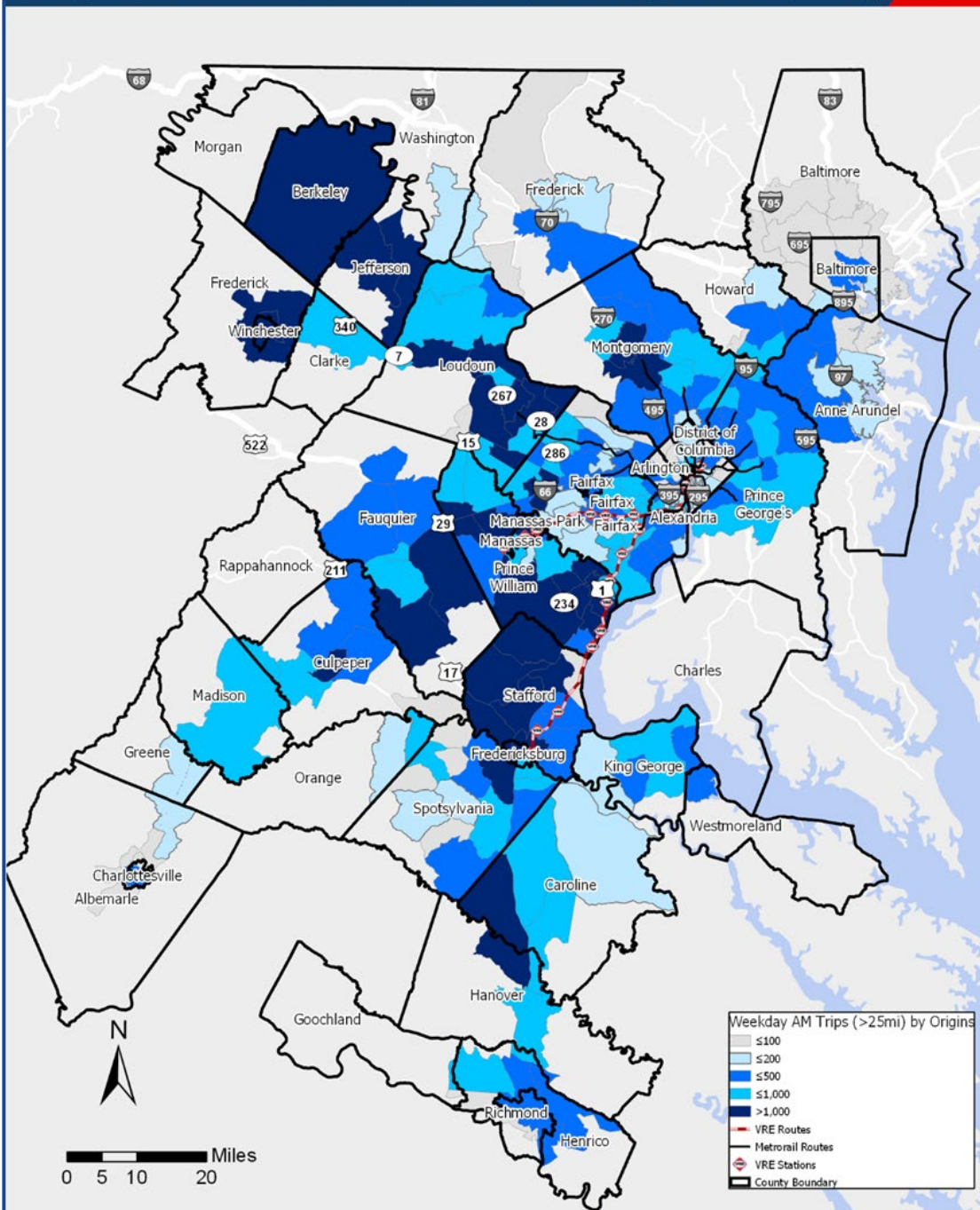
- VRE service provides the most travel time advantage for longer trips
- Most of long-distance trip making is originating in areas far from VRE stations
- Significant number of trips begin or end beyond VRE's termini

O-D pairs with the highest level of +25-mile trip demand

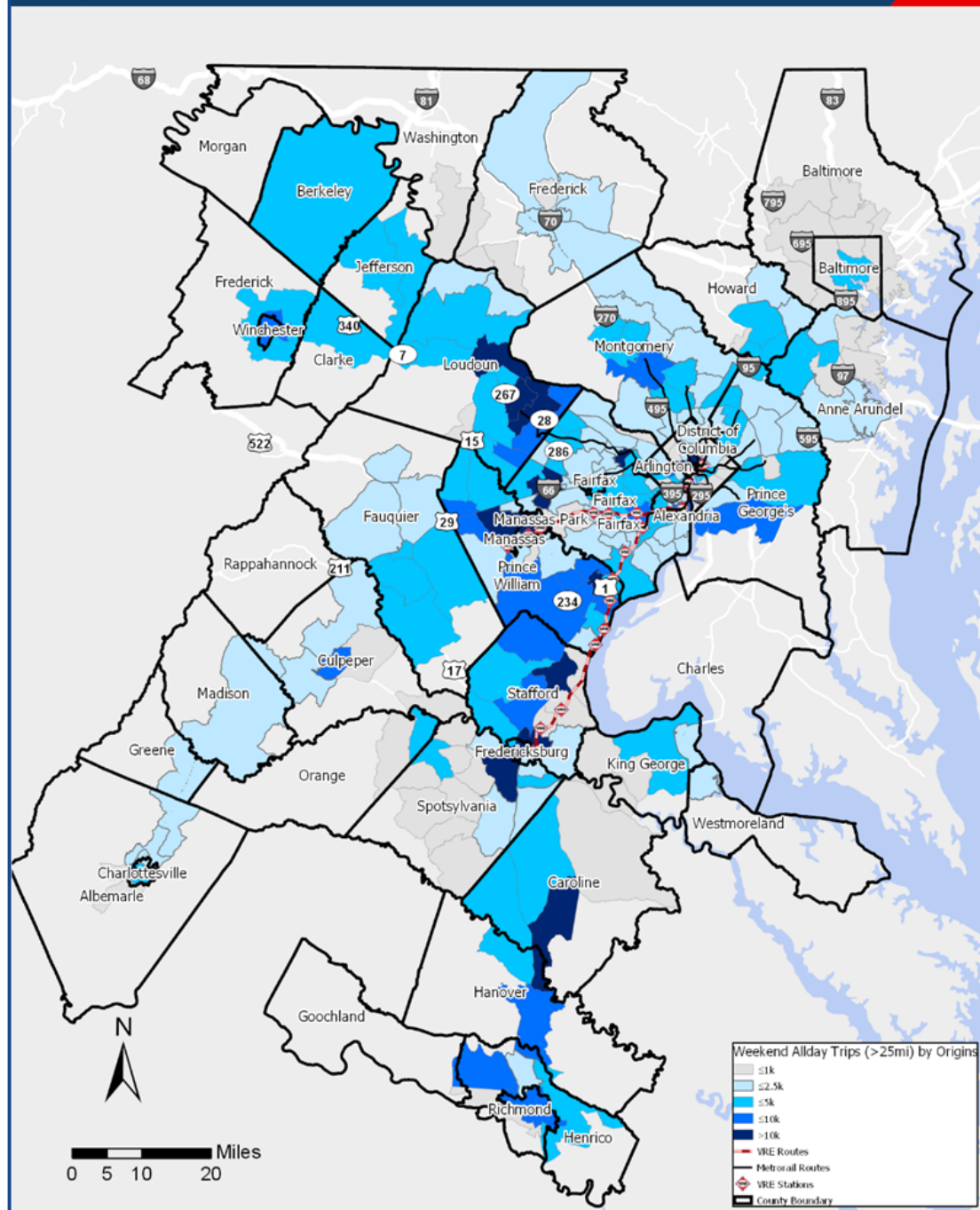
Weekday Peak	Saturday	Sunday
<ul style="list-style-type: none"> • Centreville – DC Core 	<ul style="list-style-type: none"> • Centreville – DC Core 	<ul style="list-style-type: none"> • Dulles Airport – DC Core
<ul style="list-style-type: none"> • Caroline County West of I-95 – Central Fredericksburg/South Stafford 	<ul style="list-style-type: none"> • DC Core – Centreville 	<ul style="list-style-type: none"> • DC Core – Centreville
<ul style="list-style-type: none"> • Potomac Mills – DC Core 	<ul style="list-style-type: none"> • Dulles Airport – DC Core 	<ul style="list-style-type: none"> • DC Core – Dulles Airport



Long-Distance Weekday AM Trips from/to VA by Origins



Long-Distance Weekend Allday Trips from/to VA by Origins



Origin Zone Name	Destination Zone Name	#Trips Daily
DC Core	Centreville	1,135
Central Culpeper	Warrenton	1,070
Dulles Airport	DC Core	1,063
Warrenton	Central Culpeper	1,042
DC Core	Potomac Mills	1,038
DC Core	SE Dulles Airport-Air and Space	984
DC Core	Dulles Airport	981
Centreville	DC Core	964
SE Dulles Airport-Air and Space	DC Core	930
Sterling	Gainesville	898
North Stafford	DC Core	845
Caroline County West of I-95	Central Fredericksburg-South Stafford	800
Central Fredericksburg-South Stafford	Caroline County West of I-95	784
Sterling	Mosaic District-Inova-NVCC	751
Lake Ridge	DC Core	747
DC Core	Lake Ridge	745
Potomac Mills	DC Core	698
DC Core	North Stafford	690
Rippon	DC Core	689
Central Manassas	Bealton	671

Top Long-Distance Trip ODs w/ One End in Current or Future VRE Service Area

Weekday Daily Trips

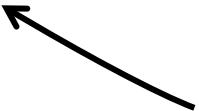
#5 Overall on Weekdays



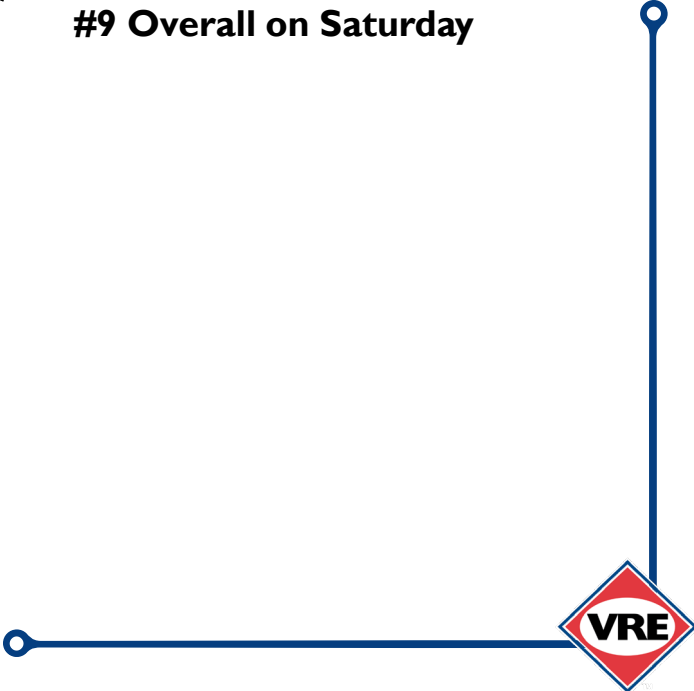
Origin Zone Name	Destination Zone Name	# Trips Daily
Centreville	DC Core	1,622
DC Core	Centreville	1,578
Dulles Airport	DC Core	1,179
DC Core	SE Dulles Airport-Air and Space	1,123
DC Core	Dulles Airport	1,075
Central Manassas	Bealeton	897
SE Dulles Airport-Air and Space	DC Core	893
Doswell to SW Bowling Green	Short Pump-West End	868
DC Core	Potomac Mills	861
Potomac Mills	Spotsylvania Between VA-3 and VA-208	853
Caroline County West of I-95	Central Fredericksburg-South Stafford	848
Central Fredericksburg-South Stafford	Caroline County West of I-95	840
Short Pump-West End	Doswell to SW Bowling Green	817
Doswell to SW Bowling Green	Spotsylvania Between VA-3 and VA-208	772
Bealeton	Central Manassas	765
Spotsylvania Between VA-3 and VA-208	Potomac Mills	749
Gainesville	Sterling	729
Spotsylvania Between VA-3 and VA-208	North East King George	728
North East King George	Spotsylvania Between VA-3 and VA-208	715
Spotsylvania Between VA-3 and VA-208	Doswell to SW Bowling Green	704

Top Long-Distance Trip ODs w/ One End in Current or Future VRE Service Area

Saturday Daily Trips



#9 Overall on Saturday



Origin Zone Name	Destination Zone Name	#Trips Daily
Dulles Airport	DC Core	1,393
DC Core	Centreville	1,329
DC Core	Dulles Airport	1,258
Centreville	DC Core	1,054
DC Core	Potomac Mills	940
DC Core	Lake Ridge	830
Doswell to SW Bowling Green	Spotsylvania Between VA-3 and VA-208	764
Doswell to SW Bowling Green	Short Pump-West End	676
SE Dulles Airport-Air and Space	DC Core	676
North East King George	Spotsylvania Between VA-3 and VA-208	666
Caroline County West of I-95	Central Fredericksburg-South Stafford	648
Short Pump-West End	Doswell to SW Bowling Green	635
DC Core	SE Dulles Airport-Air and Space	597
Central Manassas	Bealeton	587
Short Pump-West End	Spotsylvania Between VA-3 and VA-208	587
Warrenton	Central Culpeper	585
Spotsylvania Between VA-3 and VA-208	Doswell to SW Bowling Green	584
DC Core	Spotsylvania Between VA-3 and VA-208	581
Ashland-VA Center Commons	Spotsylvania Between VA-3 and VA-208	573
Spotsylvania Between VA-3 and VA-208	North East King George	571

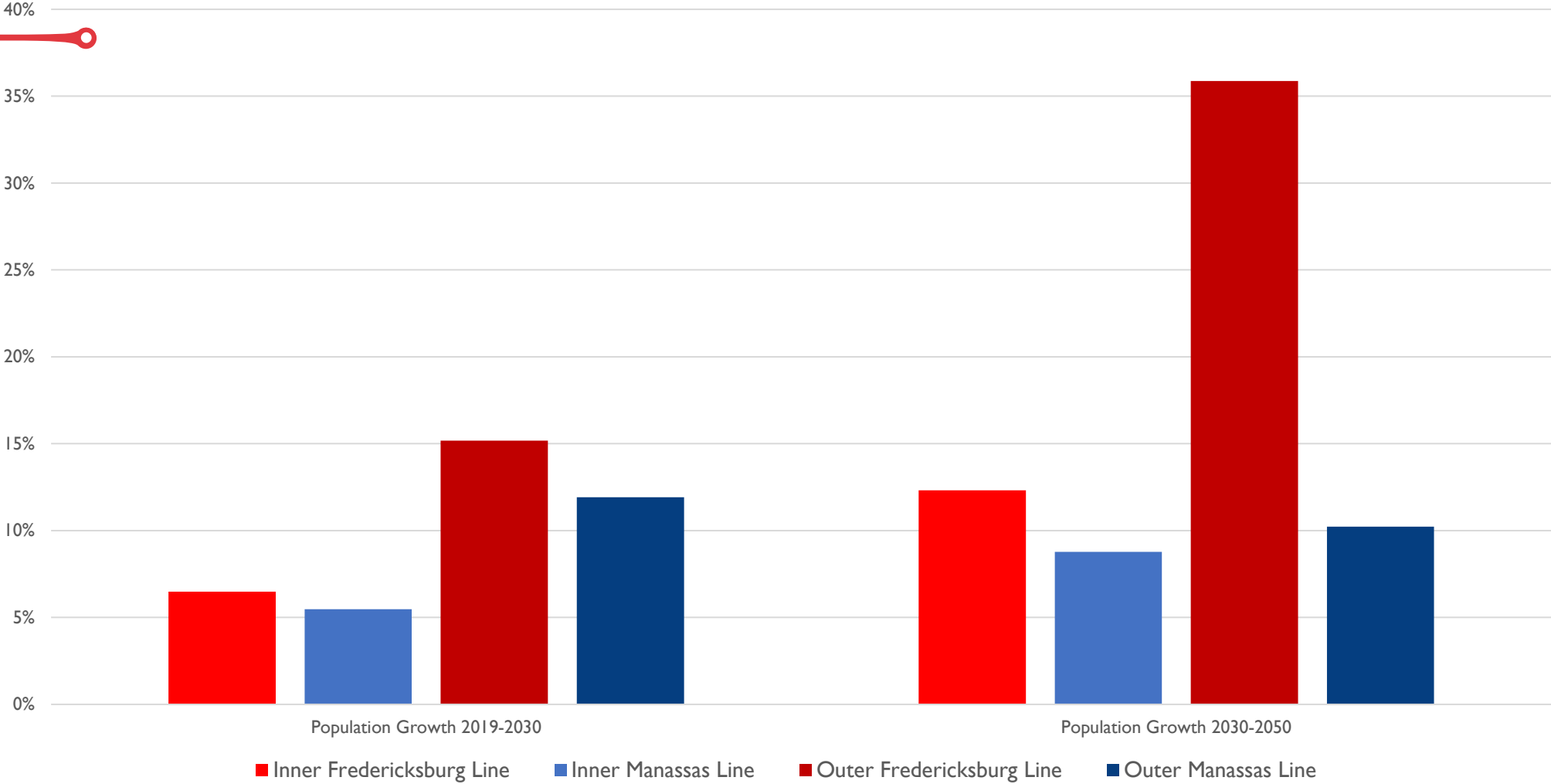
Top Long-Distance Trip ODs w/ One End in Current or Future VRE Service Area

Sunday Daily Trips

#5 Overall on Sunday



Population Growth Projections

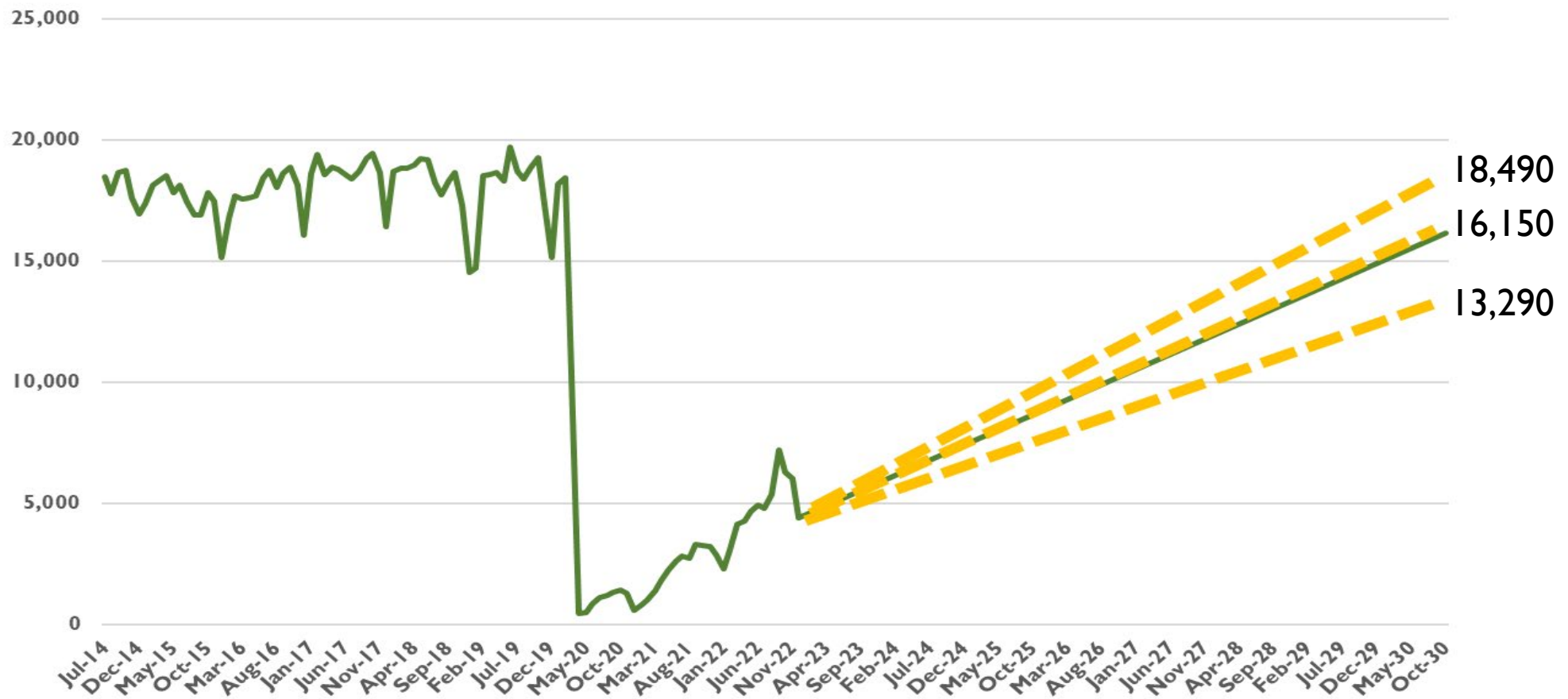


1: FBG Line Outer Stations: Spotsylvania, Fredericksburg, Leeland Road, Brooke, MSS Line Outer Stations: Broad Run, Manassas, Manassas Park
 2: FBG Line Inner Stations: Quantico, Rippon, Woodbridge, Lorton, Franconia, MSS Line Inner Stations: Burke Centre, Rolling Rd., Backlick Rd.



2030 Ridership Forecast: No Build (2023 Service)

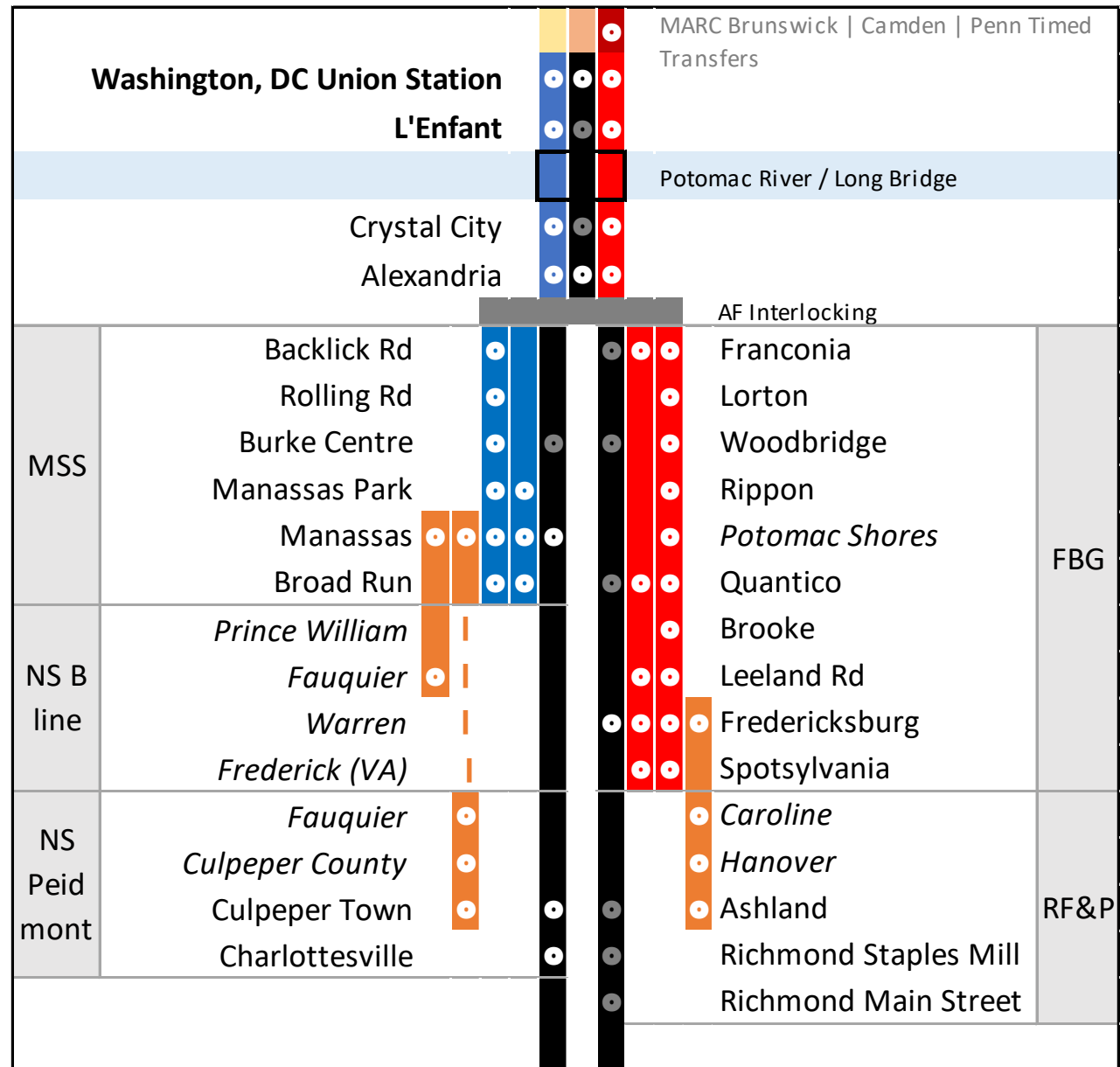
2030 average daily ridership with no change to VRE service pattern



2030 Board-Recommended Alternative

WEEKDAYS

- Up to **26** daily trains (14 FBG/12 MSS)
- 2 Fredericksburg Line express trains
- 4 Manassas Line express trains
- Step-Up expanded to most Amtrak trains
- Feeder bus service connects to Express VRE trains at Fredericksburg and Manassas
- Timed transfers to/from MARC Penn Line



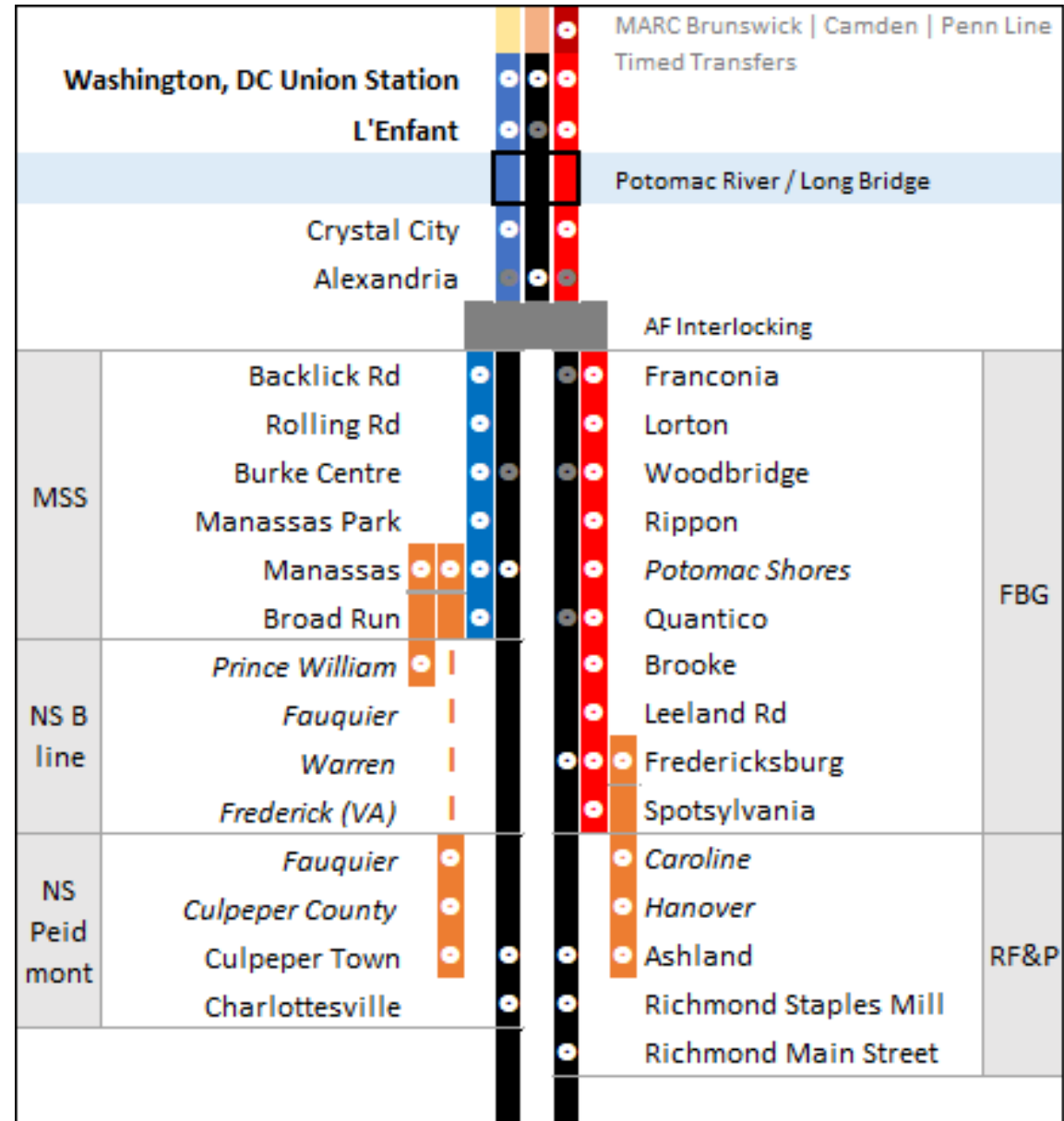
2030 Board-Recommended Alternative

WEEKENDS

- Up to **13** daily trains (7 FBG/ 6 MSS)
- All-Local service
- Limited reverse flow
- Step-Up (or future ticketing agreement) allows weekend travel on most Amtrak trains)
- Flexibility for weekend feeder bus service
- MARC/Amtrak timed transfers at WAS where feasible

★ Board requested phase-in of weekend service

Saturday only **6** trains → Full weekend **13** trains



Board-Recommended 2030 Alternative

Operating Concept	Refined Short List Service Alternatives	Weekday Trains/Period				Weekend Trains/Period			
		AM	MID	PM	EV	AM	MID	PM	EV
Existing	Existing (2023) [16 roundtrips]	15	3	14	0	0	0	0	0
TRV Baseline Modified Service	A Rebalanced schedule 26 weekday + 6 weekend roundtrips	25	4	18	5	2	3	3	4
	C Rebalanced schedule 26 weekday + 13 weekend roundtrips	25	4	18	5	5	7	6	8

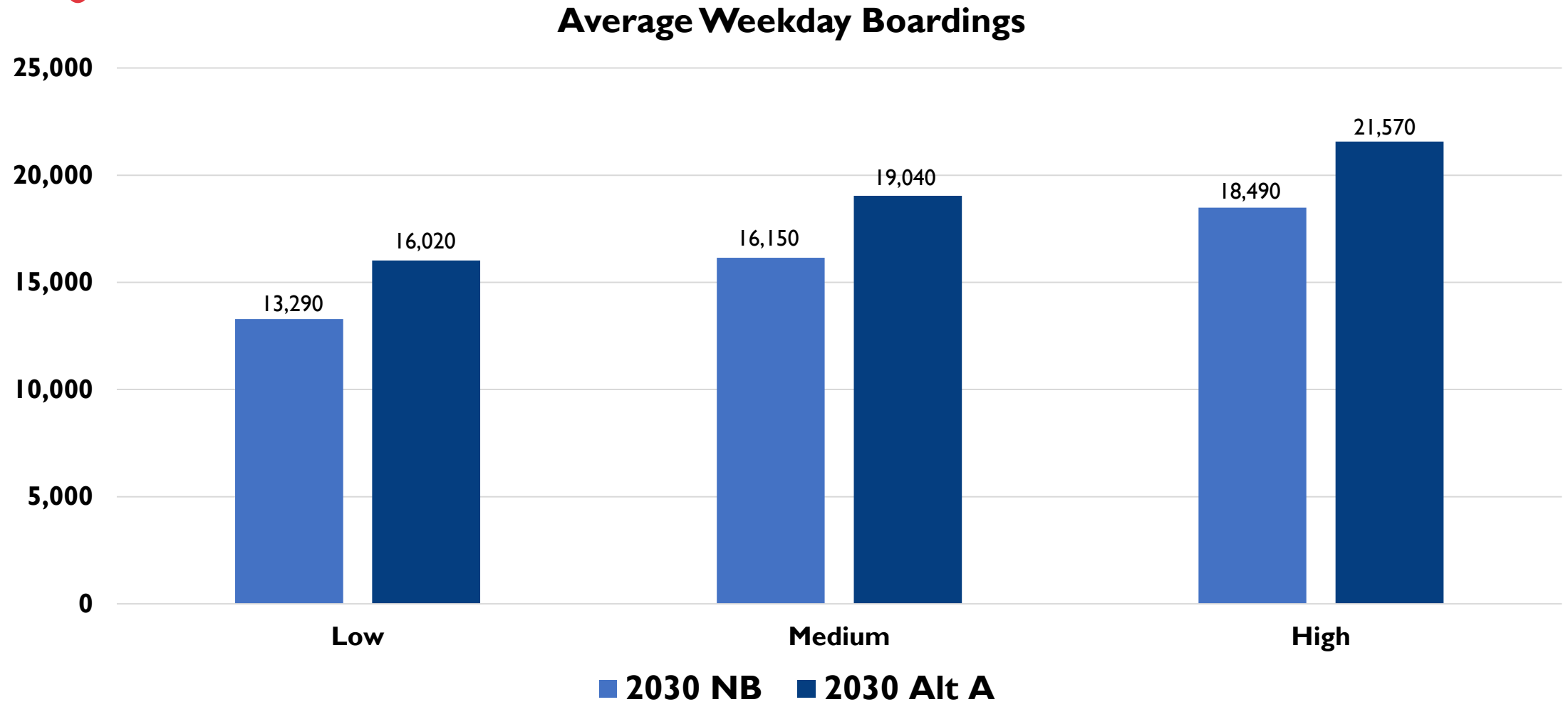
60% More Weekday Service

Initially by 2026 or sooner...

...by 2030

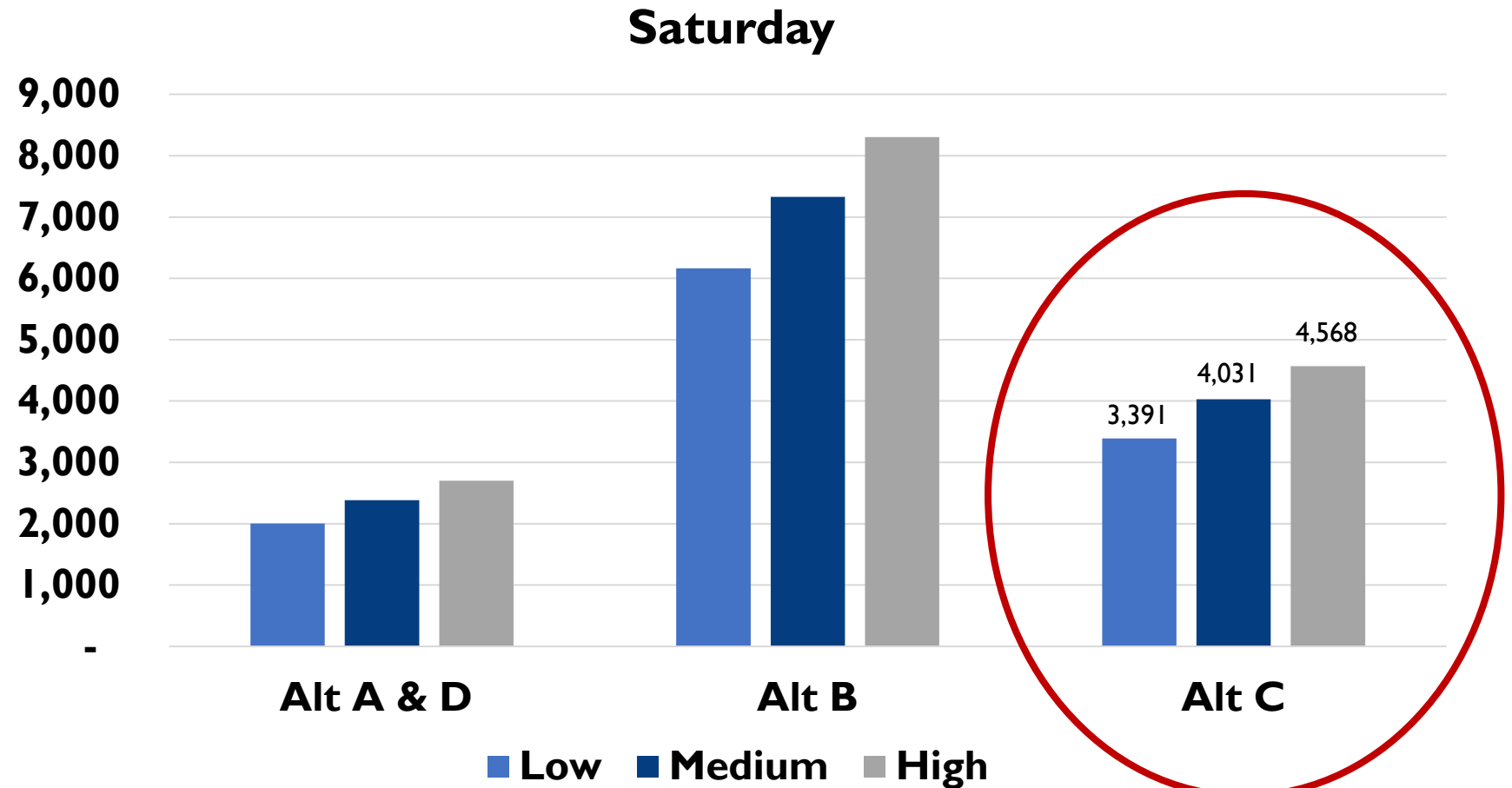
★★★ Step-Up tickets will double number of trains accessible to VRE multi-ride ticket holders by using Amtrak

2030 Weekday Ridership Forecasts: Alt A vs No Build



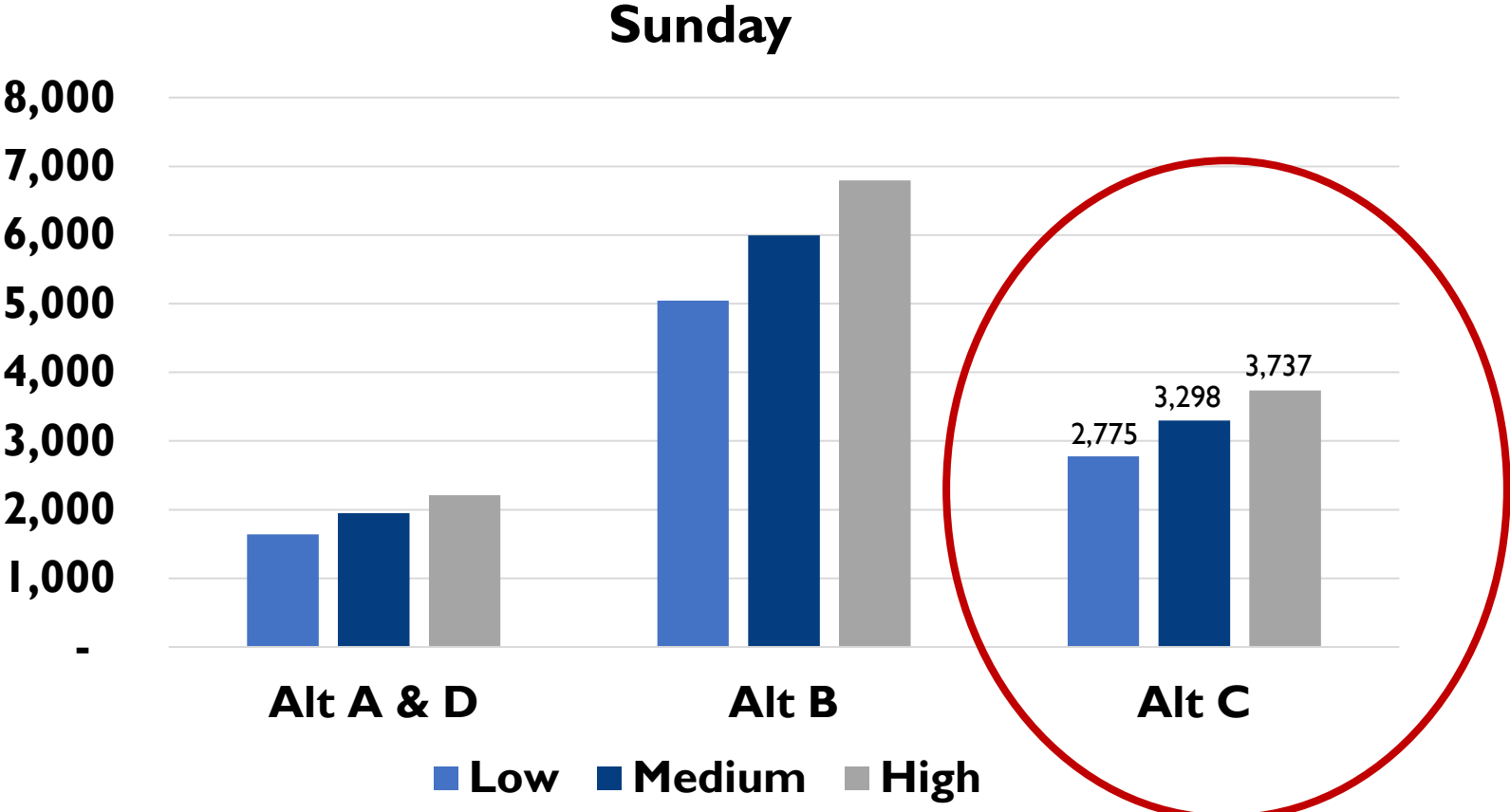
2030 Average Saturday Ridership Forecasts

Average
Saturday
Boardings



2030 Average Sunday Ridership Forecasts

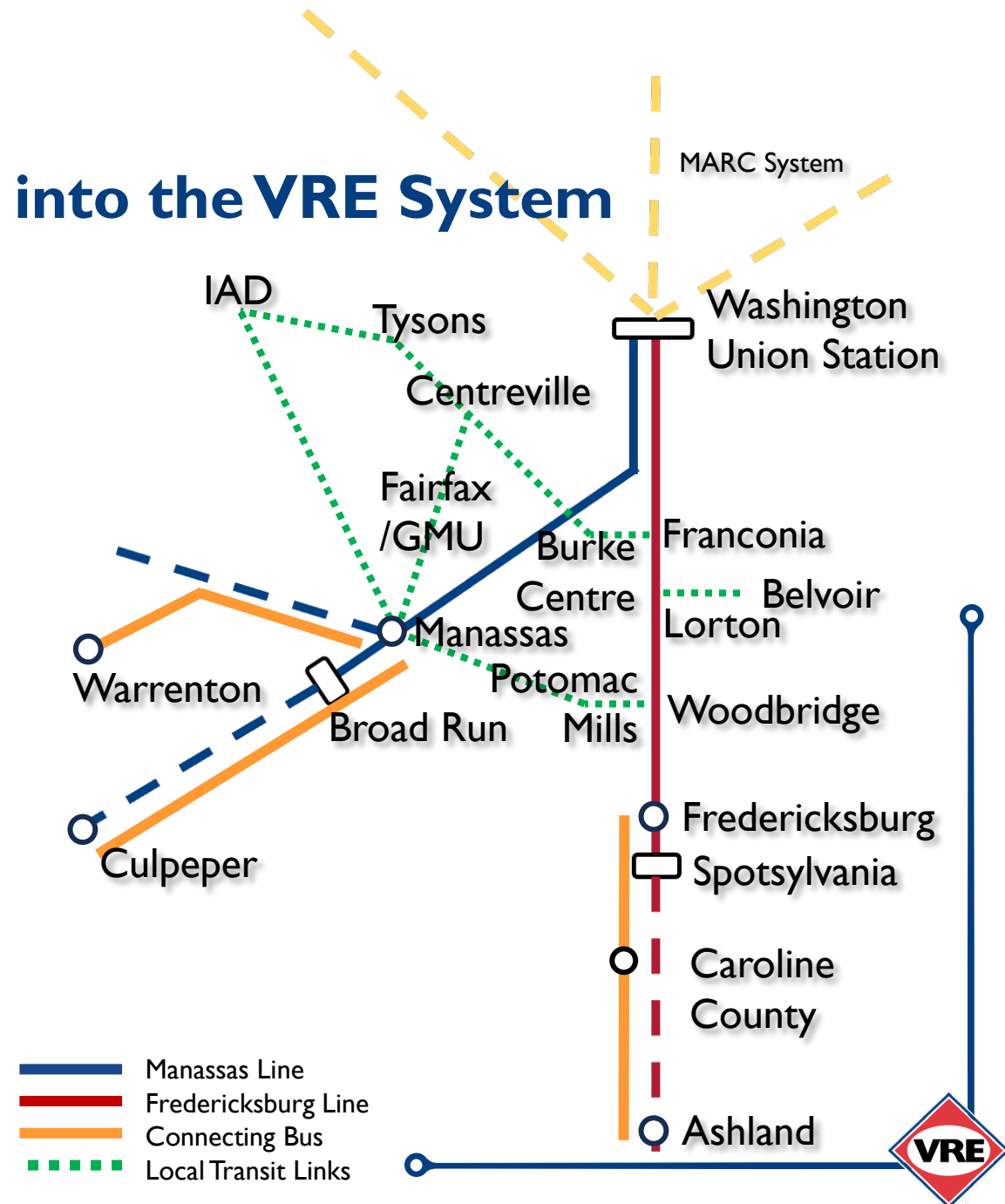
Average Sunday Boardings



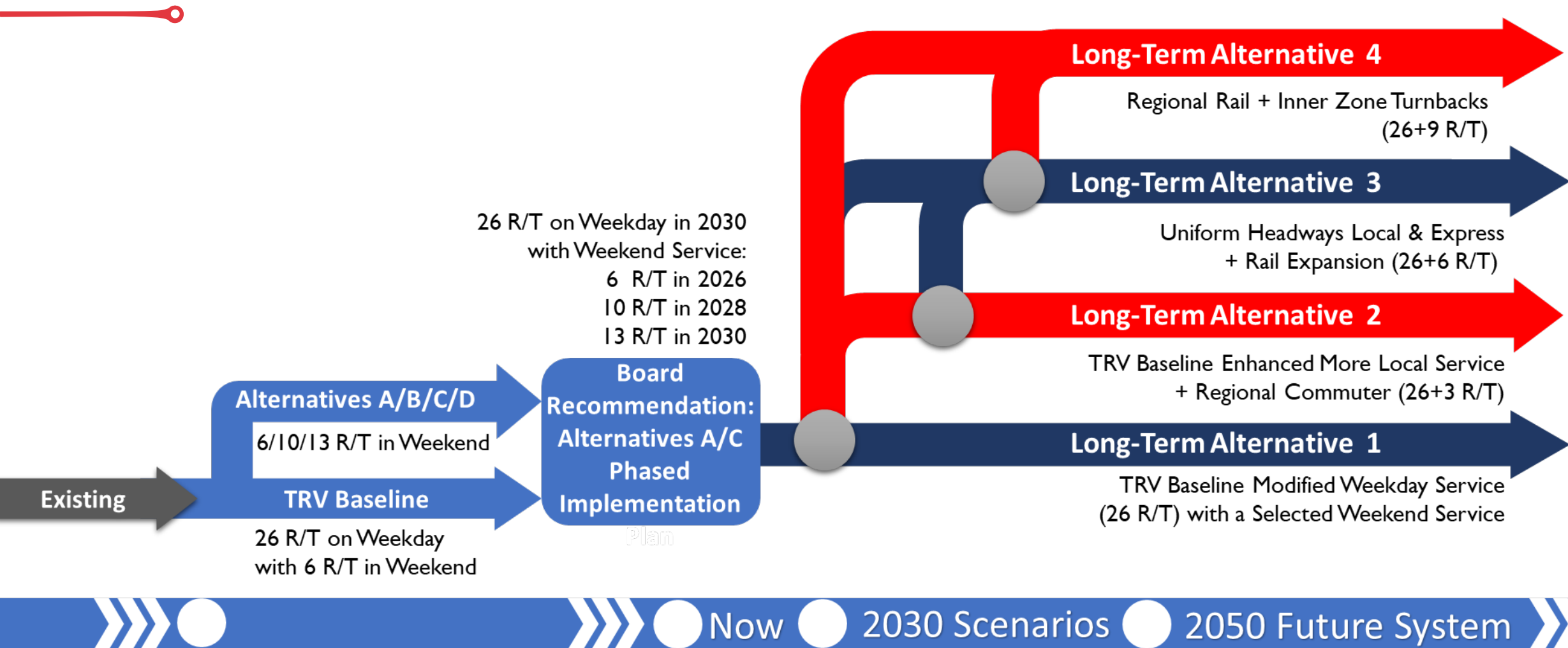
Connecting Bus and Rail

Bringing Long-Distance Commuters into the VRE System

- 2030 scenarios enable service expansion via connecting bus service
- Buses extend the reach of VRE and complement VRE express service, Amtrak VA trains, and Virginia Breeze service
- Transfer to/from MARC Penn Line accomplished through timed transfers and ticketing policies



Looking Ahead Beyond 2030



Looking Ahead

October 2023 VRE Operations Board Presentation:

- Refined operations and financial projections for Preferred 2030 Alt.
- More discussion on 2050 Scenario (incl. geographic expansion)
- Request to proceed to Phase III of System Plan

System Plan Phase III:

- Public pop-ups on 2050 System Vision Concepts—November 2023
- Prepare detailed capital needs assessment
- Detail needed jurisdiction/transit agency coordination through 2050
- Finalize preferred 2050 scenario and adopt Plan in March 2024



THANK YOU



6.

I-66 Outside the Beltway Concession Fee Projects Annual Update

Northern Virginia Transportation Authority

| Susan Shaw, P.E., Northern Virginia Megaprojects Director
Virginia Department of Transportation

October 12, 2023

I-66 Concession Fee Project Requirements

Projects must:

- **Benefit the toll facility user (Virginia Code)**
- **Be federally eligible**
- **Meet one of the project improvement goals**
 - Move more people
 - Enhance transportation connectivity
 - Improve transit service
 - Reduce roadway congestion
 - Increase travel options
- **Be selected and recommended by NVTa**
- **Be approved by the Commonwealth Transportation Board**

I-66 Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
 - Widen Poplar Tree Road Bridge to 4 lanes: *Complete*
 - Expand I-66 Median Replace I-66 Bridge over US 29: *Complete, pending VDOT Final Acceptance.*
 - Widen Jermantown Road Bridge to 4 lanes: *Complete, pending VDOT Final Acceptance.*
 - Widen Monument Drive Bridge to add pedestrian facility: *Nearly complete, anticipate VDOT Final Acceptance in 2023.*
- **Transit Improvement Projects:**
 - Commuter Parking Garage and Transit Station at Fairfax Corner: *Anticipate construction complete in October 2023.*
 - East Falls Church Metrorail Station Bus Bay Expansion: *Design complete. Construction start Spring 2024.*
 - PRTC Western Bus Maintenance and Storage Facility: *Project complete. Facility began operations in 2021.*
 - VRE Manassas Line Capacity Expansion and real-time traveler information project: *4 Distinct project components*
 - Expansion Rail Cars: In procurement
 - Real-time Multimodal Information: Underway, in conjunction with VRE's systemwide upgrade of Variable Message Sign (VMS) network
 - Broad Run Expansion (BRX) and Manassas Third Track: In final design, coordinating with Norfolk Southern and adjacent property owners
 - Manassas Station Expansion: In planning stage
 - VRE Manassas Parking Garage: Under construction, completion in 2025, project closeout in 2026
- **Pedestrian Improvement Projects:**
 - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Final design underway.*
 - George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Completing Right of Way, construction to begin in 2024.*
 - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: Open 10/4/23, project closeout underway.

I-66 Concession Fee Project Categories and Status (continued)

- **Roadway Projects:**

- Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design-Build project opened to traffic summer 2023, construction complete and project closeout underway.*
- Devlin Road Widening, Balls Ford to University Blvd.: *Design underway*
- Balls Ford Road widening from Groveton Road to Route 234 Business: *Construction underway, completion October 2023.*
- US 50 and Waples Mill Road intersection improvements: *Construction complete August 2023, project closeout underway.*
- Route 29 Widen 1.5 miles: *Design-build, NTP June 2022, approximately 21% complete.*

I-66 Concession Fee Projects

Project Description	Responsible Organization	Concession Fee Amounts Approved Through Sept. 2023	Potential Shortfall/Surplus
Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	\$ 2,620,000	
I-66 Median Widening at Route 29	VDOT/66 OTB	\$ 48,050,736	
Jermantown Road Bridge Widening	VDOT/66 OTB	\$ 9,500,000	
Monument Drive Pedestrian Improvement	VDOT/66 OTB	\$ 3,800,000	
Rte 234 At Balls Ford Road Interchange	Prince William	\$ 107,929,911	
Balls Ford Road and Devlin Road	Prince William	\$ 34,223,288	
Balls Ford Road Widening from Groveton Road to Rte 234	Prince William	\$ 47,762,850	
Commuter Parking Structure at Government Center	Fairfax County	\$ 40,850,000	
George T. Snyder Trail	City of Fairfax	\$ 17,265,000	
Nutley Street SW Shared Use Path	Town of Vienna	\$ 495,000	

I-66 Concession Fee Projects

Project Description	Responsible Organization	Concession Fee Amounts Approved through Sept. 2023	Potential Shortfall/Surplus
Route 50/Waples Mill Road Intersection	VDOT	\$ 2,857,449	
Lee Highway Pedestrian Improvements – Nutley St to Vaden Dr	VDOT	\$ 3,777,652	
Route 29 Widening – Phase I (Pickwick to Union Mill)	VDOT	\$ 1,210,904	
#Smart 18 Route 29 Widening Phase II (Union Mill – Buckley’s Gate	VDOT	\$ 21,700,597	
Route 29 Widening – Legato to Shirley Gate	Fairfax County	\$ 4,762,000	
East Falls Church Metro Bay Expansion	DRPT/Arlington	\$ 4,841,000	(\$ 2,131,000)
Western Bus Maintenance & Storage Facility	DRPT/PRTC	\$ 11,070,000	
VRE Manassas Line Upgrade	DRPT/VRE/VRPA	\$ 105,013,000	
VRE Manassas Park Parking Garage and Bridge	DRPT/VRE	\$ 23,483,000	
TOTAL		\$ 491,212,387	
Funds Available		\$ 8,787,613	(\$ 2,131,000)

Route 234 at Balls Ford Road Interchange

New interchange at Prince William Parkway (Route 234) and Balls Ford Road opened in April 2023.

Increases capacity, enhances safety and relieves a bottleneck along Balls Ford Road.

Improves access to new park and ride lot in Manassas at Balls Ford Road and Century Park Drive and new ramps leading to and from the 66 Express Lanes.



Ribbon Cutting Ceremony, April 27, 2023

Route 50 and Waples Mill Road Intersection Improvements

Improvements at intersection of Route 50 and Waples Mill Road opened ahead of schedule in June 2023.

New additional left-turn lane from westbound Route 50 to southbound Waples Mill Road.

New bicyclist and pedestrian crossing along western side of intersection.



Route 29 (Lee Highway) Sidewalk Improvements From Nutley Street to Vaden Drive

Constructed missing segments of shared-use path along northbound Route 29 (Lee Highway) between Vaden Drive and Nutley Street (Route 243).

Extended Route 29 culvert over the tributary of Accotink Creek just west of Nutley Street to accommodate shared-use path.

Opened and completed in October 2023.



Route 29 Widening

Reconstructing and widening 1.5 miles of Route 29, improving alignment and providing connections to bicyclist and pedestrian trails.

Began construction in March 2023.

Scheduled for completion in spring 2026.



66 Express Lanes Opening

Express Lanes opened ahead of schedule in 2022

- **First 9 miles opened Sept. 12**
- **Remaining 13 miles opened Nov. 22**

Ribbon cutting held on Nov. 30



Transform 66 Project – Final Completion

- Complete final work elements and punchlist items
- Open remaining segments of 66 Parallel Trail in October 2023
- Working to close environmental permits



First Trail Segment Opening – May 17, 2023

66 Express Lanes Performance and Usage

Mobility for Millions

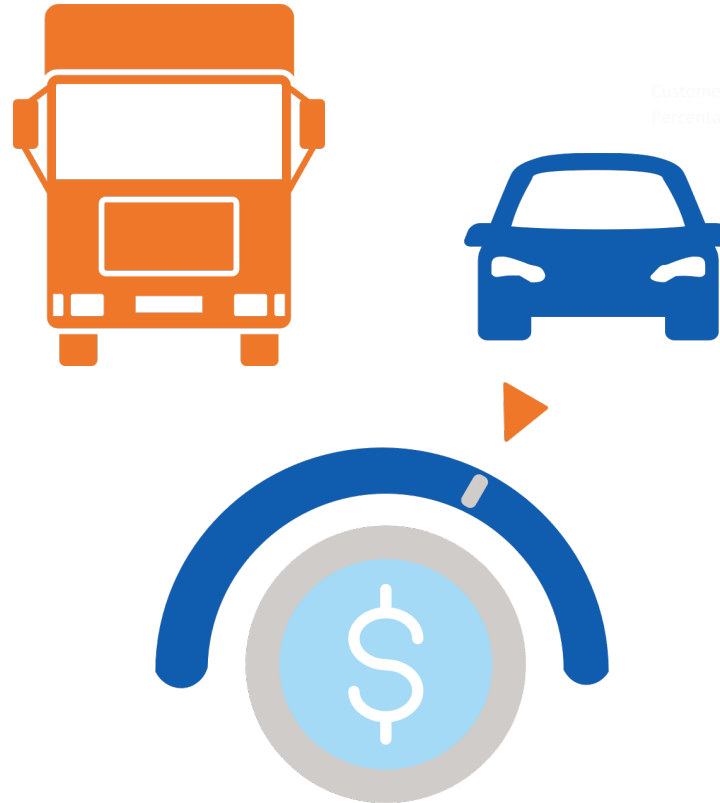
~1M Express Lane
trips/month

The 66 Express
OTB accommodates over 1M trips
every month.

Reasonable Pricing

80% of drivers pay under \$40
bill/ month

Only 20% of 66 Express OTB users
have a monthly bill over \$40.



Large User Base

>350k Vehicles

Over 350k unique vehicles have used
the 66 Express OTB as of July 2023

Affordable Option for

All

\$30 bill/ month

On average, a light customer
pays about \$30/month using
the 66 Express OTB

66 Express Lanes Performance - Transit and Carpooling



HOV3+ and motorcycles
travel toll-free

Average 7,000 HOV trips/day in May
2023



Bus transit travel
toll free

An average of 1,200 transit trips (Fairfax Connector and Omniride/PRTC) benefit from free trips in 66 Express OTB every workday



Annual funding for enhanced
transit in I-66 corridor

\$800 million over the concession term, paid out annually to support additional transit in corridor



Schools benefit from safe
travel option

23 Fairfax County Public School bus routes using 66 Express OTB, safely transporting 400 students twice a day

495 Express Lanes Northern Extension Project (495 NEXT)

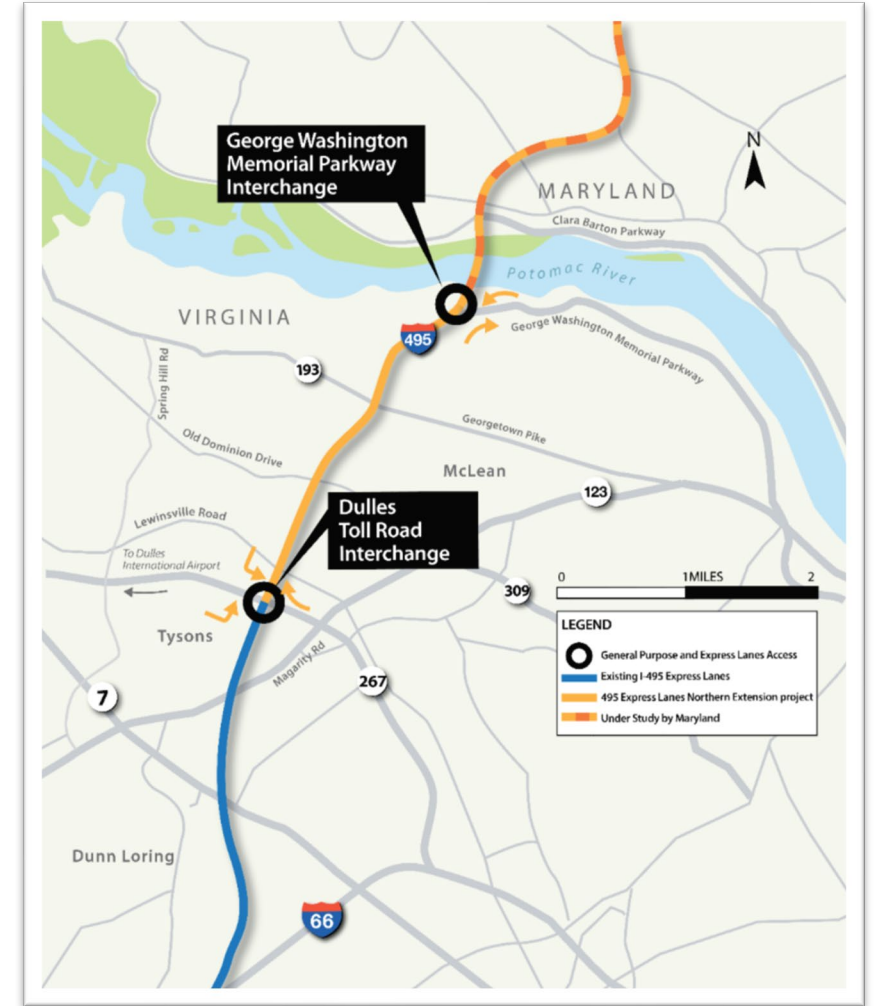
- Approx. \$660 million, 2.5-mile extension of 495 Express Lanes from Dulles Corridor interchange to George Washington Memorial Parkway (GWMP) near the American Legion Bridge
- **Under construction, on track to be completed in 2026**
- Major activities include utility relocation work, grading, drainage installation and retaining wall construction
- Progressing on new Beltway bridges at Live Oak Drive, Georgetown Pike and Old Dominion Drive
- Construction underway on new and replacement noise walls



Building new noise wall along northbound I-495 between Old Dominion Drive and Georgetown Pike.



Recently-completed eastern abutment for new Georgetown Pike bridge.



I-95 Bi-Directional Study

- VDOT, with Transurban, currently conducting feasibility study to add capacity and 24/7 reversible tolling on 95 Express Lanes between Franconia-Springfield Parkway and Opitz Boulevard (or points south)
- Next steps:
 - Initiate environmental study
 - Establish preliminary scope, schedule, budget
 - Coordinate project development
 - Initiate outreach



Virginia Department of Transportation, NOVA Megaprojects
I-66 Concession Fee Projects
FINANCIAL STATUS REPORT

Expenditures through 6/30/23; Status as of Fall 2023

UPC	State Project Number	I-66 Concession Payment Projects Description	Management Agreement	Estimated Completion	Current Concession Fee Amount	Current Estimate	Other Funding Sources	Potential (Shortfall) or Surplus	Concession Fee Expenditure Thru 6/30/23	Status Through Fall 2023
112779	4831-029-411	Poplar Tree Road Bridge Widening to Four Lanes	VDOT/86 OTB	2023	\$ 2,620,000	\$ 2,620,000	\$ -	\$ -	\$ 2,600,000.00	Open to traffic November 2020. Complete.
112778	0088-029-410	I-66 Median Widening at Rte 29 for WMATA Orange Line Accommodation	VDOT/86 OTB	2023	\$ 48,050,736	\$ 57,500,000	\$ 9,449,264	\$ -	\$ 48,050,736.00	Complete, pending VDOT Final Acceptance.
112781	0655-029-409	Jermantown Road Bridge Widening	VDOT/86 OTB	2023	\$ 9,500,000	\$ 9,500,000	\$ -	\$ -	\$ 9,452,954.29	Complete, pending VDOT Final Acceptance.
112780	7969-029-412	Monument Drive Pedestrian Improvements	VDOT/86 OTB	2023	\$ 3,800,000	\$ 3,800,000	\$ -	\$ -	\$ 3,767,294.81	Complete, pending VDOT Final Acceptance.
112815	8234-076-266	Rte 234 At Balls Ford Road Interchange	Prince William County 8/30/2018	2023	\$ 107,929,911	\$ 107,929,911	\$ -	\$ -	\$ 78,848,640.47	Design-Build Project, opened to traffic summer 2023, final project completion and closeout in progress.
118253	0621-076-310	Devlin Widening 2 to 4 Lanes Balls Ford Interchange to University Blvd	Prince William County	2027	\$ 34,223,288	\$ 34,223,288	\$ -	\$ -	\$ 1,805,844.38	Design underway, on schedule.
112813	0621-076-265	Balls Ford Road Widening from Groveton Road to Rte 234	Prince William County 5/7/2018	2023	\$ 47,762,850	\$ 47,762,850	\$ -	\$ -	\$ 21,053,605.49	Construction completion in October 2023. Note: Estimate includes UPC 118892 Ductbank relocation work that is part of overall project.
112817	FXCP-029-413	Commuter Parking Structure at Government Center	Fairfax County 10/23/2018	2023	\$ 40,850,000	\$ 40,850,000	\$ -	\$ -	\$ 27,292,442.21	Design-Build contract, completion in October 2023.
112816	U000-151-216	George T. Snyder Trail	City of Fairfax 7/2/2018	2028	\$ 17,265,000	\$ 17,635,000	\$ 370,000	\$ -	\$ 2,712,166.43	RW underway, construction to begin in 2024.
112818	0243-153-212	Nutley Street SW Shared Use Path	Town of Vienna 6/21/2018	2026	\$ 495,000	\$ 627,126	\$ 132,126	\$ -	\$ 74,395.95	Final design underway.
113517	0050-029-415	Route 50/Waples Mill Road Intersection	VDOT	2023	\$2,857,449	\$ 2,857,449	\$ -	\$ -	\$ 2,422,715.40	Construction completed August 2023, final project closeout underway.
113518	0029-029-414	Lee Highway Pedestrian Improvements - Nutley St to Vaden Dr	VDOT	2023	\$3,777,652	\$ 3,777,652	\$ -	\$ -	\$ 2,828,633.83	Open to traffic 10/4/23; final project closeout underway.
110330	0029-029-351	Route 29 Widening - Phase I Pickwick Road to Union Mill	VDOT	2019	\$1,210,904	\$ 1,210,904	\$ -	\$ 0	\$ 1,210,903.69	Project final closeout 3/20/19.
110329	0029-029-350	#Smart 18 Route 29 Widening Phase II Widen 1.5 Miles Union Mill Road to Buckley's Gate	VDOT	2026	\$21,700,567	\$ 97,020,683	\$ 75,320,086	\$ -	\$ 19,536,200.00	Design-Build under construction, approximately 22% complete. On schedule.
105397	0029-029-R54	Route 29 Widening Legato to Shirley Gate	Fairfax County 3/26/2018	2020	\$ 4,762,000	\$ 14,056,454	\$ 9,294,454	\$ -	\$ 4,762,000.00	Project Completed in November 2019. In financial closure
113527	EFCM-000-871	East Falls Church Metro Bus Bay Expansion	DRPT/Arlington	2025	\$ 4,841,000	\$ 6,972,000	\$ -	\$ (2,131,000)	\$ 606,885.45	Design complete October 2023. Construction to begin Spring 2024.
113528	PRTC-076-267	Western Bus Maintenance & Storage Facility	DRPT/PRTC 2/6/2019	2020	\$ 11,070,000	\$ 47,880,000	\$ 36,610,000	\$ -	\$ 11,070,000.00	Project complete. Facility began operations in 2021.
113526	VREM-155-313	VRE Manassas Line Upgrade	DRPT/VRE In process	2027	\$ 106,013,000	\$ 210,083,410	\$ 114,970,410	\$ -	\$ 6,764,863.00	4 Distinct project components: New rail cars - in procurement; Real-time Multi-modal Information - underway; Broad Run Expansion & Manassas 3rd Track - final design; Manassas Station Expansion - in planning stage. <i>Potential funding shortfall.</i>
113525	VREM-152-284	VRE Manassas Park Parking Garage and Bridge	DRPT/VRE 4/2/2019	2026	\$ 23,483,000	\$ 30,000,000	\$ 6,517,000	\$ -	\$ -	Construction underway, 5% complete. Anticipate substantial completion late 2025, closeout mid 2026
113539	0066-06A-527	Balance Entry Account - MONITORING FUNDS			\$ 8,787,613					
		TOTAL			\$ 500,000,000	\$ 608,815,923		\$ (2,131,000)	\$ 243,860,271.40	Potential Concession Fee Balance
								\$ 6,656,613		

7.



SMART SCALE PROCESS REVIEW

NoVA CTB MEMBERS & LOCALITY ROUND ROBIN MEETING

Mary Hynes

NoVA Commonwealth Transportation Board Member



October 6, 2023



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE Process Review Update

September 20, 2023

<https://www.ctb.virginia.gov/resources/2023/sept/pres/5.pdf>



Presentation Topics

- **Review of Key Findings and Potential Recommended Solutions**
- **Review Illustrative Impacts Based on Round 5 Projects**
 - Northern Virginia Summary
- **VEDP Economic Development Recommendations**
- **Schedule and Next Steps**

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out

- **Leveraged Projects of \$30 Million Have a Funding Advantage**
 - Leveraged projects generally have a slight edge over non-leveraged projects, the advantage is much more prominent for SMART SCALE-funded projects greater than \$30M
 - No bias toward urban leveraged projects over rural leveraged projects, however urban areas utilize leverage funding more than rural areas
 - Recommended solution
 1. No specific action recommended (consistent with CTB policy to encourage the use of other sources to leverage SMART SCALE funds)
- **Application Quality Needs to Improve**
 - Over 50% of submitted Round 5 applications were “not ready” at full application submission (90% at pre- application)
 - Recommended solutions
 1. Reduce application cap limit to 2 and 5
 2. Streamline the SMART portal
 3. Screen out applications if they fail to meet requirements
 4. Tie consensus funding to applicant’s prior performance

Northern Virginia Applications Summary Round 5

Application Status	LOCALITY												TOTAL
	Fairfax County	Prince William County	Loudoun County	City Of Fairfax	City Of Falls Church	Arlington County	City Of Alexandria	Town of Leesburg	Town Of Herndon	Manassas Park City	City Of Manassas	DASH Alexandria Transit Company	
Number of Pre-Applications	8	12	10	2	1	2	3	2	2	2	1	1	46
Applications Submitted	6	10	10	2	0	2	3	2	1	1	1	0	38
Applications Screened Out	2	0	0	0	0	1	3	0	0	0	0	0	6
Applications Scored	4	10	10	2	0	1	0	2	1	1	1	0	32

REASONS FOR APPLICATIONS SCREENED OUT		
LOCALITY	NAME	REASON
Fairfax County	Seven Corners Ring Road Phase 1	Readiness Concurrence on IAR/OSAR Study
	Richmond Highway Corridor Improvements	Eligibility
Arlington County	Arlington Blvd/Washington Blvd	Readiness Missing required OSAR/IAR/study
City Of Alexandria	Duke Street and Van Dorn Street Intersection Improvements	Readiness Missing required OSAR/IAR/study
	I-395 Exit Ramp Improvements	Readiness Missing required OSAR/IAR/study
	Metroway Extension	Readiness Insufficient project development of scope, schedule, and estimate

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **Small Projects are More Likely to Get Funded**
 - Funded over 2X more often than larger projects
 - Of selected projects, 78% are under \$10 million receiving only 33% of total funded amount
 - Average project amount requested in Step 2 dropped from \$57M (Round 1) to \$19M (Round 5)
 - HPP is funding small projects – essentially
 - Recommended solutions
 1. Refine HPP definition and Eliminate Step 2
 2. Reduce the number of applications
- **On a District Basis, Lower-Scoring Projects are Not Being Funded over Higher-Scoring Projects**
 - On a statewide basis, Step 2 **does allow** lower-scoring projects be funded with HPP funds
 - Recommended solution
 1. Eliminate Step 2 in conjunction with HPP definition refinement

Continued

- **Code of Virginia (§ 33.2-370) defines the “where”:**
 - “High-priority projects” means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development”
 - CTB policy identifies the “where” as Corridors of Statewide Significance and Regional Networks
- **Recommended refining definition to include “what” type of projects:**
 - Projects that include the following feature types: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High- Capacity Fixed Guideway Transit, Transit Transfer Stations, and New Bridge

Northern Virginia Impacts of Scenarios A and B

Scenario A: Refine HPP Definition

Scenario B: Eliminate Step 2

	App Id	Organization	Title	Principal Improvement	Applied for		Total Cost (millions)	Total Request (millions)	Funded By	Added / Dropped	Total Funded
					DGP	HPP					
Staff Recommended Round 5 Projects	8975	Loudoun County	East Church Road and North Lincoln Ave Roundabout	Highway	x		\$3.21	\$2.21	DGP	N/A	12
	9312	Leesburg Town	East Market St. Improvements: Rt. 15 Bypass to Plaza St.	Highway	x	x	\$6.68	\$6.68	DGP		
	9177	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	x	x	\$3.86	\$3.86	DGP		
	9299	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	Bike/Pedestrian	x		\$2.64	\$2.64	DGP		
	9260	Prince William County	Route 234 Business (Battleview to Godwin) Improvements	Highway	x	x	\$20.05	\$20.05	DGP		
	8976	Loudoun County	Route 7 Shared Use Path and Sidewalk Projects	Bike/Pedestrian	x	x	\$14.37	\$13.37	DGP		
	8984	Loudoun County	Cascades Parkway Bike & Ped (Nokes to Victoria Station)	Bike/Pedestrian	x	x	\$9.56	\$8.56	DGP		
	9080	Fairfax City	South Street Extension	Highway	x	x	\$23.83	\$23.83	DGP		
	9314	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	Bike/Pedestrian	x	x	\$8.46	\$6.30	DGP		
	8932	Manassas City	Godwin Drive Shared-Use Path (North)	Bike/Pedestrian	x	x	\$11.94	\$11.94	DGP		
	9149	Fairfax City	George Snyder Trail Eastern Extension	Bike/Pedestrian	x	x	\$9.53	\$9.53	DGP		
8974	Loudoun County	Franklin Park to Town of Purcellville Trail	Bike/Pedestrian	x	x	\$9.17	\$6.85	DGP			
Consensus	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	HPP	N/A	1
Scenario A: Refine HPP Definition	9047	Fairfax County	Route 7 Widening (I-495 to I-66)	Highway	x	x	\$244.46	\$208.96	HPP	1 / 0	13
Scenario B: Eliminate Step 2	9341	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	x	x	\$22.55	\$22.55	HPP	4 / 0	16
	8985	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	Bike/Pedestrian	x	x	\$10.02	\$9.02	HPP		
	8986	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	Bike/Pedestrian	x	x	\$21.88	\$20.88	HPP		
	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	HPP		

Projects Added in Scenarios A and B

After Reviewing Comments and Outcomes of Five Rounds of SMART SCALE, a Few Key Issues Stood Out (cont.)

- **No Bias Toward Urban Projects**
 - Recommended solution
 1. No action recommended
- **Land Use is Driving a One-Factor Majority**
 - Land Use factor drives total benefits at a rate of 2X from Round 1 to Round 5
 - Recommended solution
 1. Modify the factor weighting for the Land Use factor making it a multiplier to the other factor areas
- **Benefit Factors Should be Forward-Looking**
 - Full benefits are not recognized – current analysis is in existing year conditions
 - Recommended solutions
 1. Calculate congestion benefits for 10 years in the future
 2. Utilize forward-looking economic development factor from VEDP

Impact of Land Use Multiplier – Example 1; Round 5 Highest Land Use Benefit – Route 7 Widening (I-495 to I-66)

SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land use	
Measure	C.1	C.2	S.1	S.2	A.1	A.2	A.3	ED.1	ED.2	ED.3	E.1	E.2	L.1	L.2
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Transportation-Efficient Land Development	Increase in Transportation-Efficient Land Development
Measure Value	260.9 persons	0.0 person hrs.	44.2 EPDO	232.7 EPDO / 100M VMT	12.0 jobs per resident	13.8 jobs per resident	782.8 adjusted users	18,821,200 adj sq. ft.	0 daily tons	49,957,400 adj. buffer time index	37.8 adjusted points	0 impacted acres	30.6 access pop/emp density.h	32.0 access * pop/emp density change
Normalized Measure Value (0-100)	10.5	0.0	8.0	0.1	2.2	3.0	63.0	100	0.0	0.9	37.8	0	44.3	46.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	5.3		5.7		14.5			60.2			37.8	*	45.3	
Factor Weight (% of Project Score)	45% 50%		5% 20%		15%			5%			10%	5 (max point reduction)	20%	
Weighted Factor Value	2.4 2.7		0.3 1.1		2.2			3.0			3.8	0.0	9.4	
Project Benefit	20.7 (2.7+1.1+2.2+3.0+3.8+0.0)*1.45 = 18.5													
SMART SCALE Cost	\$208,957,000													
SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost)	1.0 0.9													

Multiplier Calculation
 $(1 + [45.3/100]) = 1.45$

Impact of Land Use Multiplier – Example 2; Round 5 Low Land Use Benefit – Minnieville Road/Prince William Parkway Interchange

SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land use	
Measure	C.1	C.2	S.1	S.2	A.1	A.2	A.3	ED.1	ED.2	ED.3	E.1	E.2	L.1	L.2
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Transportation-Efficient Land Development	Increase in Transportation-Efficient Land Development
Measure Value	126.5 persons	45.6 person hrs.	137.6 EPDO	1,950.7 EPDO / 100M VMT	29.8 jobs per resident	30.0 jobs per resident	632.5 adjusted users	0.0 adj sq. ft.	0.0 daily tons	54,075,600 adj. buffer time index	18.5 adjusted points	2.2 impacted acres	20.1 access pop/emp density.h	20.8 access * pop/emp density change
Normalized Measure Value (0-100)	5.1	4.5	25.0	1.1	5.5	6.5	50.9	0.0	0.0	0.9	18.5	0.6	29.1	30.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	4.8		17.8		14.8			0.2			18.5	*	29.6	
Factor Weight (% of Project Score)	45% 50%		5% 20%		15%			5%			10%	5 (max point reduction)	20%	
Weighted Factor Value	2.2 2.4		0.9 3.6		2.2			0.0			1.9	0.0	5.9	
Project Benefit	13.0 (2.4+3.6+2.2+0.0+1.9+0.0)*1.30 = 13.0													
SMART SCALE Cost	\$83,317,800													
SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost)	1.6 1.6													

Multiplier Calculation
 $(1 + [29.6/100]) = 1.30$

Impact of Land Use Multiplier – Example 3; Round 5 Lowest Land Use Benefit – Route 15 at Braddock Road Roundabout

SMART SCALE Area Type A														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land use	
Measure	C.1	C.2	S.1	S.2	A.1	A.2	A.3	ED.1	ED.2	ED.3	E.1	E.2	L.1	L.2
	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Square Feet of Commercial/Industrial Development Supported	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Transportation-Efficient Land Development	Increase in Transportation-Efficient Land Development
Measure Value	19.4 persons	4.7 person hrs.	75.8 EPDO	11,266.9 EPDO / 100M VMT	0.9 jobs per resident	0.6 jobs per resident	58.3 adjusted users	0.0 adj sq. ft.	5,511.9 daily tons	1,710,840 adj. buffer time index	3.0 adjusted points	0.0 impacted acres	0.0 access pop/emp density.h	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.8	0.5	13.8	6.6	0.2	0.1	4.7	0.0	0.1	0.0	3.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.6		11.6		1.1			0.0			3.0	*	0	
Factor Weight (% of Project Score)	45% 50%		5% 20%		15%			5%			10%	5 (max point reduction)	20%	
Weighted Factor Value	0.3 0.3		0.6 2.3		0.2			0.0			0.3	0.0	0.0	
Project Benefit	1.3 (0.3+2.3+0.2+0.0+0.3)*1.00 = 3.1													
SMART SCALE Cost	\$24,505,800													
SMART SCALE Score (Project Benefit per \$10m SMART SCALE Cost)	0.5 1.3													

Multiplier Calculation
 $(1 + [0/100]) = 1.00$

Northern Virginia Impacts of Scenarios C and D

Scenario C: Future Congestion

Scenario D: Land Use as a Multiplier

	App Id	Organization	Title	Principal Improvement	Applied for		Total Cost (millions)	Total Request (millions)	Funded By	Added / Dropped	Total Funded
					DGP	HPP					
Staff Recommended Round 5 Projects	8975	Loudoun County	East Church Road and North Lincoln Ave Roundabout	Highway	x		\$3.21	\$2.21	DGP	N/A	12
	9312	Leesburg Town	East Market St. Improvements: Rt. 15 Bypass to Plaza St.	Highway	x	x	\$6.68	\$6.68	DGP		
	9177	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	x	x	\$3.86	\$3.86	DGP		
	9299	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	Bike/Pedestrian	x		\$2.64	\$2.64	DGP		
	9260	Prince William County	Route 234 Business (Battleview to Godwin) Improvements	Highway	x	x	\$20.05	\$20.05	DGP		
	8976	Loudoun County	Route 7 Shared Use Path and Sidewalk Projects	Bike/Pedestrian	x	x	\$14.37	\$13.37	DGP		
	8984	Loudoun County	Cascades Parkway Bike & Ped (Nokes to Victoria Station)	Bike/Pedestrian	x	x	\$9.56	\$8.56	DGP		
	9080	Fairfax City	South Street Extension	Highway	x	x	\$23.83	\$23.83	DGP		
	9314	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	Bike/Pedestrian	x	x	\$8.46	\$6.30	DGP		
	8932	Manassas City	Godwin Drive Shared-Use Path (North)	Bike/Pedestrian	x	x	\$11.94	\$11.94	DGP		
	9149	Fairfax City	George Snyder Trail Eastern Extension	Bike/Pedestrian	x	x	\$9.53	\$9.53	DGP		
	8974	Loudoun County	Franklin Park to Town of Purcellville Trail	Bike/Pedestrian	x	x	\$9.17	\$6.85	DGP		
Consensus	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	HPP	N/A	1
Scenario C: Future Congestion	NO CHANGES									0 / 0	12
Scenario D: Land Use as a Multiplier	8985	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	Bike/Pedestrian	x	x	\$10.02	\$9.02	DGP	2 / 6	8
	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	DGP		

	Projects Added in Scenario D
	Projects Dropped in Scenario D Only

Northern Virginia Impacts of Staff Recommended Scenario

Scenario E: Staff Recommended Scenario

	App Id	Organization	Title	Principal Improvement	Applied for		Total Cost (millions)	Total Request (millions)	Funded By	Added / Dropped	Total Funded
					DGP	HPP					
Staff Recommended Round 5 Projects	8975	Loudoun County	East Church Road and North Lincoln Ave Roundabout	Highway	x		\$3.21	\$2.21	DGP	N/A	12
	9312	Leesburg Town	East Market St. Improvements: Rt. 15 Bypass to Plaza St.	Highway	x	x	\$6.68	\$6.68	DGP		
	9177	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Highway	x	x	\$3.86	\$3.86	DGP		
	9299	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	Bike/Pedestrian	x		\$2.64	\$2.64	DGP		
	9260	Prince William County	Route 234 Business (Battleview to Godwin) Improvements	Highway	x	x	\$20.05	\$20.05	DGP		
	8976	Loudoun County	Route 7 Shared Use Path and Sidewalk Projects	Bike/Pedestrian	x	x	\$14.37	\$13.37	DGP		
	8984	Loudoun County	Cascades Parkway Bike & Ped (Nokes to Victoria Station)	Bike/Pedestrian	x	x	\$9.56	\$8.56	DGP		
	9080	Fairfax City	South Street Extension	Highway	x	x	\$23.83	\$23.83	DGP		
	9314	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	Bike/Pedestrian	x	x	\$8.46	\$6.30	DGP		
	8932	Manassas City	Godwin Drive Shared-Use Path (North)	Bike/Pedestrian	x	x	\$11.94	\$11.94	DGP		
	9149	Fairfax City	George Snyder Trail Eastern Extension	Bike/Pedestrian	x	x	\$9.53	\$9.53	DGP		
	8974	Loudoun County	Franklin Park to Town of Purcellville Trail	Bike/Pedestrian	x	x	\$9.17	\$6.85	DGP		
Consensus	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	HPP	N/A	1
Scenario E: Staff Recommended Scenario	9341	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Highway	x	x	\$22.6	\$22.6	HPP	3 / 6	9
	9328	Prince William County	US 29 (Lee Highway) Corridor Improvements	Highway	x	x	\$35.2	\$35.2	HPP		
	9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	Highway	x	x	\$78.55	\$38.55	DGP		

	Projects Added
	Projects Dropped

Current Scoring Methodology Economic Development

The Economic Development measures evaluate how each project supports economic development and improves goods movement.

- **ED.1 (60%): Project consistency with applicant-identified economic development plans and policies**
 - Uses a point-based scoring system to determine project consistency with local plans, which is multiplied by the planned building square footage
- **ED.2 (20%): Increase in access to critical intermodal locations, interregional freight movement, and/or freight-intensive industries**
 - Proximity to intermodal locations combined with freight tonnage moved
 - **Proposed** - Proximity to intermodal locations combined with freight **volume** moved
- **ED.3 (20%): Improvement in travel time reliability attributed to the project**
 - Determines the project's expected impact on improving reliability which retains businesses and increases economic activity

Schedule and Next Steps

- Continue to hold CTB one-on-one meetings as requested

Month	Topics
October (17 th)	Present Final Recommendations
October (TBD)	Public Virtual Town Hall
December (5 th)	Board Action on Revised SMART SCALE Policy

Discussion

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

SUBJECT: Approval of the Call for Projects for the FY2030 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) Funds

-
- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the Call for Projects for the FY2030 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) Funds.
 - 2. Suggested Motion:** *I move Authority approval of the Call for Projects for the FY2030 CMAQ and RSTP Funds.*
 - 3. Background:** The NVTA coordinates Northern Virginia's annual programming of the federal CMAQ Program and the RSTP. CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia.

The CMAQ Program funds transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter.

The RSTP funds provide flexible funding that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure and transit capital projects.

Working with the Regional Jurisdiction and Agency Coordinating Committee (RJACC), the Authority recommends the programming of over \$80 million annually to projects, which are subject to approval by the Commonwealth Transportation Board (CTB). While the Authority programs these funds regionally for Northern Virginia, the actual funds are received and held by the Commonwealth of Virginia.

Virginia Department of Transportation (VDOT) provides the local matches for both the CMAQ Program and the RSTP funds provided that the projects utilize the funds within established timelines. For the CMAQ Program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

The application process includes submitting an application form, Traffic Congestion Emissions Estimation Models (TEEM) worksheet and/or Federal Highway Administration's (FHWA) emission calculators for air quality benefit calculation, and resolution of support from the respective governing bodies.

The deadlines for the FY2030 programming cycle are noted below:

Application submittal:	January 12, 2024
Air quality benefit worksheet submittal:	January 26, 2024
Resolution of support submittal:	January 26, 2024

- 4. Next Steps:** Authority approval of the proposed FY2030 funding recommendations is anticipated at the March 2024 Authority meeting. Upon Authority approval, the recommended projects will be submitted to the CTB for funding consideration.

Attachments: Project Application Form

Coordination: Regional Jurisdiction and Agency Coordinating Committee (RJACC)

FY2030 NVT A CMAQ/RSTP REQUEST FORM

(Please complete all questions, even if response is “not applicable.”)

1. BACKGROUND

1.1	Project Title:	
1.2	Agency / Jurisdiction Submitting Project:	
1.3	Submitter’s Name and Phone Number:	
1.4	Implementing Agency / Jurisdiction:	
1.5	Implementer’s Point of Contact:	
1.6	Project Website (if one exists):	
1.7	Submitter’s Priority:	
	of	Total projects submitted
	of	Total CMAQ projects submitted
	of	Total RSTP projects submitted
1.8	Project Description:	

2. PROJECT INFORMATION

2.1	UPC#: (For existing project, if unsure, please ask VDOT staff for assistance)	
2.2	TPB’s Project ID:	
2.3	Other Identifying Numbers: (Please list type)	
2.4	Jurisdiction where project is located:	
2.5	Project Limits:	
	From:	
	To:	

2.6 Type of Project/Action (Select one below)

- 2.6.a** Roadway Project: (i.e. New roadway, widening, shoulder improvements, intersection improvements, bridge construction/repair/rehabilitation, roadway realignment, turn lanes at intersections)

- 2.6.b** ITS Project: (i.e. Signals, TV Monitors)

- 2.6.c** Transit Project: (i.e. Buses, Station Improvements, Park & Ride Lots)

- 2.6.d Bicycle & Pedestrian Project: (i.e. Sidewalks, Bike Trail, Bike lockers)
- 2.6.e Study: (i.e. Transit Study, Park & Ride Study, Traffic Signal System Study)
- 2.6.f Multimodal (Projects that include several modal choices for travelers. Modes include travel by car, train, bus, bicycle, or on foot.): (List all modes that apply.)

- 2.6.g Marketing, Public Education and/or Outreach, including alternative commute programs

2.7 Does Project include Bicycle/Pedestrian Accommodations? (Select one below)

- 2.7.a Primarily a Bicycle/Pedestrian project
- 2.7.b Bicycle/Pedestrian accommodations included
- 2.7.c No Bicycle/Pedestrian accommodations included

3. FEDERAL/STATE DOCUMENTATION

3.1 Air Quality Analysis (CMAQ projects or projects of regional significance require air quality analysis – use regional template): Required Not Required (exempt)

If required, are quantification of benefits included with this application?
 Yes No

If No, quantification of benefits **must be submitted by 5 p.m., January 26, 2024**, to be eligible for funding consideration.

3.2 Project Status: (Select as many as appropriate.)

- 3.2.a New Project
- 3.2.b Continuation of Existing Local Project
- 3.2.c Continuation of Federally funded project; was in Previous TIP, proceeding as scheduled
- 3.2.d Continuation of Federally funded project; was in Previous TIP, delayed or reprogrammed
- 3.2.e Continuation of State project, in SYIP
- 3.2.f Projected completion date: _____

3.3 Environmental Review:

Type: (select one)

Status: (select one)

- | | |
|-------------------------------------------------------------------------------|---------------------------------------------------|
| <input type="checkbox"/> Blanket categorical exclusion | <input type="checkbox"/> Proposed for preparation |
| <input type="checkbox"/> Programmatic categorical exclusion | <input type="checkbox"/> Under preparation |
| <input type="checkbox"/> Categorical exclusion | <input type="checkbox"/> Under review |
| <input type="checkbox"/> Draft Environmental Assessment | <input type="checkbox"/> Approved |
| <input type="checkbox"/> Environmental Assessment | |
| <input type="checkbox"/> Finding of No Significant Impact | |
| <input type="checkbox"/> Draft Environmental Impact Statement | |
| <input type="checkbox"/> Final Environmental Impact Statement | |
| <input type="checkbox"/> 4F Determination of Environmental Impact on Parkland | |

4. SCHEDULING INFORMATION

4.1 Project Delivery Schedule for Federal Obligation

PE Start Date	
RW Start Date	
CN Start Date	
CN End Date	

4.2 Please provide your **new funding requests** (in thousands) by phase in the appropriate table below:

Table 1: Cost Estimates by Year for a Construction Project

	Total Project Cost Estimate	Previous Funds Prior to FY2025	FY2025 Allocated	FY2026 Allocated	FY2027 Allocated	FY2028 Allocated	FY2029 Allocated	FY2030 Requested
Design/PE/Environmental								
ROW Acquisition/Utility Relocation								
Construction								
TOTAL								

Table 2: Cost Estimates for a Non-Construction Project

	Total Project Cost Estimate	Previous Funds Prior to FY2025	FY2025 Allocated	FY2026 Allocated	FY2027 Allocated	FY2028 Allocated	FY2029 Allocated	FY2030 Requested
Study Cost								
Acquisition								
Operating Costs								
TOTAL								

4.3 Have you coordinated with the VDOT Preliminary Engineering Manager for your locality in developing scope, cost estimates, and schedule?

Yes No N/A

Contacts:

5. PLANNING CONSIDERATIONS

5.1 Included in: Primary SYIP Secondary SYIP Urban SYIP
 MPO TIP State STIP Locality’s Comprehensive Plan

5.2 Is the project included in TransAction?

Yes, specifically included in TransAction. Specify TransAction ID: _____

Yes, included as part of a larger project, group of projects or Category.
Specify TransAction ID: _____

No, project not included but it is still a jurisdiction/agency priority.

5.3 For Transit Projects, will this project be “Flexed” or transferred to FTA?

Yes No TBD.

5.4 For Projects receiving HB 2313 Funds, please fill in the following.

Project Name receiving HB 2313 Funds: _____

Fiscal Year of HB 2313 Funding: _____

Funded through “30% Local” or “70% Regional” Transportation Funding? _____

Form Completed by:	
Date:	

Attachments:

	Evidence of approval of the governing body (Required). Please include project title and requested amount.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

SUBJECT: Approval of Arlington County's Rosslyn Multimodal Network Improvements Standard Project Agreement (SPA) 2020-312-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Arlington County's Rosslyn Multimodal Network Improvements Standard Project Agreement (SPA) 2020-312-1.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2020-312-1, Arlington County (Rosslyn Multimodal Network Improvements), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2020-2025 Six Year Program and received FY2024 appropriation approval on March 9, 2023. The linked SPA presented by Arlington County is consistent with the project previously submitted by Arlington County and approved by the Authority.

The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment Link: [Standard Project Agreement for NVTA Project 2020-312-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

SUBJECT: Approval of City of Fairfax's Intersection Improvements at Eaton Place/Chain Bridge Road Standard Project Agreement (SPA) 2018-47-1

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of City of Fairfax's Intersection Improvements at Eaton Place/Chain Bridge Road Standard Project Agreement (SPA) 2018-47-1.
- 2. Suggested Motion:** *I move Authority approval of the proposed Standard Project Agreement 2018-47-1, City of Fairfax (Intersection Improvements at Eaton Place/Chain Bridge Road), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority.*
- 3. Background:** This project was adopted as part of the FY2018-2023 Six Year Program and received FY2023 appropriation approval on April 21, 2022. The linked SPA presented by the City of Fairfax is consistent with the project previously submitted by the City of Fairfax and approved by the Authority.

The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment Link: [Standard Project Agreement for NVTA Project 2018-47-1](#)

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

SUBJECT: Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds and Regional Surface Transportation Program (RSTP) Funds for City of Alexandria

1. **Purpose:** To seek Northern Virginia Transportation Authority approval to recommend reallocation of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds and Regional Surface Transportation Program (RSTP) funds for City of Alexandria.
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of Congestion Mitigation Air and Quality Improvement (CMAQ) Program funds and Regional Surface Transportation Program (RSTP) funds for City of Alexandria.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On September 28, 2023, City of Alexandria requested a total transfer of \$917,894 to the Mount Vernon North Project:

- A. \$400,000 in CMAQ funds from Van Dorn Metrorail (UPC 110470) to Mt. Vernon Avenue (UPC 114864).
- B. \$177,894 CMAQ funds from Holmes Run Trail (UPC 111401) to Mt. Vernon Avenue (UPC 114864).
- C. \$340,000 RSTP funds from Holmes Run Trail (UPC 111401) to Mt. Vernon Avenue (UPC 114864).

These transfers will allocate funding to the Mt. Vernon Avenue project and continue with the project design and subsequent construction phases.

At its meeting on September 28, 2023, the RJACC recommended approval of the request.

Attachments:

- A. City of Alexandria Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

Room 4100 - City Hall
Alexandria, Virginia 22313
703-746-4025
alexandriava.gov

September 18, 2023

Richard Roisman and Paolo Belita, Co-Chairs
Regional Jurisdiction and Agency Coordination Committee (RJACC)
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Funds and Regional Surface Transportation Improvements (RSTP) for the City of Alexandria

Dear Mr. Roisman and Mr. Belita:

The City of Alexandria requests the NVTA RJACC’s and Authority’s concurrence to move forward the following CMAQ and RSTP project fund transfers to the Mount Vernon North project:

Project Name	Amount to Transfer	Type of Funding
Van Dorn Metrorail	\$400,000	CMAQ
Holmes Run Trail	\$177,894	CMAQ
Holmes Run Trail	\$340,000	RSTP
TOTAL	\$917,894	

The Van Dorn Metrorail and Holmes Run Trail projects are completed projects that have the above outlined funding remaining. It would be beneficial for the City if the remaining funding, equal to \$917,894 from these projects be transferred to the Mount Vernon Avenue North project to continue with the project design and subsequent construction phases. The Mount Vernon North project provides important safety and pedestrian improvements as requested by the community and aligns with the recommendations of the recently adopted Arlandria-Chirilagua Small Area Plan. Reallocating funding between these projects will allow the City of Alexandria to close out these 2 old projects, and move quickly into the full design and construction of the Mt. Vernon Avenue North project. Community outreach has already been collected for this project, and the City would like to move forward with a more detailed design in FY24.

Thank you for your assistance in this matter. Please feel free to contact me at hillary.orr@alexandriava.gov or 703.746.4017 should you have further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Orr", with a long horizontal flourish extending to the right.

Hillary Orr
Deputy Director
Transportation & Environmental Services

CC: Adriana Castaneda, Director, Transportation & Environmental Services
Terry Suehr, Director, Department of Project Implementation
Tarrence Moorer, Assistant Director, Strategic Management Services
Christopher Ziemann, Division Chief of Transportation Planning
Christina Alexander, Capital Project Program Manager

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 18-Sep-23

Name of Jurisdiction/Agency Requesting: City of Alexandria

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

UPC 110470- \$400,000, UPC 111401- \$517,864, UPC-114864 - \$1,750,000

From (Donor): UPC 110470 & 111401

To (Recipient): UPC 114864

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)
110470	Van Dorn Metrorail	CMAQ	Y		\$400,000.00	114864	Mt. Vernon Avenue	N					
111401	Holmes Run Trail	CMAQ	Y		\$177,894.00	114864	Mt. Vernon Avenue	N					
111401	Holmes Run Trail	RSTP	Y		\$340,000.00	114864	Mt. Vernon Avenue	N					

TOTAL OF TRANSFER \$917,894.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

October 12, 2023

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds and Regional Surface Transportation Program (RSTP) funds for City of Alexandria.

Dear Mr. Lynch:

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

On September 28, 2023, City of Alexandria requested a total transfer of \$917,894 to the Mount Vernon North Project:

- A. \$400,000 in CMAQ funds from Van Dorn Metrorail (UPC 110470) to Mt. Vernon Avenue (UPC 114864).
- B. \$177,894 CMAQ funds from Holmes Run Trail (UPC 111401) to Mt. Vernon Avenue (UPC 114864).
- C. \$340,000 RSTP funds from Holmes Run Trail (UPC 111401) to Mt. Vernon Avenue (UPC 114864).

These transfers will allocate funding to the Mt. Vernon Avenue project and continue with the project design and subsequent construction phases.

On October 12, 2023, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

Cc: Monica Backmon, Chief Executive Officer, NVTA
Adriana Castaneda, Director of Transportation and Environmental Services, City of Alexandria

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: October 5, 2023

SUBJECT: Acceptance of the FY2023 Auditing Financial Statements and Compliance Audit Report

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) acceptance of the FY2023 Financial Statement and Compliance Audit reports as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit reports for the fiscal year ended June 30, 2023.*
3. **Current Situation:**
 - A. As a political subdivision of the Commonwealth of Virginia, the Authority is required to complete an annual audit of its financial activities for each fiscal year following standards contained in Government Auditing Standards issued by the Comptroller General of the United States, and the Specifications for Audits of Authorities, Boards and Commissions issued by the Auditor of Public Accounts of the Commonwealth of Virginia.
 - B. The Authority contracted with an independent, external, licensed certified public accounting firm PBMares, LLP to complete the required audit of the FY2023 financial reports.
 - C. Mr. Michael Garber, CPA, MBA, a Partner with PBMares, LLP, presented the FY2023 audited financial reports to the Authority's Finance Committee at the Oct 12th meeting. The Finance Committee serves as the Authority's Audit Committee.
 - D. The Authority's FY2023 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 FY2023.

Attachments: *(linked due to size)*

- A. [Northern Virginia Transportation Authority, Financial and Compliance Reports, Year Ended June 30, 2023](#)
- B. [Northern Virginia Transportation Authority, Results of the Audit – June 30, 2023](#)

The FY2023 Audit Reports will be available at <http://thenovaauthority.org/funding/audited-financial-statements-adopted-budgets/> shortly after acceptance.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: October 5, 2023

SUBJECT: Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia – Contract Recommendation

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT) contract award with Cambridge Systematics, Inc. as recommended by the Finance Committee
2. **Suggested Motion:** *I move Authority approval of the proposed Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia contract award to Cambridge Systematics Inc.*
3. **Background:**
 - A. A consultant Open House was conducted on March 30, 2023, to allow potential contractors and subcontractors to discuss the upcoming procurement in an open and transparent environment for all potential competitors.
 - B. A Request for Proposals (RFP) was issued on April 6, 2023, with proposals due on May 11, 2023.
 - C. Notice of this open procurement was placed on the NVTA website and with the Commonwealth's eVA procurement notice system.
 - D. Two firms submitted responsive and responsible Technical and Price Proposals eligible for consideration by the RFP Selection Panel.
 - E. The RFP Selection Panel consisted of four jurisdiction members and three NVTA staff members, for a total of seven voting members. The Virginia Department of Transportation and the Department of Rail and Public Transportation shared staff technical BRT expertise on a non-voting basis, along with NVTA's Planning Analytics Manager.
 - F. The two respondent proposals were initially scored solely on their technical proposals and were interviewed on June 12, 2023. Cost proposals were then released for best value evaluation. The Selection Panel's initial scores were six to one in favor of the proposed consultant.
 - G. When the cost proposals were evaluated, and with further discussion of the technical proposals, the rankings by the Selection Panel became unanimous.

- H. As required by the Virginia Public Procurement Act, negotiations commenced with the two top ranked firms. The negotiations were conducted by NVTA's CFO with support from NVTA staff, using the comments and recommendations of the Selection Panel.
 - I. Negotiations included questions and requests, specific to each firm, recommended by the Selection Panel and subject matter experts.
 - J. After further negotiations, presentations, and interviews both firms were requested to submit Best and Final Offers.
 - K. After an examination of the Best and Final Offers in terms of both technical responses and costs, the negotiations resulted in further affirmation of the Selection Panel's prior consensus.
 - L. Negotiations achieved the Selection Panel's suggested objectives related to quality control, technical approach, and community engagement with the recommended consultant.
- 4. Award Recommendation:** NVTA staff recommend the award of the PDP-BRT contract to Cambridge Systematics Inc. (CS). Factors supporting the recommendation include:
- A. Constancy with the Selection Panel's final unanimous votes in favor of CS.
 - B. Successful negotiations of enhanced features related to quality control, technical approach, and community engagement as recommended by the Selection Panel.
 - C. Successful cost negotiations.
 - D. The modelling systems and approach for the PDP-BRT are consistent and compatible with what is in use by NVTA, many member jurisdictions and the National Capital Region's Transportation Planning Board.
 - E. The proposed contract is within previously appropriated funding, requiring no budget action.
 - F. CS is the current TransAction update project consultant.

Attachment: Contract Award Notice - Draft



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Date 2023

Mr. Brad Wright, President and CEO
Cambridge Systematics, Inc.
101 Station Landing, Suite 410
Medford, MA 02155

Dear Mr. Wright:

The Northern Virginia Transportation Authority (NVTA) has acted to authorize the award of a contract to Cambridge Systematics Inc. (CS) to perform the work requested in the Authority's RFP No. 2023-01 and described in your Technical Proposal and separate Price Proposal dated May 11, 2023.

There were no clarifications or modifications required for the Request for Proposal (RFP). Therefore, this letter, together with NVTA RFP 2023-01 and the Cambridge Systematics Technical Proposal and Price Proposals dated May 11, 2023, with the Cambridge Systematics Best and Final Offer (inclusive of technical and cost amendments) dated August 8, 2023, provides the agreement to conduct the project under the terms and conditions specified in the RFP. This letter also constitutes your notice to proceed unless advised otherwise in writing by NVTA on or prior to October 26, 2023.

If you concur, please sign both originals and return one copy to Michael Longhi, NVTA CFO. Please contact Mr. Longhi with any questions.

Sincerely,

Monica Backmon
Chief Executive Officer

Mr. Brad Wright
President and CEO
Cambridge Systematics

Date

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: October 5, 2023

SUBJECT: Approval of Out of Cycle Appropriation – City of Fairfax, Government Center Parkway Extension

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of an out of cycle funding appropriation for the Government Center Parkway Extension project in the City of Fairfax as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority approval of a FY2024 Regional Revenue Fund appropriation of \$3,540,000 for the Government Center Parkway Extension Project, Project ID 2020-307-1.*
3. **Background:**
 - A. Regional Revenue Fund project appropriations are presented by the Finance Committee for Authority approval as part of the annual budget adoption process in advance of the start of each fiscal year.
 - B. The City of Fairfax has determined that it can proceed with the Government Center Parkway Extension Project (Project ID 2020-307-1) in FY2024 and is requesting an out of cycle appropriation to advance the project.
 - C. The Authority approved \$3,540,000 in funding for this project as part of the FY2020-2025 Six Year Program. The funding was initially planned to be appropriated in FY2025.
 - D. NVTA staff have determined there are sufficient FY2023 excess revenues and investment portfolio earnings to permit this appropriation without any negative fiscal impacts for the Authority.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: October 5, 2023

SUBJECT: Approval of Investment Policy Updates

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) Authority approval of the proposed Investment Policy updates as described below and detailed on the attached draft as recommended by the Finance Committee.
2. **Suggested Motion:** *I move Authority approval of the proposed Investment Policy updates as detailed in the attached draft.*
3. **Background:** Two updates to the Investment Policy are proposed. The first update is the deletion of Overnight Repurchase Agreements from the list of permitted instruments. The second update involves modification of performance benchmarks. The Finance Committee recommended approval at the September 14th meeting.
 - A. **Deletion of Overnight Repurchase Agreements (REPOs) from the Investment Policy:**
 - I. The submission of the Authority's Investment Policy for national and international certification has been discussed at prior Finance Committee meetings.
 - II. In preparing to submit the Investment Policy for certification, a review of certification requirements was undertaken.
 - III. That review indicates that for certain certifications, if REPOs are included in a policy an underlying REPO contract must be submitted as part of the certification submission.
 - IV. REPOs are instruments which are typically used to maximize the use of idle overnight funds. Those idle funds are generated when an organization has large operational expenses and payrolls. Idle overnight funds in the range of \$50 to \$100 million or more per night are typically suitable for REPO consideration.
 - V. Due to very small operating expenses and payroll, the Authority typically has less than \$1 million in idle overnight funds. This situation is not expected to materially change in the foreseeable future.
 - VI. REPO contracts are complex documents that need constant monitoring. Unless REPOs are beneficially utilized, maintaining a REPO contract is a diversion of resources away from more productive activities.
 - VII. Deletion of REPOs from the list of allowable investment will not have a negative impact on the Authority's portfolio management or fiscal results but will improve the prospect of receiving certification.
 - B. **Adoption of New Portfolio Performance Benchmarks:**

- I. The Investment Policy currently names the three-month (90 day) Treasury bill auction, the Fed Funds Rate, the Local Government Investment Pool (LGIP) and the Virginia Non-Arbitrage Program (SNAP) as performance benchmarks.
- II. The benchmarks noted above are basically daily liquidity benchmarks, meaning the funds are available in whole every day (Fed Funds, LGIP and SNAP) to 90-day maturity (Treasury 90-day T Bill). Current benchmarks with proposed (highlighted) replacements are shown below.

NVTA Investment Benchmarks	Jul-23 Month End
Fed Funds Rate	5.33%
Treasury 90 Day T Bill	5.55%
Local Government Investment Pool	5.45%
Virginia Non-Arbitrage Program	5.37%
ICE BofA 1-3 Year (18-Months Avg)*	3.77%
LGIP Extended Maturity Pool*	3.94%
NVTA Performance	3.17%

Source: Bloomberg/NVTA Statements

*New Benchmarks

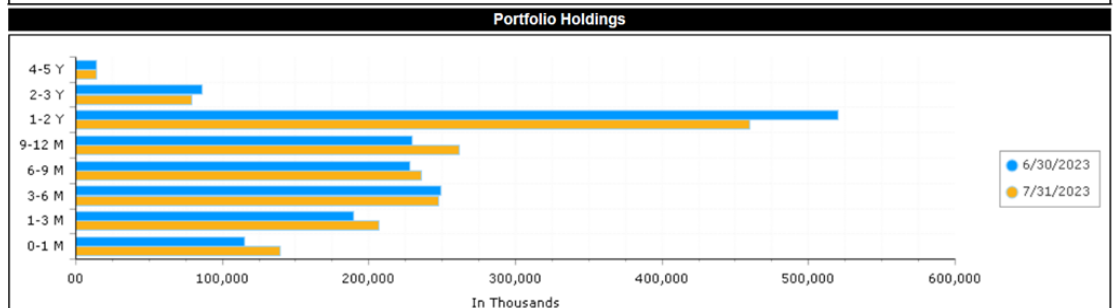
- III. Since the policy adoption in 2014, and with the implementation of dedicated portfolio management activities in 2018, the portfolio has grown to over \$1.6 billion.
- IV. The Investment Policy objectives in priority order are safety, liquidity, and yield as noted on page 1 of the policy.
- V. Without a sacrifice in safety, and while ensuring the liquidity demands for project reimbursements are met, the portfolio has increased its duration (maturity) to obtain market yield.
- VI. Of the \$1.643 billion portfolio, \$1,048 billion is invested in instruments with a 6 month to 5-year maturity as reflected in the table and chart below.



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

Begin Date: 6/30/2023, End Date: 7/31/2023

Maturity Range Allocation				
Maturity Range	Book Value 6/30/2023	% of Portfolio 6/30/2023	Book Value 7/31/2023	% of Portfolio 7/31/2023
0-1 Month	115,317,785.14	7.07	139,035,981.13	8.46
1-3 Months	189,679,040.49	11.63	206,694,920.19	12.58
3-6 Months	249,330,242.16	15.28	247,903,565.88	15.09
6-9 Months	227,766,128.99	13.96	235,614,612.21	14.34
9-12 Months	229,122,509.11	14.04	261,891,786.81	15.94
1-2 Years	520,165,108.35	31.88	459,433,673.44	27.96
2-3 Years	86,306,030.84	5.29	78,851,133.34	4.80
4-5 Years	13,736,093.60	0.84	13,741,255.17	0.84
Total / Average	1,631,422,938.68	100.00	1,643,166,928.17	100.00



- VII. The Federal Reserve has increased the Fed Funds rate from near zero in March 2022 to 5.50% in July 2023. Longer maturities safely maximize portfolio earnings in the near and long term.
- VIII. The current cycle of rising rates is the first the portfolio has experienced since its effective start in 2018.
- IX. The portfolio is currently impeded by sub 1% instruments, which will mature out of the portfolio by November 2025.
- X. Had the sub 1% securities matured prior to July 2023 the portfolio yield to maturity would have increased from 3.17% to 4.05%.
- XI. Liquidity is managed by the laddering of maturities such that the portfolio is targeted at \$60 million to \$100 million in maturities each month. Additionally, NVTA is achieving \$20 million a month in positive cash flow. This results in \$80 million to \$120 million available for project reimbursements each month. Highest peak to date in annual project reimbursements was \$147.8 million in FY2020.
- XII. It is important to note that 93% of the \$1.643 billion portfolio is dedicated to transportation projects previously approved by the Authority. The remaining 7% of the portfolio represents policy required reserves.
- XIII. After consulting member jurisdiction practices, conducting thorough benchmark research and considering NVTA's concentrated portfolio in the six-month to five-year maturity range, staff are recommending the use of the 18-month average of the InterContinental Exchange, Bank of America 1-3 Year Benchmark (ICE BofA 1-3 Year) and LGIP Extended Maturity Pool yields as our policy prescribed performance benchmarks.

Attachment: Draft Investment Policy (with change tracking)



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Northern Virginia Transportation Authority

Investment Policy

DRAFT

Adopted: December 11, 2014

Revised: April 11, 2019

Revised: October 10, 2019

Revised: October 8, 2020

Revised: March 10, 2022

Revised: 2023

|

This Investment Policy has been established by the Northern Virginia Transportation Authority (Authority) to ensure effective management of the day-to-day investment activity, and is designed to increase non-tax revenues by investing funds when not needed for current obligations. The objective is to obtain, while protecting principal, the highest possible yield on available financial assets, consistent with constraints imposed by safety objectives, cash flow considerations and the laws of the Commonwealth of Virginia that govern the placement of public funds. The general custody of all funds requires the investment of those funds within the confines of the Code of Virginia and a comprehensive Investment Policy developed and maintained by the Authority.

DRAFT

Investment Policy

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INVESTMENT POLICY

PURPOSE AND SCOPE

The purpose of this statement of investment policy is to establish guidelines for the safeguarding and efficient management of Authority funds and for the purchase, sale and custody of investment instruments. The goal is to minimize risk and to ensure the availability of cash to meet Authority expenditures, while generating revenue from the use of funds, which might otherwise remain idle.

Unless otherwise noted, all citations in this policy refer to the Code of Virginia (1950), as amended.

OBJECTIVES

The primary objectives of the Authority's investment activities, in priority order, are: safety, liquidity, and yield (SLY).

Safety of principal is the foremost objective in the investment of public funds. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio.

The investment portfolio will remain sufficiently liquid to enable the Authority to meet all operating requirements, which might be reasonably anticipated.

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles. This objective shall take into account constraints as to acceptable risk, the characteristics of the Authority's cash flows and the funding expectations of approved projects.

ROLE OF THE CHIEF FINANCIAL OFFICER

The Chief Financial Officer (CFO) is charged with collecting, safeguarding and disbursing Authority funds. The CFO serves as the investment officer for the Authority with authority for investment decisions to include managing the day-to-day operations of the portfolio, placing purchase orders and sell orders with dealers and financial institutions, procuring banking and financial services and preparing reports as required.

The CFO shall invest all available cash (with the exception of 30% funds) into a common investment portfolio. The CFO and Investment and Debt Manager will file an annual Statement of Economic Interest and make any and all other disclosures or recusals in compliance with NVTA Policy 2 – Conflict of Interest. In no event shall any employee involved in the investment process also be involved in personal business activity that could conflict with proper execution of the investment program.

In the event a security(s) held in the portfolio is downgraded, below the approved purchase level, the CFO will advise the Finance Committee at their next meeting, of actions taken or strategies planned in response to the downgrade. Actions and strategies will consider the reason for the downgrade, financial condition of the issuer, maturity dates, market value and market conditions.

The CFO shall continue to monitor the statutes and regulations and modify investment procedures accordingly to ensure compliance.

The CFO as well as staff assigned to investment and accounting functions; shall individually and as a group stay current on new regulations and market trends in investments, technology enhancements and new banking as well as financial services. Individual readings, research, subscriptions to news services, attending training and informational symposiums on these topics is encouraged and supported.

ROLE OF THE INVESTMENT MONITOR

The Investment Monitor is designated by the CFO to review the balances and activity in the Authority's investment portfolio. The Investment Monitor shall be thoroughly familiar with this Investment Policy and the Code of Virginia regarding allowable investments. The Investment Monitor will not be actively involved in investment activity other than to monitor transactions for compliance with this policy and the Code of Virginia. The Investment Monitor shall have read-only access to the portfolio tracking system, as well as a Bloomberg Audit Terminal to review Direct (electronic) Purchases made on the Bloomberg Terminal, to confirm all investment balances, purchases, maturities, sales and trades.

ROLE OF THE FINANCE COMMITTEE

The Finance Committee is established in the Authority to review the CFO's actions regarding the disposition of Authority funds. The Finance Committee meets at regular intervals with the CFO to review the GASB 40 Statement and monthly portfolio recap. The makeup of the Finance Committee is specified in the Bylaws.

ETHICS AND CONFLICT OF INTEREST

Employees involved in the investment process shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees shall disclose any material interests in financial institutions with which they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the Authority.

INTERNAL CONTROLS

The CFO is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the Authority are protected from loss, theft or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met, to the extent possible with staff resources.

- Prevention of collusion
- Separation of transaction authority from accounting and recordkeeping
- Custodial safekeeping using a delivery versus payment basis
- Avoidance of physical delivery securities
- Clear delegation of authority to subordinate staff members
- Written confirmation of transactions for investments and wire transfers
- Development of a wire transfer agreement with the lead bank and third-party custodian.

EXTERNAL PORTFOLIO MANAGEMENT

In order to better manage yield in changing interest rate environments, the CFO may decide to contract for external portfolio management. This portion of the investment portfolio may be invested for periods greater than two (2) years but not more than five (5) years. Since these funds have been set aside, they are not currently required to meet the near-term liquidity needs of the Authority. These funds may not exceed 25% of the net balance of the Authority's 70% Regional Fund pooled cash and investments. The external portfolio manager must comply with all the requirements of the Code of Virginia with respect to the investment of local funds.

COMMUNITY BANK PROGRAM

In order to enable community based financial institutions to compete against regional and national institutions for Authority funds the CFO may set aside a portion of Authority funds upon which only local community-based institutions may bid. In order to qualify for the Community Bank Program, an institution must be headquartered locally or maintain a significant portion of its branches within the Authority membership jurisdictional boundaries. Any banks which show significant community reinvestment activities beyond the minimums required in the Community Reinvestment Act will receive consideration. Newly chartered banks, meeting the above criterion, will qualify after being closely reviewed for solvency, stability and quality as well as experience of executive management.

The aggregate investments held for any qualifying institution is not to exceed five (5) percent of the institution's total assets as reported on their most recent audited financial statements or Quarterly Call Report. The CFO may require such bids to include a premium over the market rate to compensate for the increased administrative costs and reduction of liquidity which this program may entail. Such premiums shall be determined by the CFO periodically based on prevailing market conditions.

The investments under the Community Bank Program are subject to the same restrictions and the same collateralization requirements as all other investments. The CFO reserves the right to reject bids that are not suitable or otherwise not in the best interest of the Authority.

INVESTMENT OF BOND PROCEEDS

The Tax Reform Act of 1986 restricts the interest which may be earned on the unexpended proceeds of tax-exempt bonds issued after 1986. The average yield of investments purchased with bond proceeds may not exceed the yield on the bonds. Any excess earnings are considered arbitrage earnings and must be remitted to the U.S. Treasury. In order to avoid the difficulties associated with arbitrage, all unexpended bond proceeds shall be invested separately in the State Non-Arbitrage Pool, or its equivalent.

Notwithstanding the general policy that the CFO shall refrain from specific fund investments, interest earned on these investments shall be allocated to the funds for which the bonds were issued.

ARBITRAGE MANAGEMENT PROGRAM

The arbitrage management program seeks to promptly reimburse pooled cash for expenses related to bond projects and to manage the Authority relationship with the State Non-Arbitrage Program (SNAP). Through the prompt replenishment of eligible capital expenses, the Arbitrage Management Program seeks to maximize the Authority's liquidity and investment earnings. The main points of the program are:

1. Make cash draws from the appropriate SNAP account based on the Authority general ledger activity.
2. Establish and manage arbitrage rebate accounts to cover projected IRS rebate liability.
3. Provide the most accurate information to the Arbitrage Rebate Calculation Agent based on the Authority general ledger activity.
4. Return any erroneously drawn funds to the appropriate SNAP account within five (5) months, if the underlying expense is retracted by a member jurisdiction.
5. Rely on the appropriate member jurisdictions to maintain the detailed documents to support their transactions related to expenses eligible for cash draws.

PAYMENT OF BANKING SERVICE AND INVESTMENT FEES

The CFO determines whether paying for banking, financial services and financial products directly or through compensating balances is in the best interest of the Authority. The method of payment chosen will, for the most part, be based on the current rate of return on the portfolio versus the compensating balance rate offered by individual institutions.

Payment methods may change on a month to month and institution by institution basis depending upon which arrangement produces the best overall return, cost constraint and operational efficiency. Investment proceeds and/or compensating balance arrangements can be used for banking and financial services only within the fund which holds the balance. Examples would be investment fees stay within the 70% Regional Revenue funds. Operational banking fees remain within the Operating Fund.

AUTHORIZED DEPOSITORY AND FEE SERVICE BANKS

The CFO shall maintain a list of financial institutions authorized to provide depository and/or investment services. In order to ensure orderly and fair competition, the CFO will routinely bid new fee services on an individual basis, when such service is not functionally linked to an existing banking process. Priority will be given to making certain that opportunities are presented to participants in a fair and orderly process.

1. Banks must be “qualified public depositories” as defined in the *Code of Virginia* §2.2-4401 Security for Public Deposits Act.
2. All commercial banks wishing to be authorized to provide services must report a minimum of 4% or greater in the Tier 1 (Core) capital rating in their Quarterly Call Report filed with the FDIC. If any bank were to report a rating of less than 4% the deposit and fee relationship will be considered in jeopardy and the CFO will take appropriate and prudent action.
3. The CFO will conduct a bi-annual review of the condition of each authorized financial institution. The CFO will undertake interim reviews as conditions dictate.

AUTHORIZED INVESTMENT BROKER/DEALERS

The CFO shall maintain a list of financial institutions authorized to provide depository (Certificates of Deposit, Negotiated Order of Withdrawal and Money Market accounts) and/or investment broker services by voice or Direct (electronic) Purchases through means such as Bloomberg Terminal.

In order to ensure orderly and fair competition, the CFO shall limit the number of broker/dealers on the authorized list. For the broker/dealers on the list, priority will be given to making certain that opportunities are presented to participants in a fair and orderly process.

Furthermore, in order to protect NVTAs from counterparty risk, only quotes by authorized brokers and financial institutions, or thoroughly vetted counterparts, will be considered for voice or Direct (electronic) Purchases of investments through the Bloomberg Terminal.

Further, authorized financial institutions will:

1. Maintain compliance with FINRA Net Capital Requirements for Brokers or Dealers - SEC Rule 15c3-1.
2. Any broker must maintain an active registration in good standing with FINRA.
3. Achieve a successful review, by the Authority, of individual broker records as posted by FINRA.
4. All Broker/Dealers are required to sign an acknowledgement as to receiving, understanding and agreeing to abide by this investment policy prior to the start of any activity. Broker/Dealers which repeatedly propose non-allowable or noncompetitive investments will be removed from the approved list.
5. Broker/Dealers will be automatically removed from the authorized list if no instruments have been purchased from their firm for 16 consecutive months.

BENCHMARKS

The portfolio performance benchmarks will be the 18 month average of the InterContinental Bank of America 1-3 Year (ICE BoA 1-3 Year) and the both the Fed Funds Rate and the Treasury 90 Day T-Bill rate. ~~Comparisons to the Virginia State Non-Arbitrage Program (SNAP) and the Virginia Local Government Investment Pool (LGIP) Extended Maturity Pool will be maintained~~ as they are reflect the portfolio duration range and both both highly liquid investment pools ~~operated~~ in compliance with the Code of Virginia.

PURCHASE OF INVESTMENTS

GENERAL

Generally, investment offers must be considered in a competitive environment. Investments in excess of five (5) million dollars must be selected on a competitive basis. Offers must be solicited/received from a minimum of two dealers or financial institutions. Similarly, Direct (electronic) Purchases of investments through the Bloomberg Terminal must also be selected on a competitive basis – there must be a minimum of two dealers or financial institutions showing active quotations or offers. The CFO may use discretion in selecting the bidders, taking into consideration an institution's reputation, past success rate, timeliness in providing bids and any other factors which the CFO believes have bearing.

In general, the highest yielding instrument offered with an appropriate maturity to match with projected liquidity needs will be the investment selected. The CFO may reject an investment, even if it yields the highest rate, if he feels it carries an element of risk which may not be reflected in the published credit rating or if it is not in the Authority's interest to hold such an investment in its portfolio.

Banks and broker/dealers shall be required to provide trade confirmations or similar documentation and monthly statements to the Authority electronically or in hard copy. A copy of all confirms and statements will be provided to the Authority's Assistant Finance Officer for entry into the accounting system and record retention.

In accord with primary objectives, in priority order of safety, liquidity, and yield (SLY), investments shall be made with the judgment and care which persons of discretion, prudence and intelligence exercise in the management of their own affairs, not for speculation, but for the protection of principal. Consideration for the safety of capital shall be paramount over the probable income to be derived. Individuals responsible for investing Authority funds shall in no way benefit personally as a result of investment decisions.

INVESTMENT POLICIES AND STANDARDS

There are certain standards of "adequacy" and "appropriateness" set by the Authority, in addition to the creditworthiness of an institution, against which offers shall be measured when purchasing investments. For example, diversification reduces overall portfolio risks while attaining market average rates of return. The policies and standards which regulate specific investments and the composition of the investment portfolio shall include, but not be limited to, the following:

1. No investment shall be purchased if the yield is less than that of the most recently auctioned issue of the United States Treasury of a similar term.
 - a. No investment shall be purchased if two of three or more enhanced ratings from nationally recognized ratings firms are not at or above the minimum required in the Code of Virginia. Due to the use of credit qualifiers by the rating agencies to signify rating reviews in the financial market turmoil starting in calendar year 2009, negative rating qualifications (such as AA- or A1-) will not exclude the instrument.
 - b. The status of any credit enhancement firm will be examined when considering the purchase of an instrument. The CFO will keep a list of unacceptable credit enhancement firms. Any instrument with a credit enhancement by a firm on this list will be considered based on its underlying credit rating not the enhanced rating.
2. At no time, shall more than thirty-five percent of the portfolio be invested in

- commercial paper.
3. No more than five (5) percent of the portfolio shall be invested in the commercial paper of a single entity.
 4. The CFO will determine/reaffirm on a weekly basis the target balance for the portion of the portfolio invested with maturities greater than 24 months.
 5. At no time shall the remaining maturity of an investment exceed 60 months, unless such investment has a PUT option as described in the Diversity & Maturity Section.
 6. The CFO shall endeavor to maintain an appropriate diversification in the portfolio. The CFO will diversify instruments and institutions in order to reduce overall portfolio risk while attaining market rates of return.
 7. The CFO shall use ~~the a 18 month~~ average of the Inter-Continental Exchange, Bank of America 1-3 Year Index (ICE BofA 1-3 Year) and Virginia Local Government Investment Pool (LGIP) Extended Maturity Pool~~three-month Treasury bill auctions for a quarter~~ as ~~a~~ benchmarks for the return on the investment portfolio.
 8. All investments with the sole exception of bank depository instruments, will be purchased on a delivery versus payment basis through a trust and custody agent under contract with the Authority.

The Finance Committee may add, delete or modify standards of investment at its discretion in response to changing economic, national or international conditions. Such additions, deletions or modifications shall be reported to the Authority at the next meeting of that body.

All institutions solicited for offers shall be advised of the allowable investments and any restrictions upon investments. Only investments which meet the criteria enumerated above may be considered. The CFO may consider barring institutions from consideration should they repeatedly offer disallowed investments.

ALLOWABLE INVESTMENTS

The Authority must limit investments to those allowed by the Code of Virginia. The Authority, however, may restrict investments beyond the limits imposed by the Code if such restrictions serve the purpose of further safeguarding Authority funds or are in the best interests of the Authority.

The allowable types of investments under the Code of Virginia for non-sinking funds are as follows (§ 2.2-4501):

1. Stocks, bonds, notes and other evidences of indebtedness of the Commonwealth of Virginia, and other evidences of indebtedness unconditionally guaranteed as to payment of principal and interest by the Commonwealth of Virginia.
2. Bonds, notes and other obligations of the United States, and securities unconditionally guaranteed as to the payment of principal and interest by the United States, or any agency thereof. The evidences of indebtedness enumerated by this subdivision may be held directly, or in the form of repurchase agreements collateralized by such debt securities, or in the form of securities of any open-end or closed-end management type investment company or investment trust registered under the Investment Company Act of 1940, provided that the portfolio of such investment company or investment trust is limited to such evidences of indebtedness, or repurchase agreements collateralized by such debt securities, or securities of other such investment companies or investment trusts whose portfolios are so restricted.

3. Stocks, bonds, notes and other evidences of indebtedness of any state of the United States upon which there is no default and upon which there has been no default for more than ninety days; provided, that within the twenty fiscal years next preceding the making of such investment, such state has not been in default for more than ninety days in the payment of any part of principal or interest of any debt authorized by the legislature of such state to be contracted.
4. Stocks, bonds, notes and other evidences of indebtedness of any county, city, town, district, authority or other public body in the Commonwealth upon which there is no default; provided, that if the principal and interest be payable from revenues or tolls and the project has not been completed, or if completed, has not established an operating record of net earnings available for payment of principal and interest equal to estimated requirements for that purpose according to the terms of the issue, the standards of judgment and care required in Article 9 (§ 64.2-780 et seq.) of Chapter 7 of Title 64.2, without reference to this section, shall apply.

In any case in which an authority, having an established record of net earnings available for payment of principal and interest equal to estimated requirements for that purpose according to the terms of the issue, issues additional evidences of indebtedness for the purposes of acquiring or constructing additional facilities of the same general character that it is then operating, such additional evidences of indebtedness shall be governed by the provisions of this section without limitation. Securities must be rated by at least two of the three following rating agencies with ratings of at least; Aa or higher for Moody's, AA or higher for Standard and Poor's, AA or higher for Fitch.

5. Legally authorized stocks, bonds, notes and other evidences of indebtedness of any city, county, town or district situated in any one of the states of the United States upon which there is no default and upon which there has been no default for more than ninety days; provided, that (i) within the twenty fiscal years next preceding the making of such investment, such city, county, town or district has not been in default for more than ninety days in the payment of any part of principal or interest of any stock, bond, note or other evidence of indebtedness issued by it; (ii) such city, county, town or district shall have been in continuous existence for at least twenty years; (iii) such city, county, town or district has a population, as shown by the federal census next preceding the making of such investment, of not less than 25,000 inhabitants; (iv) the stocks, bonds, notes or other evidences of indebtedness in which such investment is made are the direct legal obligations of the city, county, town or district issuing the same; (v) the city, county, town or district has power to levy taxes on the taxable real property therein for the payment of such obligations without limitation of rate or amount; and (vi) the net indebtedness of such city, county, town or district (including the issue in which such investment is made), after deducting the amount of its bonds issued for self-sustaining public utilities, does not exceed ten (10) percent of the value of the taxable property in such city, county, town or district, to be ascertained by the valuation of such property therein for the assessment of taxes next preceding the making of such investment; and (vii) where the rating by two of the three following rating agencies is: Moody's Aa or higher, Standard and Poor's AA or higher and Fitch AA or higher.
6. Bonds and other obligations issued, guaranteed or assumed by the International Bank for Reconstruction and Development, by the Asian Development Bank or by the African Development Bank, issued by the World Bank under United States of America regulations, typically issued in New York (NY).

7. Savings accounts or time deposits in any bank or savings and loan association within the Commonwealth of Virginia, providing such bank or savings and loan association is a “qualified public depository”. Such savings accounts or time deposits must meet the collateralization requirements as set forth in the Virginia Security for Public Deposits Act and the regulations of the State Treasury Board. The collateral must be a security or securities allowable as a direct investment with a market value of not less than fifty percent of the deposit amount where the depository is a commercial bank and not less than one hundred percent of the deposit amount where the depository is a savings and loan or savings bank. This collateral must be pledged to the Treasury Board and held by the Board in its designated trust depository or another depository approved by the Board (§2.2-4400).
- ~~8. Repurchase agreements which are collateralized with securities that are approved for direct investment. The CFO may require that physical possession of the collateral be taken (§2.2-4507). Physical possession must be taken when the term of the repurchase agreement exceeds ten (10) days. The CFO shall execute a master repurchase agreement with the bank or broker/dealer, which is the counterparty to the repurchase transaction prior to entering into any repurchase transaction.~~
- ~~9.8.~~ Banker’s acceptances from “prime quality” institutions. Prime quality shall be as determined by one or more nationally recognized rating agencies (§2.2-4504).
- ~~10.9.~~ “Prime quality” commercial paper (§2.2-4502). "Prime quality" shall be as rated by at least two (2) of the following: Moody's Investors Service, Inc., within its NCO/Moody's rating of P1, by Standard & Poor's, Inc., within its rating of A-1, at least F1 by Fitch Ratings Inc.
- ~~11.10.~~ “High quality” corporate notes (§2.2-4510). High quality shall be defined as a rating of at least AA by Standard and Poor’s, at least Aa by Moody’s, at least AA by Fitch Ratings and a maturity of no more than five (5) years. All investments should be rated by at least two rating agencies.
- ~~12.11.~~ The Local Government Investment Pool (LGIP). Investments in this pool are subject to the rules and regulations as set forth by the Virginia Department of the Treasury which manages the pool (§2.2-4602). The CFO shall, on a continual basis, monitor the management and operations of the LGIP.
- ~~13.12.~~ The State Non-Arbitrage Pool (SNAP). Investments in this pool are limited to unexpended proceeds from the issuance of bonds, the interest on which is subject to rebate under the provisions of the Tax Reform Act of 1986 (§2.2-4700), and reserve accounts directly related to the issuance of debt or other credit agreement.
- ~~14.13.~~ Open-end mutual funds, provided the funds are registered under the Security Act of Virginia (§ 13.1-501 et seq.) or the Federal Investment Act of 1940 and that the investments by such Funds are restricted to the same securities as approved for direct investments (§2.2-4508).
- ~~15.14.~~ Negotiable certifications of deposit and negotiable bank deposit notes of domestic

banks and domestic offices of foreign banks that have received at least two of the following ratings: A-1 by Standard & Poor's, P-1 by Moody's Investor Service, Inc., F1 by Fitch Ratings., for maturities of one year or less, and a rating of at least AA by Standard & Poor's, Aa by Moody's Investor Service, Inc. and AA by Fitch Ratings, for maturities over one year and not exceeding five years (§2.2-4509).

~~16.15.~~ Non-negotiable certificates of deposit of banks certified as qualified to hold Virginia Public Deposits.

DIVERSIFICATION & MATURITIES

The CFO will diversify holdings of the investment instruments to avoid incurring unreasonable risk inherent in over-investing in any specific instruments or class of instruments, individual financial institution or maturity schedule; while attaining market average rates of return.

Length and allowable percentage of instruments maturity scheduling shall be timed according to anticipated need. Investment maturities for operating funds shall be scheduled to coincide with projected cash flow needs, taking into account large routine expenditures as well as considering sizable blocks of anticipated revenues.

If a legally authorized stock, bond, note or other evidence of indebtedness of any city, county, town or district situated in any one of the states of the United States has a PUT option which requires the issuer of the instrument to return all principal, and accrued interest within 30 days of the exercise of the PUT option, than the maturity of that instrument will be considered the PUT option not the stated maturity of the instrument.

The table below shows the maximum length and maximum portfolio composition of each investment class:

<u>Class</u>	<u>Length</u>	<u>Percent of total portfolio & cash</u>
Stocks, bonds, notes and other evidences of indebtedness of the Commonwealth of Virginia	60 months or less	30%
Stocks, bonds, notes and other evidences of indebtedness of the United States	60 months or less	100%
Stocks, bonds, notes and other evidences of indebtedness of any county, city, town, district, authority or other public body of the Commonwealth of Virginia	60 months or less	30%
Legally authorized stocks, bonds, notes and other evidences of indebtedness of any city, county, town or district situated in any one of the states of the United States.	60 months or less	30%

<u>Class</u>	<u>Length</u>	<u>Percent of total portfolio & cash</u>
Savings accounts, Money Market Accounts or time deposits (CDs) in any bank or savings and loan association within the Commonwealth of Virginia	24 months or less	60%
Repurchase Agreements	12 months or less	20%
Banker's Acceptances	12 months or less	10%
Prime Quality Commercial Paper	270 days or less	35% with a 5% per issuer limit
High Quality Corporate Notes	48 months or less	50%
The Local Government Investment Pool (LGIP)	N/A	100%
Open End Mutual Funds	N/A	Maximum 20% in any one fund. Prior 3 year history must exceed internal performance by 25bps, net of mgmt. fee
The State Non-Arbitrage Pool (SNAP)	N/A	100% of bond proceeds or debt related reserve account
Negotiable certificates of deposit (YCD) and negotiable bank deposit notes	24 months or less	25%
External Management Contract	3 years or less	25% of net balance of pooled investments, using lowest portfolio amount as target point. Prior 3 year history must exceed internal performance by 25bps, net of mgmt. fee
Bonds and other obligations issued, guaranteed or assumed by the International Bank of Reconstruction and Development, the Asian Development Bank, or by the African Development Bank. (§2.2-4501)	60 months or less	50%

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DELIVERY REQUIREMENTS

Collateral for savings and time deposits shall be pledged according to the provisions of the Security for Public Deposits Act and the requirements of the State Treasury Board regulations.

All securities will be purchased on a delivery versus payment basis.

The Authority must designate one or more institutions to act as custodian for all non-depository investments. Such institutions must be qualified to do business in the State of Virginia as banks or trust companies. Delivery to the designated trustee, in lieu of physical possession, meets these delivery requirements.

DRAFT

REPORTS OF INVESTMENT ACTIVITY

REPORTS TO THE FINANCE COMMITTEE

The CFO shall report to the Finance Committee on a regular basis, as determined by the Committee, such information as the Committee requires in order to fulfill its function. At its discretion the Committee may require additional information or clarification from the CFO either orally or in writing.

The reports to the Finance Committee shall consist of a summary of cash and investments which are the assets of the Authority. This report, will list each depository, investment firm or custodian with balances. A listing of all investments, a detailed report of the investments held and the annual return being realized by each will be provided. A separate report shall be prepared for each calendar month as of the last day of that month.

FINANCIAL STATEMENT BASIS

Financial statement presentation of investments, accrual of interest, amortization of premiums and accretion of discounts shall be according to generally accepted accounting principles as applied to municipalities.

Those principals shall be as determined by the Commonwealth of Virginia Auditor of Public Accounts, the American Institute of Certified Public Accountants and its designated units, the Financial Accounting Standards Board and the Governmental Accounting Standards Board.

Reporting components will include:

- Listing of individual securities held at the end of the reporting period.
- Mark to market valuation on a monthly basis.
- Average weighted yield to maturity of portfolio.
- Listing of investments by maturity date.
- Percentage of the total portfolio which each type of investment represents.

COMPLIANCE WITH THE CODE OF VIRGINIA

This policy seeks to restrict and define investment actions at a more detailed level than presented in the Code of Virginia.

In the absence of any issue or situation not specifically addressed by this policy; any action undertaken by the CFO or his staff will at all times be in compliance with the Code of Virginia.

ATTACHMENTS

GLOSSARY – Attachment 1

Accrual Basis

Basis of accounting under which revenues are recorded when earned and expenditures are recorded as soon as they result in liabilities for benefits received.

Accrued Interest

The accumulated interest due on a bond as of the last interest payment made by the issuer.

Agency Security

A debt security issued by a federal or federally sponsored agency. Federal agencies are backed by the full faith and credit of the U.S. Government. Federally sponsored agencies (FSAs) are backed by each particular agency with a market perception that there is an implicit government guarantee. An example of federal agency is the Government National Mortgage Association (GNMA). An example of a FSA is the Federal National Mortgage Association (FNMA).

Amortization

The systematic reduction of the amount owed on a debt issue through periodic payments of principal.

Arbitrage

A technique employed to take advantage of price differences in separate markets. This may be accomplished by purchasing a security in one market and immediately selling in another market at a better price. As used in the context of investing public funds, arbitrage means borrowing at low tax-exempt rates and investing in taxable instruments. The arbitrage rebate provisions of the 1986 tax reform act govern this type of activity.

Average Life

The average length of time that issues of serial bonds and/or term bonds with a mandatory sinking fund feature is expected to be outstanding.

Bankers Acceptance

Negotiable time drafts drawn on commercial banks to finance import, export, shipment and storage of goods. Banker's acceptances are backed by the credit of the bank, which assumes primary liability. The acceptance is further collateralized by the goods in shipment or storage. Possession of a banker's acceptance requires taking delivery of a physical instrument.

Basis Point (bps)

A basis point refers to the measure of the yield to maturity of an investments calculated to four decimal places. For example, one quarter of one percent would be expressed as "twenty-five basis points".

Bid

The indicated price at which a buyer is willing to purchase a security or commodity.

Book Value

The value at which a security is carried on the inventory lists or other financial records

of an investor. The book value may differ significantly from the security's current value in the market.

Bond

A written, interest bearing certificate of debt with a promise to pay on a specific date and with a set annual rate of interest.

Broker

A person or firm acting as an agent for buyers and sellers.

Callable Bond

A bond issue in which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

Call Price

The price at which an issuer may redeem a bond prior to maturity. The price is usually at a slight premium to the bond's original issue price to compensate the holder for loss of income and ownership.

Call Risk

The risk to a bondholder that a bond may be redeemed prior to maturity.

Capital Reserve Fund

That portion of the County's investment portfolio which the Treasurer may designate for longer term investment. These funds are not currently required to meet the County's working capital needs and can be invested on a longer term basis.

Cash Equivalents

Instruments or investments of such high liquidity and safety that they are virtually as good as cash. Examples are a money market fund and a treasury bill.

Cash Sale/Purchase

A transaction which calls for delivery and payment of securities on the same day that the transaction is initiated.

Certificate of Deposit

A bank deposit evidenced by a negotiable or non-negotiable instrument which provides on its face that the amount of such deposit is payable to the bearer or a specified person on a certain date or upon notice in writing. Negotiable CD's may be sold on the secondary market, thus providing liquidity. Liquidation of non-negotiable CD's generally involves penalties.

Collateralization

Process by which a borrower pledges securities, property, or other deposits for the purpose of securing the repayment of a loan and/or security.

Collusion

Collusion is a situation where two or more individuals are working in conjunction to commit fraud.

Commercial Paper

Business promissory notes, with a stated date of payment, which are usually sold at a discount and are backed by the general credit of the company. The credit of commercial paper may be enhanced by letters of credit from one or more banks.

Commercial paper is generally for terms of less than 270 days, longer corporate obligations are referred to as notes or bonds and are subject to a greater degree of regulation.

Compensating Balance

A minimum level of deposits maintained in one or more non-interest bearing accounts at a bank to defray the costs of banking services.

Coupon Rate

The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as the “interest rate.”

Credit Quality

The measurement of the financial strength of a bond issuer. This measurement helps an investor to understand an issuer’s ability to make timely interest payments and repay the loan principal upon maturity. Generally, the higher the credit quality of a bond issuer, the lower the interest rate paid by the issuer because the risk of default is lower. Credit quality ratings are provided by nationally recognized rating agencies.

Credit Risk

The risk to an investor that an issuer will default in the payment of interest and/or principal on a security.

Current Yield (Current Return)

A yield calculation determined by dividing the annual interest received on a security by the current market price of that security.

Custodial Safekeeping

Securities purchased from any bank or dealer including appropriate collateral (as defined by state law) shall be placed with an independent third party for custodial safekeeping.

Demand Deposit

A depository account from which withdrawals may be made as desired, e.g. a checking account.

Derivative Security

Financial instrument created from, or whose value depends upon, one or more underlying assets or indexes of asset values.

Discount

The amount or percentage at which a security sells below par value. For example, if a bond with a \$1,000 par value sells for \$900 the discount is \$100 or 10%.

D.K.

“Don’t know”. If the delivery of a security fails because the trustee was not informed to take delivery or because the security is delivered for a different amount than agreed upon, the trade is “DK’ed”, meaning refused.

D.T.C.

The Depository Trust Company (DTC) of New York acts as the repository for all securities which are electronic, as opposed to physical, delivery. These include all U.S. Treasury and agency issues and certain issues of commercial paper.

D.V.P.

Delivery Verses Payment. Delivering securities “DVP” means that funds are not released by the trustee until the security is delivered either in physical form or through DTC.

Duration

A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

Fair Value

The amount at which an investment could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale.

FDIC

Federal Deposit Insurance Corporation

Federal Funds (Fed Funds)

Funds placed in Federal Reserve banks by depository institutions in excess of current reserve requirements. These depository institutions may lend fed funds to each other overnight or on a longer basis. They may also transfer funds among each other on a same-day basis through the Federal Reserve banking system. Fed funds are considered to be immediately available funds.

Federal Funds Rate

Interest rate charged by one institution lending federal funds to the other.

Federal Reserve System

System established by the Federal Reserve Act of 1913 to regulate the U.S. monetary and banking system. The Federal Reserve System (the Fed) is comprised of 12 regional Federal Reserve Banks, their 24 branches, and all national and state banks that are part of the system. National banks are stockholders of the Federal Reserve Bank in their regions. The Fed’s main functions are to regulate the national money supply, set reserve requirements for member banks, supervise the printing of currency at the mint, act as clearinghouse for the transfer of funds throughout the banking system and examine member banks to make sure they meet various Federal Reserve regulations.

FINRA

Financial Industry Regulatory Authority is the largest non-governmental regulator for all securities firms doing business with the United States public.

Fiscal Year

A twelve-month period of time to which the annual budget applies and at the end of which a governmental unit determines its financial position and the results of its operation.

Governmental Accounting Standards Board (GASB)

A nationally recognized board consisting of five members, appointed by and operating

under the Financial Accounting Foundation. The GASB is the highest source of reporting and accounting guidance for state and local governments.

Government Securities

An obligation of the U.S. government, backed by the full faith and credit of the government. These securities are regarded as the highest quality of investment securities available in the U.S. securities market.

Interest Rate

See Coupon Rate.

Interest Rate Risk

The risk associated with declines or rises in interest rates which cause an investment in a fixed-income security to increase or decrease in value.

Internal Controls

Internal controls are procedures designed to protect the assets of the entity from loss, theft, or misuse.

Inverted Yield Curve

A chart formation that illustrates long-term securities having lower yields than short-term securities. This configuration usually occurs during periods of high inflation coupled with low levels of confidence in the economy and a restrictive monetary policy.

Investment

The use of capital to create more money, either through income producing vehicles or through more risk-oriented ventures designed to result in capital gains. Investment connotes the idea that safety of principal is important. Speculation, on the other hand, is far riskier.

Investment Company Act of 1940

Federal legislation which sets the standards by which investment companies, such as mutual funds, are regulated in the areas of advertising, promotion, performance reporting requirements, and securities valuations.

Investment Policy

A concise and clear statement of the objectives and guidelines formulated by an investor or investment manager for a portfolio of investment securities.

Investment-grade Obligations

An investment instrument suitable for purchase by institutional investors under the prudent person rule. Investment-grade is restricted to those obligations rated BBB or higher by a rating agency.

Jumbo CD

A certificate of deposit of at least one hundred thousand dollars.

Liquidity

A measure of the ability to convert a security into cash with a minimum risk of loss of principal or accrued interest. The easier the ability to convert the more liquid the security.

Local Government Investment Pool (LGIP)

An investment by local governments in which their money is pooled as a method for managing local funds.

Mark-to-market

The process whereby the book value or collateral value of a Security is adjusted to reflect its current market value.

Market Risk

The risk that the value of a security will rise or decline as a result of changes in market conditions.

Market Value

Current market price of a security.

Maturity

The date on which payment of a financial obligation is due. The final stated maturity is the date on which the issuer must retire a bond and pay the face value to the bondholder.

Money Market Mutual Fund

Mutual funds that invest solely in money market instruments (short-term debt instruments, such as Treasury bills, commercial paper, bankers' acceptances, repos and federal funds).

Municipal Obligation

A security issued by a state or local government, authority or similar entity. These obligations are generally exempt from federal income tax. Taxable municipal obligations are issued by localities or authorities for non-purpose projects.

Mutual Fund

An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments. Mutual funds are regulated by the Investment Company Act of 1940 and must abide by the Securities and Exchange Commission (SEC) disclosure guidelines.

Mutual Fund Statistical Services

Companies that track and rate mutual funds, e.g., IBC/Donoghue, Lipper Analytical Services, and Morningstar.

National Association of Securities Dealers (NASD)

A self-regulatory organization (SRO) of brokers and dealers in the over-the-counter securities business. Its regulatory mandate includes authority over firms that distribute mutual fund shares as well as other securities.

Net Asset Value

The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling a fund's assets which includes securities, cash, and any accrued earnings, subtracting this from the fund's liabilities and dividing this total by the number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund's portfolio. $[(\text{Total assets}) - (\text{Liabilities})]/(\text{Number of shares outstanding})$.

No Load Fund

A mutual fund which does not levy a sales charge on the purchase of its shares.

Nominal Yield

The stated rate of interest that a bond pays its current owner, based on par value of the security. It is also known as the “coupon,” “coupon rate,” or “interest rate.”

Offer

An indicated price at which market participants are willing to sell a security or commodity. Also referred to as the “Ask price.”

Opportunity Cost

The highest price or rate of return an alternative course of actions would provide. In securities investments, the cost of forgoing a safe return on an investment in hopes of making a larger profit. For instance, an investor might buy a stock that shows great promise but yields on 4%, even though a higher safe return is available in a money market fund yielding 10%. The 6% yield difference is called the opportunity cost.

Par Value

The value of a security as expressed on its face without any consideration of any premium, discount or accrued interest. Par value is also known as “face amount” or “face value”.

Positive Yield Curve

A chart formation that illustrates short-term securities having lower yields than long-term securities.

Premium

The amount by which the price paid for a security exceeds the par value. For example, if a bond with a \$1,000 par value sells for \$1,100 the premium is \$100 or 10%.

Primary Dealer

A securities dealer that buys government securities directly from the Federal Reserve Bank (the Fed) and that has met certain minimum financial criteria set by the Markets Reports Division of the Federal Reserve Bank of New York. The Fed requires primary dealers to maintain a minimum capital adequacy ratio of liquid capital to measured risk that meets or exceeds 125 percent.

Prime Rate

A preferred interest rate charged by commercial banks to their most creditworthy customers. Many interest rates are keyed to this rate.

Principal

The face value or par value of a debt instrument. Also may refer to the amount of capital invested in a given security.

Prospectus

A legal document that must be provided to any prospective purchaser of new securities offerings registered with the SEC. This can include information on the issuer, the issuer’s business, the proposed use of proceeds, the experience of the issuer’s management, and certain certified financial statements.

Prudent Person Rule

An investment standard outlining the fiduciary responsibilities of public funds investors relating to investment practices.

Repurchase Agreement (“Repo”)

A short term investment wherein an investor purchases a security (i.e. a Treasury Bond) in return for the seller’s agreement to buy the security back on a specified date for a specified amount greater than the amount the investor paid. The principal is guaranteed and the return fixed under such an agreement.

Rule 2a-7 of the Investment Company Act

Applies to all money market mutual funds and mandates such funds to maintain certain standards, including a 13-month maturity limit and a 90-day average maturity on investments, to help maintain a constant net asset value of one dollar (\$1.00).

Safekeeping

Holding of assets (e.g., securities) by a financial institution.

SEA

Securities Exchange Act

Serial Bond

A bond issue, usually of a municipality, with various maturity dates scheduled at regular intervals until the entire issue is retired.

Sinking Fund

Money accumulated on a regular basis in a separate custodial account that is used to redeem debt securities or preferred stock issues.

SLY

Safety, Liquidity and Yield

SNAP (State Non-Arbitrage Program)

An investment program established by the State Treasurer, as authorized under Section 2.1-234.9, to assist local bond issuers in the management, investment and accounting of bond proceeds in compliance with certain provisions of the federal Tax Reform Act of 1986. The purpose of this arrangement is to centralize the administrative and legal requirements of compliance with complex IRS provisions regarding municipal bond Arbitrage.

Swap

Trading one asset for another.

Term Bond

Bonds comprising a large part or all of a particular issue which come due in a single maturity. The issuer usually agrees to make periodic payments into a sinking fund for mandatory redemption of term bonds before maturity.

Time Deposit

A bank deposit drawing interest at intervals and having a restrictive level of withdrawals, e.g. a savings account.

Total Return

The sum of all investment income plus changes in the capital value of the portfolio. For mutual funds, return on an investment is composed of share price appreciation plus any realized dividends or capital gains. This is calculated by taking the following components during a certain time period. (Price Appreciation) + (Dividends paid) + (Capital gains) = Total Return

Treasury Bills

Short-term U.S. government non-interest bearing debt securities with maturities of no longer than one year and issued in minimum denominations of \$10,000. Auctions of three- and six-month bills are weekly, while auctions of one-year bills are monthly. The yields on these bills are monitored closely in the money markets for signs of interest rate trends.

Treasury Bonds

Long-term U.S. government debt securities with maturities of ten years or longer and issued in minimum denominations of \$1,000. Currently, the longest outstanding maturity for such securities is 30 years.

Treasury Notes

Intermediate U.S. government debt securities with maturities of one to 10 years and issued in denominations ranging from \$1,000 to \$1 million or more.

Treasury Obligations

Securities representing obligations backed by the full faith and credit of the United States. Treasury bills are short term obligations (3 and 6 month), treasury notes are medium term obligations (1 to 7 years) and treasury bonds are long term obligations (over 7 years).

U.S. Agency Securities

Obligations issued by agencies established by the United States but not backed by the full faith and credit of the government. These obligations are regarded as almost as risk free as direct treasury issues as the federal government supervises and regulates the issuers and is regarded as having a moral obligation to ensure repayment.

Volatility

A degree of fluctuation in the price and valuation of securities.

Weighted Average Maturity (WAM)

The average maturity of all the securities that comprise a portfolio. According to SEC rule 2a-7, the WAM for SEC registered money market mutual funds may not exceed 90 days and no one security may have a maturity that exceeds thirteen months.

When Issued (WI)

A conditional transaction in which an authorized new security has not been issued. All "when issued" transactions are settled when the actual security is issued.

Yield

The current rate of return on an investment security generally expressed as a percentage of the security's current price.

Yield-to-call (YTC)

The rate of return an investor earns from a bond assuming the bond is redeemed (called) prior to its nominal maturity date.

Yield Curve

A graphic representation that depicts the relationship at a given point in time between yields and maturity for bonds that are identical in every way except maturity. A normal yield curve may be alternatively referred to as a positive yield curve.

Yield-to-maturity

The rate of return yielded by a debt security held to maturity when both interest payments and the investor's potential capital gain or loss are included in the calculation of return.

Zero Balance Account

A disbursing account in which no cash is maintained. As checks drawn on the account are presented the funds necessary to pay them are withdrawn from a master account at the same bank. Zero balance accounts are used to control float or provide account separation for specialized purposes.

Zero-coupon Securities

Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security.

Broker/Dealer Investment Policy Confirmation
The Investment Policy for the Northern Virginia Transportation Authority
(Effective October 8, 2020)

Name of Firm/Bank/Broker/Dealer:

I acknowledge that I have received and reviewed the Investment Policy of the Northern Virginia Transportation Authority. I have read and understand the policy and am aware of the Code of Virginia with respect to municipal investment statutes, as referenced within the Investment Policy. Further, I have ensured that other personnel, who may conduct business with the Authority from time to time, are aware of the Policy and its provisions. In my dealings with the Authority, I will, at all times, follow the guidelines as presented in the Investment Policy.

I certify that I am authorized to represent and commit my firm to this acknowledgement.

Printed Name: _____

Signature: _____

Title: _____

Date: _____

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 5, 2023

SUBJECT: Approval of Transfer of the Franconia-Springfield Passenger Rail Bypass Project from DRPT to VPRA

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the transfer of the Franconia-Springfield Passenger Rail Bypass (Project ID: 2020-313-1) project award from the Department of Rail and Public Transportation (DRPT) to the Virginia Passenger Rail Authority (VPRA).
- 2. Suggested Motion:** *I move Authority approval of the transfer of the Franconia-Springfield Passenger Rail Bypass (Project ID: 2020-313-1) project award from DRPT to VPRA.*
- 3. Background:**
 - A.** In 2019 prior to the establishment of the VPRA, DRPT applied for funding for the Franconia-Springfield Passenger Rail Bypass project.
 - B.** The Authority approved \$22,958,821 in funding for the project as part of the FY2020-FY2025 Six Year Program, with DRPT as the project applicant.
 - C.** VPRA was created to administer all capital expansion projects, infrastructure and land acquisitions related to the Transforming Rail in Virginia Program which includes the Franconia-Springfield Passenger Rail Bypass project.
 - D.** DRPT and VPRA have mutually requested transfer of the project (Attachment A and B).
 - E.** VPRA has acknowledged that execution of the project must occur within the project description originally presented by DRPT and approved by NVTA.
 - F.** NVTA staff recommend approval of the project transfer.

Attachments:

- A.** DRPT Transfer Request Memo
- B.** VPRA Motion to Authorize Project Acceptance

MEMORANDUM

TO: Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority

FROM: Jennifer DeBruhl, Director 
Virginia Department of Rail and Public Transportation

DATE: August 18, 2023

SUBJECT: Request to transfer NVTA Approved Project Application 2020-313-1 to the Virginia Passenger Rail Authority

This memorandum serves as a formal request to the Northern Virginia Transportation Authority (“NVTA”) from the Virginia Department of Rail and Public Transportation (“DRPT”) for approval of the transfer of the approved project application (the “Application”) for NVTA Project Number 2020-313-1 from DRPT to the Virginia Passenger Rail Authority (“VPRA”). Upon approval, VPRA will replace DRPT as the “Recipient Entity” and project sponsor and perform the work detailed in the Application.

NVTA Project Number 2020-313-1 is for the Franconia-Springfield Passenger Rail Bypass project in the amount of \$22,958,821. Upon completion, the bypass will remove up to 26 conflicts per day between passenger and freight trains crossing tracks as they enter or exit the Long Bridge Corridor. The transfer of obligations to VPRA from DRPT will not impact the project scope or benchmarks set forth in the Application.

DRPT was awarded funding for the project by NVTA prior to the formal establishment of the VPRA in 2020. The VPRA was created to administer all capital expansion projects, infrastructure and land acquisitions related to the Transforming Rail in Virginia program, which includes the Franconia-Springfield Passenger Rail Bypass project. Therefore, VPRA is now the appropriate entity to administer the project and receive the funding requested in the Application.

The VPRA Board of Directors has approved a resolution authorizing it to assume responsibility from DRPT as the “Recipient Entity” under the Application.



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority

DJ Stadler
Executive Director

919 East Main Street, Suite 2400
Richmond, Virginia 23219

(804) 303-8700
www.vpra.virginia.gov

Jennifer DeBruhl
Chairperson

**RESOLUTION
OF THE
VIRGINIA PASSENGER RAIL AUTHORITY BOARD**

August 30, 2023

MOTION

Made By: Rod Hall Seconded By: Sharon Bulova

Action: Motion Carried, Unanimously

Title: Authorization for VPRA to Become the Project Sponsor with Respect to Franconia-Springfield Passenger Rail Bypass Project Funding Originally Awarded to DRPT by NVTA

WHEREAS, the Virginia Passenger Rail Authority (“VPRA”) was created by the General Assembly in 2020 with a mission to promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth of Virginia; and

WHEREAS, in 2019, in anticipation of VPRA’s creation but before VPRA was formally established, the Department of Rail and Public Transportation (“DRPT”) applied for funding from the Northern Virginia Transportation Authority (“NVTA”) relating to the Franconia-Springfield Passenger Rail Bypass project (the “Bypass Project”); and

WHEREAS, the Bypass Project is eligible to receive NVTA regional funding as a project associated with TransAction Primary ID 93 (Fredericksburg Line Capacity Improvements); and

WHEREAS, based on DRPT’s grant application, NVTA approved the Bypass Project application and \$22,958,821 of funding (the “Funding”) under its FY2020-FY2025 Six Year Program (NVTA Project ID: 2020-313-1); and

WHEREAS, VPRA, and not DRPT, is leading the design and construction of the Bypass Project; and

WHEREAS, VPRA and DRPT now desire VPRA to step into the place of DRPT as project sponsor with respect to DRPT’s grant application for the Bypass Project, and for VPRA to be eligible to perform the work listed in the application, to receive project reimbursements, and to otherwise administer the Bypass Project as originally applied for by DRPT and approved by NVTA.

NOW THEREFORE, BE IT RESOLVED, that the VPRA Board hereby:

- (i) authorizes VPRA to step into the place of DRPT as project sponsor with respect to DRPT's grant application for the Bypass Project, and to receive project reimbursements from NVTA; and
- (ii) authorizes the VPRA Executive Director, or his designee, to execute a NVTA standard project agreement providing for VPRA's administration of the Bypass Project as originally applied for by DRPT and approved by NVTA, with any changes that he deems necessary or useful, as may be agreed by NVTA, and to sign reimbursement requests and other documents related to the Funding.

####

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Ms. Baynard, Sr. VP, McGuireWoods Consulting LLC

DATE: October 5, 2023

SUBJECT: Review of 2024 Draft Legislative Priorities

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on the 2024 Draft Legislative Priorities.
- 2. Discussion:** For review is a draft of the five recommended priorities (four ongoing, one new) for 2024 (attached). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority's ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions.

The four ongoing priorities are consistent with priorities from the adopted 2023 Legislative Priorities. For reference, the adopted 2023 Legislative Priorities is located on [NVTA's website](#). The four ongoing priorities remain:

- Protect Dedicated Revenue Sources and Powers of the Northern Virginia Transportation Authority,
- Restore Long-Term Funding to the Authority to Pre-2018 Level,
- Protect Virginia's Dedicated Transportation Funding, and
- Support the Use of Effective Transportation Technology.

The new additional priority is Secure Short and Long Term, Financial and Operational Stability for the Washington Metropolitan Area Transit Authority. As Metro faces a financial crisis, it is essential that stakeholders-- local, regional, state and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure.

- 3. Next Steps:** December 14, 2023, is anticipated Authority adoption of the 2024 Legislative Priorities.

Attachment: DRAFT 2024 NVTA Legislative Priorities

2024 NVTA Legislative Priorities

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

The Northern Virginia region has significant transportation needs requiring sustainable dedicated funding for multimodal solutions. The Authority and member localities need stable and predictable revenue sources and powers to make decisions that reduce traffic congestion for residents and businesses of the region. Through the passage of HB2313 (2013), using dedicated revenues to fill funding needs the Commonwealth is unable to meet, to date, the Authority and its member localities have invested approximately \$4.1 billion in transportation solutions that ensure the state and regional economy remains robust and support a high quality of life.

The Authority will work with the General Assembly and the Administration to ensure the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community. The Authority funds regionally significant multimodal transportation projects using a prioritization process as required by law. We oppose any action that bypasses this process by mandating the spending of dedicated regional revenues outside of the prioritization process or dedicated locally controlled revenues by requiring set asides or any other action.

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

RESTORE ANNUAL LONG- TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVEL

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

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure, and with local funds, provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA/Metro) to improve safety and reliability. Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.

SECURE SHORT AND LONG TERM FINANCIAL AND OPERATIONAL STABILITY FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (METRO) -NEW

For over forty years Metro has served as an integral part of the Commonwealth's and Northern Virginia's multimodal transportation system. Along with local bus and bus rapid transit systems, Metro provides much needed capacity for non-Single Occupancy Vehicle (SOV) trips and is a focal point for

market driven mixed use transit-oriented development. As such, Metro is an investment that now requires critical resetting to insure it can evolve to meet the Commonwealth’s short, mid and long-term transportation needs.

As Metro faces a financial crisis, it is essential that stakeholders - local, regional, state and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure. Metro leadership should continue its work to create one-time and ongoing operating efficiencies and take use of interested stakeholders to help think through elements needed to create long-term stability.

The Metro bus and rail system must continue during this time to provide safe and reliable service during development of long-range solutions. A well-functioning Metro supports the region’s transportation infrastructure and billions in corporate and public sector investment made into the system. Sufficient state, federal and regional funding and changes in operations must be found and implemented.

PROTECT VIRGINIA’S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region’s transportation network. An efficient transportation system is critical to Virginia’s ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region’s businesses, residents, and visitors. A replacement vehicle should be adopted to restore loss of state transportation funding resulting from the elimination of the state sales and use tax on food and personal hygiene products.

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

Strategies		Intent of Strategy (long term)
1	Reduce congestion and increase throughput	Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system
2	Maximize access to jobs, employees and housing	Support deployment of transportation technologies that increase travel options and awareness of them
3	Maximize cybersecurity and privacy for members of the public	Monitor concerns on behalf of Northern Virginians, and leverage NVTA processes where appropriate and feasible
4	Enhance operations of the multimodal transportation system through connectivity and automation	To maximize the potential benefits of Connected and Automated Vehicles, while addressing avoidable increases in passenger vehicle miles traveled.
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection
7	Enhance regional coordination and encourage interoperability in the transportation system	Leverage regional synergies in the deployment of transportation technologies
8	Advance decarbonization of the transportation system	Support deployment of transportation technologies that reduce greenhouse gas emissions and synergistic technologies that improve resiliency.
9	Enhance mobility in the region through innovation and emerging technologies in transit	Support an array of transit innovations, in a manner that is flexible enough to adapt to future innovation.

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

passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and advance decarbonization of the transportation system TTSP activity will be grounded in the Authority’s vision and core values including Equity, Safety, and Sustainability. The Authority’s TTSP provides a foundation for the organization and its members to participate in implementing federal and state plans and funding to advance use of low or zero emission vehicles for personal and commercial use in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

DRAFT

BACKGROUND ON DEDICATED REGIONAL TRANSPORTATION FUNDING SOURCES

NVTA Vision Statement:

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

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

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

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

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

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

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$1 billion to member localities for transportation needs within their jurisdiction.

Primary - Secondary Mode(s)	Number of Projects	NVTA Regional Funds
Roadway Projects	45	\$1,838,884,346
Roadway Only	7	\$107,794,000
Roadway - Pedestrian-Bicycle	16	\$601,915,670
Roadway - Pedestrian-Bicycle; Intersection-Interchange	16	\$766,128,037
Roadway - Pedestrian-Bicycle; Bus-BRT	6	\$363,046,639
Bus-BRT Projects	21	\$570,680,661
Bus-BRT Only	15	\$117,880,661
Bus-BRT - Pedestrian-Bicycle; Transportation technology	6	\$452,800,000
Intersection-Interchange Projects	21	\$271,028,000
Intersection-Interchange Only	3	\$30,000,000
Intersection-Interchange - Pedestrian-Bicycle	18	\$241,028,000
Metrorail-Virginia Railway Express (VRE) Projects	13	\$323,421,209
Metrorail-VRE Only	11	\$298,221,209
Metrorail-VRE - Pedestrian-Bicycle; Bus/BRT	2	\$25,200,000
Parking/Park-and-Ride Projects	3	\$5,800,000
Transportation Technology Projects	7	\$19,695,491
Transportation Technology Only	4	\$8,350,000
Transportation Technology - Bus-BRT	3	\$11,345,491
Pedestrian Project	2	\$1,000,000
Pedestrian-Bicycle Project	10	\$90,568,959
Pedestrian-Bicycle Facility Only	5	\$38,850,000
Pedestrian-Bicycle - Intersection-interchange, Bus-BRT	5	\$51,718,959
Total	122	\$3,121,078,666

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

18.

MEMORANDUM

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

FROM: Mayor Jeanette Rishell, Finance Committee Chair

DATE: October 5, 2023

SUBJECT: Finance Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Finance Committee (Committee).
2. **Background:** The last Committee meeting was held on September 14, 2023. The next Committee meeting is scheduled for October 12, 2023.
3. **Action Items:** The following items were considered and acted on at the Committee's September 2023 meeting.
 - A. **Out of Cycle Appropriation – City of Fairfax, Government Center parkway Extension**
 - I. At the request of the City of Fairfax, NVTA staff analyzed the Authority's capacity to accelerate the appropriation of \$3,540,000 to enable the project to move forward sooner.
 - II. NVTA staff undertook the analysis and recommended Finance Committee support to move the request forward for Authority approval.
 - B. **Preliminary Deployment Plan for Regional Bus Rapid Transit in Northern Virginia (PDP-BRT) – Contract Recommendation**
 - I. NVTA staff briefed the Committee on the procurement activities undertaken to develop a staff recommendation for the contract award.
 - II. After the briefing, the Committee voted to recommend Authority approval of the contract award.
 - C. **Investment Policy Update**
 - I. NVTA staff recommended two changes to the Investment Policy.
 - II. The first change is related to the removal of an investment instrument which is not utilized. The purpose of the change is to increase the Investment Policy's prospect of receiving national and international certifications.
 - III. The second change is related to modifying the portfolio benchmarks to better reflect the evolution from a short-term portfolio to a longer-term portfolio.
 - IV. After reviewing the proposed changes, the Committee voted to

recommend Authority approval of the Policy changes.

D. NVRC Short Term Lease

- I. The Committee received a closed session briefing on a proposed short-term lease.
- II. Once in open session, the Committee voted to recommend Authority approval of the lease at the Authority meeting later that evening.
- III. The Authority, after a closed session discussion that same night, voted to approve the lease in open session.

E. Long Term Lease

- I. The Committee received a closed session briefing on a proposed long-term lease term sheet and authorization for the NVTA Chief Executive Officer (CEO) to enter a related long-term lease, with the consultation of the Council of Counsels.
- II. Once in open session, the Committee voted to recommend Authority approval of the lease term sheet and CEO authorization at the Authority meeting later that evening.
- III. The Authority, after a closed session discussion that same night, voted to approve the lease term sheet and authorization in open session.

4. Discussion/Information Items:

- A. Monthly Investment Portfolio Report:** The Committee received the Monthly Investment Report as provided in the packet.
- B. Monthly Revenue Report:** The Committee received the Monthly Revenue Report as provided in the packet.
- C. Monthly Operating Budget:** The Committee received the Monthly Operating Budget Report as provided in the packet.

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Dev Priya Sen, Investment & Debt Manager

DATE: October 5, 2023

SUBJECT: Investment Portfolio Report

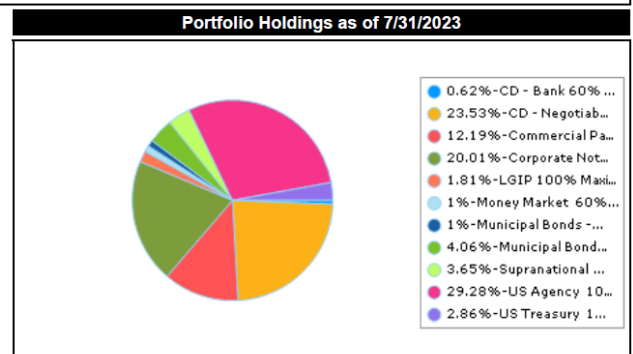
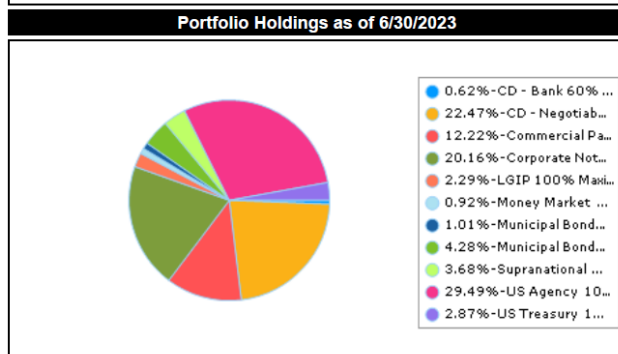
1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance through July 31, 2023. These reports were presented at the September Finance Committee meeting.
2. **Background:** This report is on investment activity through July 2023 and affirms the portfolio's investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTA Investment Policy.
3. **Current Period Reports:**
 - A. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below.



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

Begin Date: 6/30/2023, End Date: 7/31/2023

Asset Category Allocation				
Asset Category	Book Value 6/30/2023	% of Portfolio 6/30/2023	Book Value 7/31/2023	% of Portfolio 7/31/2023
CD - Bank 60% Maximum	10,107,629.95	0.62	10,107,629.95	0.62
CD - Negotiable 25% Maximum	366,573,259.28	22.47	386,564,500.29	23.53
Commercial Paper 35% / 5% Maximum	199,292,980.42	12.22	200,222,205.45	12.19
Corporate Notes 50% Maximum	328,905,034.15	20.16	328,868,445.07	20.01
LGIP 100% Maximum	37,353,021.98	2.29	29,671,016.44	1.81
Money Market 60% Maximum	14,962,304.15	0.92	16,486,968.38	1.00
Municipal Bonds - US 30% Maximum	16,460,249.51	1.01	16,447,661.91	1.00
Municipal Bonds - Virginia 30% Maximum	69,787,743.07	4.28	66,779,468.24	4.06
Supranational 50% Maximum	60,004,203.08	3.68	60,003,316.72	3.65
US Agency 100% Maximum	481,073,456.75	29.49	481,074,876.40	29.28
US Treasury 100% Maximum	46,903,056.34	2.87	46,940,839.32	2.86
Total / Average	1,631,422,938.68	100.00	1,643,166,928.17	100.00



- B. The liquidity of the portfolio is reflected in the portfolio’s duration as 0.88 (1.0 = 1 year) and the maturity schedule is shown below.

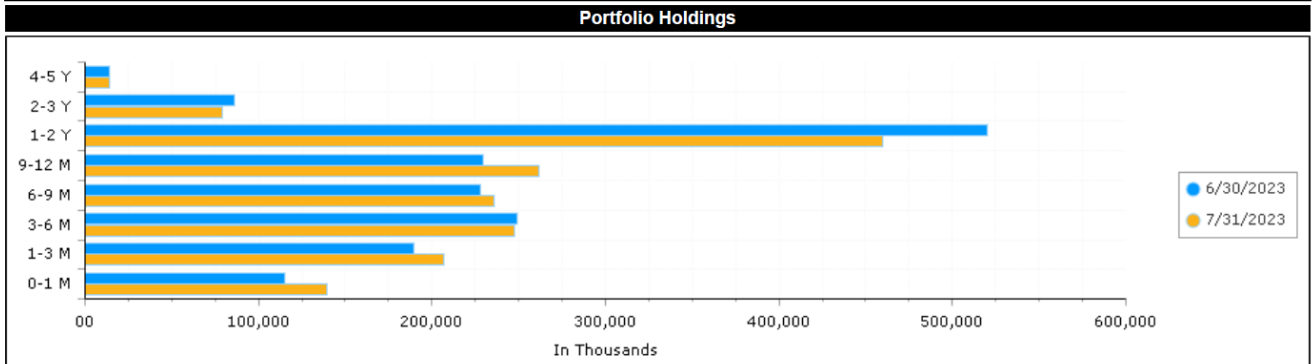


**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value**

Report Group: Regional Revenue

Begin Date: 6/30/2023, End Date: 7/31/2023

Maturity Range Allocation				
Maturity Range	Book Value 6/30/2023	% of Portfolio 6/30/2023	Book Value 7/31/2023	% of Portfolio 7/31/2023
0-1 Month	115,317,785.14	7.07	139,035,981.13	8.46
1-3 Months	189,679,040.49	11.63	206,694,920.19	12.58
3-6 Months	249,330,242.16	15.28	247,903,565.88	15.09
6-9 Months	227,766,128.99	13.96	235,614,612.21	14.34
9-12 Months	229,122,509.11	14.04	261,891,786.81	15.94
1-2 Years	520,165,108.35	31.88	459,433,673.44	27.96
2-3 Years	86,306,030.84	5.29	78,851,133.34	4.80
4-5 Years	13,736,093.60	0.84	13,741,255.17	0.84
Total / Average	1,631,422,938.68	100.00	1,643,166,928.17	100.00



- C. The yield on the portfolio at the end of July 2023 was 3.17%. The NVTA’s Investment Policy specifies the Treasury 90-day T Bill, other benchmarks shown below for yield performance comparison.

NVTA Investment Benchmarks	Jul-23 Month End
Fed Funds Rate	5.33%
Treasury 90 Day T Bill	5.55%
Local Government Investment Pool	5.45%
Virginia Non-Arbitrage Program	5.37%
ICE BofA 1-3 Year (18-Months Avg)*	3.77%
LGIP Extended Maturity Pool*	3.94%
NVTA Performance	3.17%

Source: Bloomberg/NVTA Statements

*New Benchmarks

4. Portfolio Analysis & Statistics Overview:

A. Safety: The portfolio is invested primarily in:

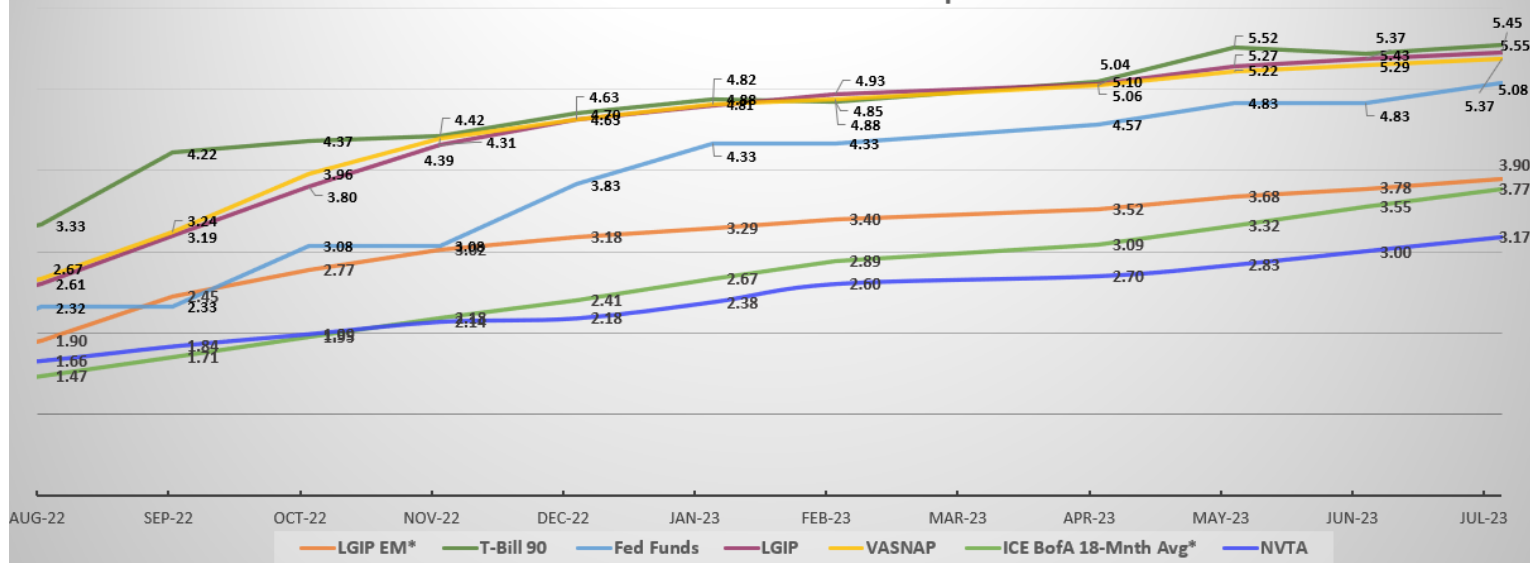
- Local Government Investment Pools (2.29% to 1.81%)
- Collateralized bank money market accounts (1.54% to 1.62%)
- Commercial Paper (12.22% to 12.19%)
- Negotiable CD's (22.47% to 23.53%)
- AAA/AA rated investment grade corporate bonds (20.16% to 20.01%)
- Supranational Securities (3.68% to 3.65%)
- Treasuries and Agencies (32.36% to 32.14%)
- VA & US Municipals (5.29% to 5.06%)

B. Liquidity: The NVTa Portfolio duration is 0.88 in July 2023 (1.0 = 1 year). The Fed raised interest rates by a quarter of a percentage point in July 2023, citing still elevated inflation as a rationale. The monthly maturities are laddering from \$80-\$100 million in securities which was previously at \$40-\$60 million.

C. Yield: The Fed updated dot plot released in June showed one rate hike by December 2023, before embarking on an easing cycle.

- I. Staff continues with the strategy of re-investing maturities and monthly revenue in a two-to-three-year maturity profile to lock higher rate duration before the Fed begins lowering interest rates.
- II. After consulting member jurisdictions and conducting thorough benchmark research, considering NVTa's concentrated portfolio in the six months to five-year maturity range, staff are recommending the use of the ICE BofA 1-3 Year (18-Months Avg) and LGIP Extended Maturity Pool NAV Yield as primary performance benchmarks.
- III. As a precaution, staff regularly monitor NVTa's community banks position through quarterly Bank Call Report published by Federal Deposit Insurance Corporation (FDIC) for deposit program stability.
- IV. Staff conducted a weighted average yield analysis on securities that are yielding below 1%, these securities were acquired during historically low interest rates. Looking at the portfolio without these legacy instruments (sub 1%) results in a yield to maturity of 4.05%.
- V. Investment Earnings for Fiscal Year 2023 were estimated at \$20 million. Actual earnings were \$32.9 million. However, after recording an unrealized loss of \$3.4 million for changes in market value, net booked revenue is projected to be \$29.5 million. The unrealized loss represents a paper loss subject to market fluctuations and is not realized unless an instrument is sold before maturity.
- VI. Unrealized gains or losses arise from market price changes. The unrealized gain or loss would only become realized (actual) if the instrument was sold prior to maturity. A central tenant in the management of the NVTa portfolio is a hold to maturity philosophy. Meaning instruments are seldom sold prior to maturity.
- VII. Staff continually monitors market trends, economic indicators, and central bank policies to make informed decisions. This proactive approach helps us position the portfolio to capitalize on potential market shifts.

NVTA Investment Benchmarks Comparison



5. **Custodian Certification:** Truist Bank is the custodian of all NVTA’s investment purchases and is where all NVTA’s non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.

6. **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority’s Annual Financial Statements and annual audit. The attached report documents:
 - A. **Compliance – Investment Policy, Summary:** The report shows the percentage of the portfolio by each type of investment.
 - B. **Investment Portfolio – By Maturity Range:** The report shows the yield to maturity and percentage of the portfolio which each type of investment represents.
 - C. **Portfolio Holdings by Custodian:** This report shows each depository, investment firm, or custodian holding NVTA securities or cash.

Attachment: Compliance - GASB 40 Report



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 7/31/2023

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
CD - Bank 60% Maximum													
John Marshall Bank 5.01 1/15/2024	JMBCD01152024	10,107,629.95	10,107,629.95	10,107,629.95	None	None	0.61	168	168	1/15/2024		5.010	0.46
Sub Total / Average CD - Bank 60% Maximum		10,107,629.95	10,107,629.95	10,107,629.95			0.61	168	168			5.010	0.46
CD - Negotiable 25% Maximum													
Bayerische Landesbank 3.88 6/27/2024	0727MCE2	20,000,000.00	20,014,119.54	19,722,800.00	Fitch-F1	Moodys-P1	1.21	332	332	6/27/2024		3.816	0.88
Bayerische Landesbank 3.88 7/26/2024	0727MCA0	30,000,000.00	30,022,949.38	29,535,600.00	Fitch-F1	Moodys-P1	1.82	361	361	7/26/2024		3.799	0.98
Canadian Imperial Bank NY 5.91 5/23/2024	13606KYM2	25,000,000.00	25,000,000.00	25,005,500.00	S&P-A1	Moodys-P1	1.52	297	297	5/23/2024		5.910	0.83
Credit Suisse 0.68 10/10/2023	22552G4R8	15,000,000.00	15,001,753.47	14,868,150.00	S&P-A1	Moodys-P1	0.91	71	71	10/10/2023		0.619	0.20
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,003,314.74	14,698,200.00	S&P-A1	Moodys-P1	0.91	163	163	1/10/2024		0.700	0.45
HSBC Bank 5.58 4/19/2024	40435RQV6	25,000,000.00	25,000,000.00	24,927,250.00	S&P-A1	Moodys-P1	1.52	263	263	4/19/2024		5.580	0.72
Natixis 4.86 9/22/2023	63873QWS9	21,000,000.00	21,000,000.00	20,977,740.00	S&P-A1	Moodys-P1	1.27	53	53	9/22/2023		4.860	0.15
Natixis 5.56 10/24/2023	63873QXG4	25,000,000.00	25,000,000.00	24,985,500.00	S&P-A1	Moodys-P1	1.52	85	85	10/24/2023		5.560	0.24
Nordea Bank 2.6 12/20/2023	65558USB9	25,000,000.00	25,005,605.26	24,731,250.00	S&P-A1+	Moodys-P1	1.52	142	142	12/20/2023		2.540	0.39
Rabobank 3.57 8/2/2024	21684XY77	18,500,000.00	18,500,000.00	18,119,270.00	S&P-A1	Moodys-P1	1.12	368	368	8/2/2024		3.570	0.98
Royal Bank of Canada 4.27 10/13/2023	78015JD61	25,000,000.00	25,003,418.99	24,923,750.00	S&P-A1	Moodys-P1	1.52	74	74	10/13/2023		4.199	0.21
Standard Chartered Bank 5.8 1/16/2024	85325VGH7	30,000,000.00	30,000,000.00	29,995,200.00	S&P-A1	Moodys-P1	1.82	169	169	1/16/2024		5.800	0.47
Standard Chartered Bank 6.01 7/22/2024	85325VGM6	20,000,000.00	20,000,000.00	19,990,400.00	S&P-A1	Moodys-P1	1.21	357	357	7/22/2024		6.010	0.99
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,013,338.91	20,758,980.00	S&P-A1	Moodys-P1	1.33	449	449	10/22/2024		0.899	1.25
Swedbank 5.36 11/17/2023	87019WEX9	25,000,000.00	25,000,000.00	24,966,500.00	S&P-A1	Moodys-P1	1.52	109	109	11/17/2023		5.360	0.30
Swedbank 5.88 7/19/2024	87019WNP6	30,000,000.00	30,000,000.00	29,976,600.00	S&P-A1	Moodys-P1	1.82	354	354	7/19/2024		5.880	0.98
TD Bank 4.02 8/16/2023	89115BHE3	15,000,000.00	15,000,000.00	14,990,250.00	S&P-A1+	Moodys-P1	0.91	16	16	8/16/2023		4.020	0.04
Sub Total / Average CD - Negotiable 25% Maximum		386,500,000.00	386,564,500.29	383,172,940.00			23.44	223	223			4.289	0.61
Commercial Paper 35% / 5% Maximum													
Barclays Capital 0 1/12/2024	06744G4W9	25,000,000.00	24,392,708.38	24,344,000.00	S&P-A1	Moodys-P1	1.52	165	165	1/12/2024		5.517	0.45
Barclays Capital 0 12/14/2023	06744G5M0	20,000,000.00	19,610,888.81	19,568,000.00	S&P-A1	Moodys-P1	1.21	136	136	12/14/2023		5.326	0.37
Barclays Capital 0 8/23/2023	06743VVP2	23,000,000.00	22,925,793.04	22,924,560.00	S&P-A1	Fitch-F1	1.40	23	23	8/23/2023		5.203	0.06
Kookmin Bank 0 8/18/2023	50050FVJ6	10,000,000.00	9,973,150.00	9,974,600.00	S&P-A1	Moodys-P1	0.61	18	18	8/18/2023		5.594	0.05
Lloyds Bank 0 11/21/2023	53948BYM5	30,000,000.00	29,480,200.00	29,474,400.00	S&P-A1	Moodys-P1	1.82	113	113	11/21/2023		5.647	0.31
Lloyds Bank 0 2/16/2024	53948ABG5	26,000,000.00	25,234,444.45	25,172,160.00	S&P-A1	Moodys-P1	1.58	200	200	2/16/2024		5.519	0.55
MUFG Bank 0 3/22/2024	62479LCN3	30,000,000.00	28,909,208.27	28,876,800.00	S&P-A1	Moodys-P1	1.82	235	235	3/22/2024		5.812	0.64
Natixis 0 10/20/2023	63873KXL6	25,000,000.00	24,719,875.00	24,691,750.00	S&P-A1	Moodys-P1	1.52	81	81	10/20/2023		5.167	0.22
Standard Chartered Bank 0.01 8/11/2023	85324UVB6	15,000,000.00	14,975,937.50	14,977,950.00	S&P-A1	Moodys-P1	0.91	11	11	8/11/2023		5.535	0.03
Sub Total / Average Commercial Paper 35% / 5% Maximum		204,000,000.00	200,222,205.45	200,004,220.00			12.37	124	124			5.488	0.34
Corporate Notes 50% Maximum													
Apple 2.85 5/11/2024-24	037833CU2	2,135,000.00	2,174,109.65	2,093,346.15	S&P-AA+	Moodys-Aaa	0.13	285	224	5/11/2024	3/11/2024	0.484	0.77
Apple 2.85 5/11/2024-24	037833CU2	10,000,000.00	10,186,632.91	9,804,900.00	S&P-AA+	Moodys-Aaa	0.61	285	224	5/11/2024	3/11/2024	0.442	0.77
Apple 3.45 5/6/2024	037833AS9	10,000,000.00	10,239,693.36	9,865,700.00	S&P-AA+	Moodys-Aaa	0.61	280	280	5/6/2024		0.310	0.76
Exxon Mobil 2.019 8/16/2024-24	30231GBCS	10,000,000.00	10,136,054.80	9,654,900.00	S&P-AA-	Moodys-Aa1	0.61	382	351	8/16/2024	7/16/2024	0.699	1.03
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,369,090.93	9,142,515.00	S&P-AA-	Moodys-Aa2	0.58	584	494	3/6/2025	12/6/2024	3.619	1.56
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,963,009.41	19,303,000.00	S&P-AA-	Moodys-Aa2	1.21	597	597	3/19/2025		3.110	1.59
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,483,767.45	11,881,480.00	S&P-AA+	Moodys-Aa2	0.79	693	693	6/23/2025		3.320	1.88
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	8,997,529.70	8,642,405.76	S&P-AA+	Moodys-Aa2	0.57	693	693	6/23/2025		3.829	1.88
JP Morgan Chase Bank 5.1 5/30/2025-24	46632FSW6	21,000,000.00	21,000,000.00	20,799,660.00	Fitch-AA	Moodys-Aa2	1.27	669	304	5/30/2025	5/30/2024	5.100	1.76
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,001,557.05	14,944,500.00	S&P-AA+	Moodys-Aa3	0.91	28	28	8/28/2023		0.344	0.08
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,001,558.72	14,944,500.00	S&P-AA+	Moodys-Aa3	0.91	28	28	8/28/2023		0.344	0.08
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,090,722.56	4,870,200.00	S&P-AA+	Moodys-Aa3	0.30	327	327	6/22/2024		0.701	0.88
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,368,844.03	7,099,326.50	S&P-AA+	Moodys-Aa3	0.44	253	253	4/9/2024		0.400	0.68
MetLife 0.45 9/1/2023	59217GEK1	20,000,000.00	20,002,039.48	19,914,800.00	S&P-AA-	Moodys-Aa3	1.21	32	32	9/1/2023		0.333	0.08

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
MetLife 0.45 9/1/2023	59217GEK1	10,000,000.00	10,001,304.72	9,957,400.00	S&P-AA-	Moody's-Aa3	0.61	32	32	9/1/2023		0.301	0.08
MetLife 0.45 9/1/2023	59217GEK1	13,920,000.00	13,921,822.91	13,860,700.80	S&P-AA-	Moody's-Aa3	0.84	32	32	9/1/2023		0.300	0.08
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,331,420.78	16,689,050.00	S&P-AA-	Moody's-Aa3	1.06	599	599	3/21/2025		3.420	1.60
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,149,645.31	12,911,990.00	S&P-AA-	Moody's-Aaa	0.79	137	107	12/15/2023	11/15/2023	0.530	0.37
Nestle 3.35 9/24/2023-23	641062AD6	15,665,000.00	15,733,258.79	15,610,955.75	S&P-AA-	Moody's-Aa3	0.95	55	24	9/24/2023	8/24/2023	0.437	0.15
New York Life 0.4 10/21/2023	64952WDT7	20,000,000.00	20,004,027.96	19,748,600.00	S&P-AA+	Moody's-Aaa	1.21	82	82	10/21/2023		0.310	0.22
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,494,363.87	7,074,825.00	S&P-AA+	Moody's-Aaa	0.45	456	456	10/29/2024		0.961	1.24
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,603,137.98	4,437,803.25	S&P-AA+	Moody's-Aaa	0.27	254	254	4/10/2024		0.378	0.68
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,747,157.86	4,602,750.00	S&P-AA-	Moody's-Aa3	0.30	694	694	6/24/2025		4.050	1.88
PEFCO 0.55 7/30/2024	74274TAG5	10,000,000.00	9,581,526.02	9,477,300.00	Moody's-Aaa	Fitch-AA+	0.61	365	365	7/30/2024		4.960	1.00
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,173,735.70	8,654,940.00	S&P-AA-	Moody's-Aa3	0.55	420	420	9/23/2024		0.700	1.13
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	10,000,000.00	9,664,508.16	9,616,600.00	S&P-AA-	Moody's-Aa3	0.61	420	420	9/23/2024		5.510	1.13
Southern California Gas Co. 3.2 6/15/2025-25	842434CP5	17,000,000.00	16,485,201.06	16,357,910.00	Fitch-AA-	Moody's-Aa3	1.03	685	593	6/15/2025	3/15/2025	4.919	1.82
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,962,723.90	9,667,600.00	S&P-AA-	Moody's-Aa1	0.61	640	640	5/1/2025		3.600	1.70
Sub Total / Average Corporate Notes 50% Maximum		330,411,000.00	328,868,445.07	321,629,658.21			20.04	349	313			2.024	0.93
LGIP 100% Maximum													
Commonwealth of Virginia LGIP	LGIP0825	12,574.70	12,574.70	12,574.70	S&P-AAA	NR	0.00	1	1	N/A	N/A	5.451	0.00
Commonwealth of Virginia LGIP	LGIP0549	29,658,441.74	29,658,441.74	29,658,441.74	S&P-AAA	NR	1.80	1	1	N/A	N/A	5.451	0.00
Sub Total / Average LGIP 100% Maximum		29,671,016.44	29,671,016.44	29,671,016.44			1.80	1	1			5.451	0.00
Money Market 60% Maximum													
Freedom Bank ICS MM	MM2554	5,102,733.17	5,102,733.17	5,102,733.17	NR	NR	0.31	1	1	N/A	N/A	5.340	0.00
John Marshall Bank ICS MM	MM60000	6,209,753.80	6,209,753.80	6,209,753.80	NR	NR	0.38	1	1	N/A	N/A	5.390	0.00
Truist MM	MM1006	1,719,598.49	1,719,598.49	1,719,598.49	NR	NR	0.10	1	1	N/A	N/A	4.996	0.00
United Bank Ck MM	MM0667	9,211.00	9,211.00	9,211.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	3,445,671.92	3,445,671.92	3,445,671.92	NR	NR	0.21	1	1	N/A	N/A	5.280	0.00
Sub Total / Average Money Market 60% Maximum		16,486,968.38	16,486,968.38	16,486,968.38			1.00	1	1			5.307	0.00
Municipal Bonds - US 30% Maximum													
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,356,077.97	2,271,796.60	S&P-AAA	Fitch-AAA	0.14	275	275	5/1/2024		0.500	0.74
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,681,032.24	2,482,685.80	S&P-AAA	Fitch-AAA	0.16	640	640	5/1/2025		0.650	1.72
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,431,898.85	2,289,504.60	S&P-AAA	Moody's-Aaa	0.14	459	459	11/1/2024		0.420	1.23
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,950,028.68	1,769,909.40	S&P-AAA	Moody's-Aaa	0.11	824	824	11/1/2025		0.570	2.20
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,028,624.17	6,481,930.00	S&P-AA	Fitch-AA	0.42	701	701	7/1/2025		1.039	1.90
Sub Total / Average Municipal Bonds - US 30% Maximum		16,225,000.00	16,447,661.91	15,295,826.40			0.98	609	609			0.753	1.64
Municipal Bonds - Virginia 30% Maximum													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,026,231.06	6,442,450.00	S&P-AAA	Moody's-Aaa	0.42	732	732	8/1/2025		0.600	1.98
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,042,703.73	2,902,530.00	S&P-AA+	Moody's-Aa1	0.18	350	350	7/15/2024		0.500	0.95
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	421,072.61	385,670.60	S&P-AA+	Moody's-Aa1	0.02	715	715	7/15/2025		0.600	1.92
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,018,737.37	4,541,700.00	S&P-AAA	Moody's-Aaa	0.30	793	793	10/1/2025		0.470	2.15
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,930,256.71	1,895,761.80	S&P-AA+	Moody's-Aa1	0.12	123	123	12/1/2023		0.310	0.33
Loudoun County Economic Development 3.75 6/1/2026	545895DQ4	1,500,000.00	1,610,512.75	1,442,355.00	Fitch-AA+	Moody's-Aa1	0.09	1,036	1,036	6/1/2026		1.080	2.70
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	720,000.00	720,000.00	711,108.00	S&P-AAA	Moody's-Aaa	0.04	93	93	11/1/2023		0.436	0.25
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	943,280.00	S&P-AAA	Moody's-Aaa	0.06	459	459	11/1/2024		0.636	1.25
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,073,021.20	S&P-AAA	Moody's-Aaa	0.07	824	824	11/1/2025		0.736	2.23
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,479.34	1,226,602.00	S&P-AA	Moody's-Aa1	0.08	459	459	11/1/2024		0.720	1.24
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	657,167.69	641,126.50	S&P-AA+	Moody's-Aa1	0.04	367	367	8/1/2024		3.375	0.98
VA St Resources Authority 2.45 11/1/2027	92818NHN1	4,000,000.00	3,741,255.17	3,661,120.00	S&P-AAA	Moody's-Aaa	0.24	1,554	1,554	11/1/2027		4.131	4.03
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,823,632.94	21,600,042.80	S&P-AA+	Moody's-Aa1	1.38	398	398	9/1/2024		0.465	1.08
VA State College Building Auth 0.5 9/1/2023	92778WKP0	16,305,000.00	16,307,418.87	16,238,475.60	S&P-AA+	Moody's-Aa1	0.99	32	32	9/1/2023		0.330	0.08
Sub Total / Average Municipal Bonds - Virginia 30% Maximum		66,830,000.00	66,779,468.24	63,705,243.50			4.05	455	455			0.719	1.22
Supranational 50% Maximum													
IBRD 0.25 11/24/2023	459058JM6	25,000,000.00	25,003,316.72	24,593,000.00	S&P-AAA	Moody's-Aaa	1.52	116	116	11/24/2023		0.208	0.31
IBRD 5.75 6/15/2026-23	45906M4C2	25,000,000.00	25,000,000.00	24,801,250.00	S&P-AAA	Moody's-Aaa	1.52	1,050	46	6/15/2026	9/15/2023	5.750	2.67
International Finance Corp 5 11/15/2027-24	45950VRK4	10,000,000.00	10,011,200.00	10,011,200.00	S&P-AAA	Moody's-Aaa	0.61	1,568	473	11/15/2027	11/15/2024	5.000	3.87
Sub Total / Average Supranational 50% Maximum		60,000,000.00	60,003,316.72	59,405,450.00			3.64	747	146			3.316	1.89

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
US Agency100% Maximum													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,095,567.75	17,360,181.00	S&P-AA+	Moody's-Aaa	1.16	847	847	11/24/2025		0.610	2.30
FFCB 4.5 3/28/2025	3133EPLF0	25,000,000.00	25,000,000.00	24,850,500.00	S&P-AA+	Moody's-Aaa	1.52	606	606	3/28/2025		4.500	1.60
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,999,688.90	14,487,000.00	S&P-AA+	Moody's-Aaa	0.91	241	241	3/28/2024		0.273	0.66
FHLB 1.11/15/2024-22	3130APRF4	22,500,000.00	22,508,314.45	21,224,475.00	Moody's-Aaa	S&P-AA+	1.36	473	473	11/15/2024		0.971	1.28
FHLB 1.2 7/2024-22	3130AQLR2	5,000,000.00	4,999,344.09	4,878,600.00	S&P-AA+	Moody's-Aaa	0.30	191	191	2/7/2024		1.025	0.51
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	23,942,500.00	S&P-AA+	Moody's-Aaa	1.52	346	72	7/11/2024	10/11/2023	1.040	0.94
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,975,729.93	18,778,000.00	S&P-AA+	Moody's-Aaa	1.21	532	166	1/13/2025	1/13/2024	1.185	1.44
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	18,835,600.00	S&P-AA+	Moody's-Aaa	1.21	505	505	12/17/2024		1.125	1.37
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	25,478,425.00	S&P-AAA	Moody's-Aaa	1.61	326	82	6/21/2024	10/21/2023	1.200	0.89
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	18,594,000.00	S&P-AA+	Moody's-Aaa	1.21	681	72	6/11/2025	10/11/2023	1.280	1.84
FHLB 1.3 12/15/2025-22	3130AQ5U3	25,000,000.00	24,996,286.79	23,021,750.00	S&P-AA+	Moody's-Aaa	1.52	868	868	12/15/2025		1.306	2.34
FHLB 1.4 2/18/2025-22	3130AQX4	25,000,000.00	25,000,000.00	23,498,250.00	S&P-AA+	Moody's-Aaa	1.52	568	568	2/18/2025		1.400	1.53
FHLB 1.67 3/1/2024-22	3130AR6G1	26,000,000.00	26,000,000.00	25,394,980.00	S&P-AA+	Moody's-Aaa	1.58	214	214	3/1/2024		1.670	0.58
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	18,009,195.00	S&P-AA+	Moody's-Aaa	1.12	252	252	4/8/2024		1.780	0.68
FHLB 2.5 2/28/2024-22	3130ARQX2	25,000,000.00	25,000,000.00	24,532,500.00	S&P-AA+	Moody's-Aaa	1.52	212	212	2/28/2024		2.500	0.57
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,061,900.00	S&P-AA+	Moody's-Aaa	1.82	394	394	8/28/2024		2.640	1.06
FHLB 5.125 2/23/2024	3130AV3G5	20,000,000.00	19,996,177.59	19,964,600.00	Moody's-Aaa	None	1.21	207	207	2/23/2024		5.160	0.55
FHLB 5.25 3/1/2024-23	3130AV3S9	20,000,000.00	20,000,000.00	19,925,200.00	S&P-AA+	Moody's-Aaa	1.21	214	123	3/1/2024	12/1/2023	5.250	0.57
FHLB 5.45 6/7/2024-23	3130AV5F5	15,000,000.00	15,000,000.00	14,942,550.00	S&P-AA+	Moody's-Aaa	0.91	312	38	6/7/2024	9/7/2023	5.450	0.82
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,003,766.90	14,462,250.00	Fitch-AAA	Moody's-Aaa	0.91	252	252	4/8/2024		0.338	0.69
FHLMC 2.57 1/22/2024-22	3134GXRZ9	28,500,000.00	28,500,000.00	28,075,350.00	S&P-AA+	Moody's-Aaa	1.73	175	175	1/22/2024		2.570	0.48
FHLMC 3.75 8/28/2024-22	3134GXP40	10,000,000.00	10,000,000.00	9,799,900.00	S&P-AA+	Moody's-Aaa	0.61	394	394	8/28/2024		3.750	1.05
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,399,750.00	S&P-AA+	Moody's-Aaa	1.52	667	667	5/28/2025		4.030	1.77
Sub Total / Average US Agency100% Maximum		481,100,000.00	481,074,876.40	463,517,456.00			29.18	424	343			2.239	1.14
US Treasury100% Maximum													
T-Bill 0 5/16/2024	912797FH5	840,000.00	807,181.66	805,459.20	S&P-AAA	Moody's-Aaa	0.05	290	290	5/16/2024		5.166	0.79
T-Bill 0 5/16/2024	912797FH5	6,500,000.00	6,248,666.67	6,232,720.00	S&P-AAA	Moody's-Aaa	0.39	290	290	5/16/2024		5.110	0.79
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,970,235.67	19,571,800.00	Moody's-Aaa	None	1.21	274	274	4/30/2024		2.705	0.74
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,914,755.32	19,231,200.00	Moody's-Aaa	None	1.21	654	654	5/15/2025		3.000	1.75
Sub Total / Average US Treasury100% Maximum		47,340,000.00	46,940,839.32	45,841,179.20			2.87	437	437			3.203	1.18
Total / Average		1,648,671,614.77	1,643,166,928.17	1,608,837,588.08			100	326	274			3.174	0.88

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 5, 2023

SUBJECT: Monthly Revenue Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities. These reports were presented to the NVTA Finance Committee at their September 2023 meeting.
- 2. Background:** The attached reports reflect funding received and distributed through Fiscal Year-end June 30, 2023. Please note these reports, while for the end of the fiscal year, were unaudited at their time of preparation.
- 3. Comments:**
 - A. FY2023 Revenues (Attachment A)**
 - I.** The Authority has received approximately \$421 million through the fiscal year-end June 30, 2023, transfers from the Commonwealth (inclusive of accounting accruals).
 - a.** \$20 million of the annual Northern Virginia District Transfer.
 - b.** \$33.6 million in Regional Congestion Relief Fees.
 - c.** \$348.9 million in Regional Sales Tax.
 - d.** \$18.5 million from the Interstate Operation and Enhancement Program.
 - II.** During February 2023, the Authority received the annual Interstate Operation Enhancement Program (IOEP) transfer in the amount of \$18.5 million. The transfer was 8.7% lower than the Virginia Department of Transportation (VDOT) Chief Financial Officer's estimate of \$20.26 million.
 - III.** August 2023 includes the twelfth month of accrued sales tax receipts for FY2023. Attachment A shows a 11.3% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
 - IV.** As of the FYE, the FY2023 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 22.5% when compared to the FY2023 budget projections. Mortgage rates have increased to their highest levels in decades, causing housing inventories to be tighter. The forecast expects existing housing inventory shortages to increase as current homeowners are less likely to move if they are locked into lower mortgage rates. There are also still market dynamics that indicate the Northern Virginia market has a way to go before returning to historic norms. Despite the decrease in sales activity, home prices in Northern Virginia have remained remarkably steady.

B. Year to Year Revenue Comparison: This monthly report focuses on budget to actual information. However, a year-to-year revenue comparison is informative as we close out FY2023.

- I. While FY2023 revenue exceeded projections by \$23.9 million, total FY2023 revenue was less than FY2022 as shown below.

	FY2023	FY2022	Y2Y Change
Sales Tax	348,907,106	332,596,472	16,310,634
Grantor's Tax	33,617,348	51,159,261	(17,541,913)
NVTD Transfer	20,000,000	20,000,000	-
IOEP Transfer	18,501,502	20,935,532	(2,434,030)
	\$ 421,025,956	\$ 424,691,265	\$ (3,665,309)

- II. With investment portfolio earnings that are projected to exceed estimates by \$9.5 million, combined with the \$23.9 million positive FY2023 budget variance, provides substantial revenue protections for adopted projects. However, the Grantor’s and IOEP (estimated by VDOT) will weigh negatively on future revenue projections.
- III. The relationship of actual revenue to estimated revenue for FY2022/23 is shown in the table below.

	FY2023	FY2022
Actual	\$ 421,025,956	\$ 424,691,265
Estimate	\$ 397,033,068	\$ 383,460,564
Difference	\$ 23,992,888	\$ 41,230,701

C. FY2023 Distribution to localities (Attachment B)

- I. All member jurisdictions have completed the required *Code of Virginia* Section 33.2-2510 annual certification to receive FY2023 Local Distribution Funds (30%).
- II. As of August 2023, \$126.6 million has been distributed in FY2023 Local Distribution funds to member jurisdictions.

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

- I. This chart reflects a month-to-month comparison of sales tax and grantors tax revenue and a year-to-year comparison of fiscal year to date sales tax revenues received as of August 2023 for FY2023.

Attachments:

- A. FY2023 Revenues Received by Tax Type Compared to NVTA Estimates, Through August 2023
- B. FY2023 30% Distribution by Jurisdiction, as of August 2023
- C. Month to Month Comparison of Sales Tax Revenue and Fiscal Year to Date Receipts for August FY2015 to FY2023

ATTACHMENT A.

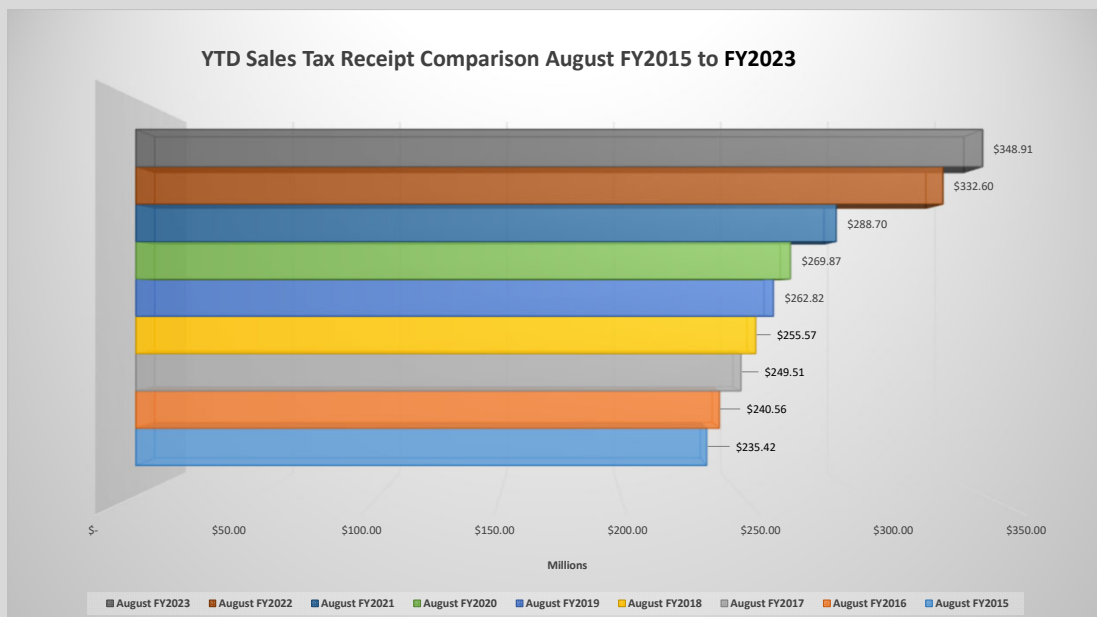
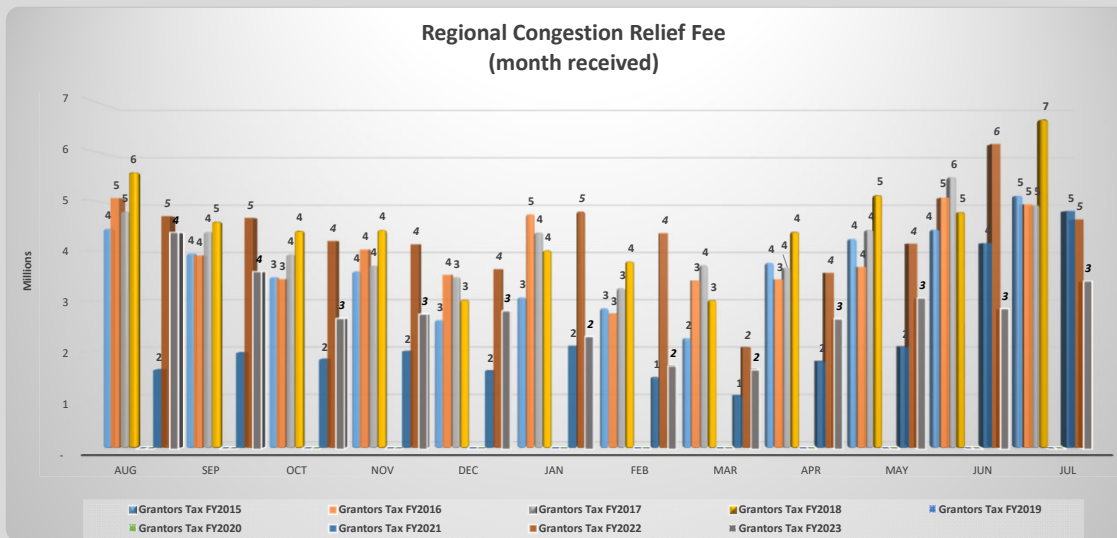
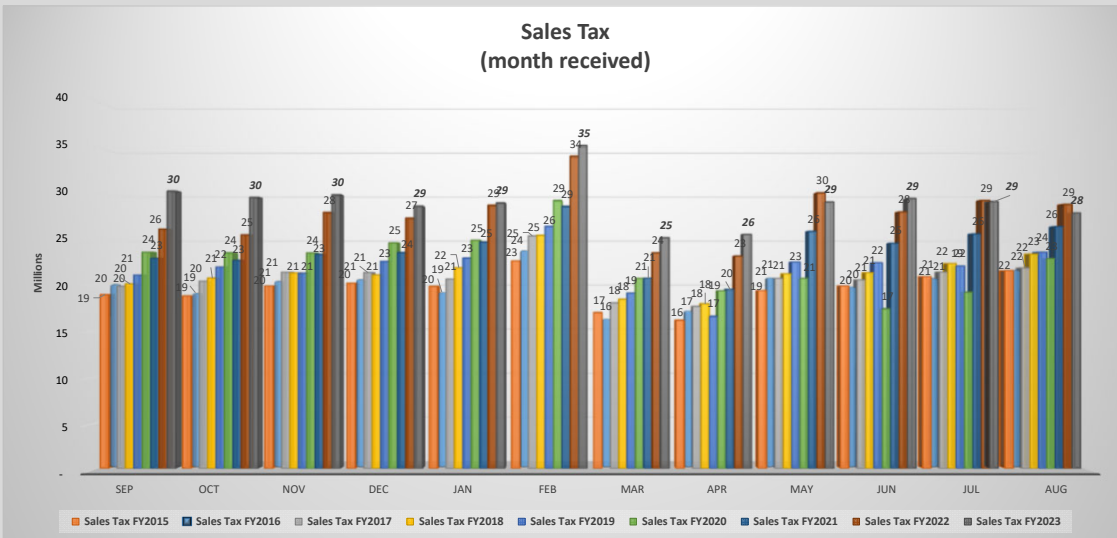
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
 Based on: Revenue Data Through August 2023
 FYE June 30, 2023

		Received	Annualized Revenue based	FY2023	Annualized	
	Transaction Months	To Date	on YTD Receipts	Budget	Actual To Budget	
Regional Sales Tax						
	12					
Total Sales Tax Revenue		\$ 348,907,106	\$ 348,907,106	\$ 313,399,565	\$ 35,507,541	11.3%
Interstate Operation Enhance Program						
	1					
Interstate Operation Enhance Program		\$ 18,501,502	\$ 18,501,502	\$ 20,261,936	\$ (1,760,434)	-8.7%
Regional Congestion Relief Fee						
	12					
Total Regional Congestion Relief Fee		\$ 33,617,348	\$ 33,617,348	\$ 43,371,567	(9,754,219)	-22.5%
NVTD Transfer from COVA						
	4					
Total NVTD Transfer from COVA		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 421,025,956	\$ 421,025,956	\$ 397,033,068	\$ 23,992,888	6.04%

ATTACHMENT B.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2023 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through August 2023											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 6/30/2023 Accrued Interest (1)	7/31/2023 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,213,197.29	\$ 23,486,351.83	\$ 2,347,083.80	\$ 1,322,032	\$ 34,682.26	\$ 28,403,347.61	\$ 8,521,004.28	\$ 9,975.54	\$ 7,942,257.51	\$ 588,722.31	\$ 8,530,979.82
Arlington County	\$ 1,659,620.68	\$ 33,078,397.88	\$ 3,129,326.20	\$ 1,783,848	\$ 48,586.44	\$ 39,699,779.00	\$ 11,909,933.70	\$ 12,825.70	\$ 11,061,439.03	\$ 861,320.37	\$ 11,922,759.40
City of Fairfax	\$ 435,597.11	\$ 8,067,113.85	\$ 505,276.50	\$ 479,987	\$ 11,490.91	\$ 9,499,465.82	\$ 2,849,839.75	\$ 2,850.16	\$ 2,660,639.82	\$ 192,050.09	\$ 2,852,689.91
Fairfax County	\$ 7,738,129.90	\$ 144,892,762.84	\$ 14,663,253.19	\$ 8,371,413	\$ 213,218.50	\$ 175,878,777.88	\$ 52,763,633.36	\$ 58,428.33	\$ 49,285,964.86	\$ 3,536,096.83	\$ 52,822,061.69
City of Falls Church	\$ 156,435.42	\$ 3,511,614.45	\$ 193,992.70	\$ 177,033	\$ 5,045.98	\$ 4,044,121.22	\$ 1,213,236.37	\$ 1,425.08	\$ 1,114,473.81	\$ 100,187.64	\$ 1,214,661.45
Loudoun County	\$ 3,886,606.52	\$ 71,528,336.50	\$ 7,124,157.69	\$ 4,150,689	\$ 105,961.58	\$ 86,795,750.79	\$ 26,038,725.24	\$ 29,926.63	\$ 24,578,215.37	\$ 1,490,436.50	\$ 26,068,651.87
City of Manassas	\$ 422,571.33	\$ 7,811,182.14	\$ 333,219.50	\$ 461,333	\$ 10,966.62	\$ 9,039,272.17	\$ 2,711,781.65	\$ 2,850.16	\$ 2,515,018.68	\$ 199,613.13	\$ 2,714,631.81
City of Manassas Park	\$ 114,920.60	\$ 2,003,654.44	\$ 132,548.10	\$ 127,078	\$ 2,828.44	\$ 2,381,029.75	\$ 714,308.92	\$ 1,425.08	\$ 670,876.05	\$ 44,857.95	\$ 715,734.00
Prince William County	\$ 2,874,423.14	\$ 54,527,691.81	\$ 5,188,490.30	\$ 3,126,587	\$ 79,118.39	\$ 65,796,310.59	\$ 19,738,893.18	\$ 22,801.24	\$ 18,409,122.34	\$ 1,352,572.08	\$ 19,761,694.42
Total Revenue	\$ 18,501,501.99	\$ 348,907,105.73	\$ 33,617,347.98	\$ 20,000,000.00	\$ 511,899.12	\$ 421,537,854.82	\$ 126,461,356.45	\$ 142,507.92	\$ 118,238,007.47	\$ 8,365,856.90	\$ 126,603,864.37
Interest FTD FY023						\$ 421,025,955.70	\$ 126,461,356.45			\$ 8,365,856.74	\$ 126,603,864.37

FY2023 August 2023



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 5, 2023

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTVA) on the Authority's Operating Budget for FY2023. This report was provided to NVTVA's Finance Committee at their September 2023 meeting.
2. **Background:** The Authority elected to fund the Operating Budget for FY2023 through transfers from the Regional Revenue Fund.
3. **Monthly Operating Budget Report:** Through June 30, 2023, the FY2023 Operating Budget has produced the following:
 - A. The Operating Budget was funded through quarterly transfers of \$886,850 from the Regional Revenue Fund.
 - B. As of FYE June 30, 2023, the attached Income Statement reflects the Authority utilized 88% of its FY2023 expenditure budget or was \$487,197 positive (underspent). This amount contains certain large expenses such as the Website Development project (\$125,000) that did not incur any costs during the fiscal year. The budget for the Website development has been carried over to FY2024. The Request for Proposal for the Website redesign is expected to be issued in early fall.
 - C. As of June 30, 2023, all expense categories remained within budget.
 - D. The attached statement shows the total Operating Budget income and expenditure activity for FYE June 30, 2023 (unaudited).

Attachment: FY2023 Monthly Operating Budget through FYE June 30, 2023

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 13 / 23

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	4,560.00	2,002,970.91	2,102,061.00	99,090.09	95
130	Health & Dental Benefits		211,432.93	375,414.00	163,981.07	56
131	Payroll Taxes	861.38	139,714.00	169,702.00	29,988.00	82
132	Retirement VRS		161,226.37	177,451.00	16,224.63	91
133	Life Insurance		25,835.68	28,168.00	2,332.32	92
134	Flex Spending/Dependent Care		553.71	1,165.00	611.29	48
135	Workers Comp		1,513.00	2,312.00	799.00	65
137	Disability Insurance		18,419.85	30,619.00	12,199.15	60
	Total Account	5,421.38	2,561,666.45	2,886,892.00	325,225.55	89
420000	Professional Services					
210	Audit & Accounting Services		36,320.00	68,500.00	32,180.00	53
220	Bank Service		-178.13	750.00	928.13	-24
230	Insurance		11,207.00	9,240.00	-1,967.00	121
240	Payroll Services		4,853.91	3,283.00	-1,570.91	148
260	Public Outreach & Regional Event Support		59,321.72	63,425.00	4,103.28	94
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services		35,900.00	36,955.00	1,055.00	97
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services		78,932.13	80,420.00	1,487.87	98
265	Investment Custody Svc		20,140.00	25,000.00	4,860.00	81
	Total Account		249,184.13	300,273.00	51,088.87	83
430000	Technology/Communication					
310	Acctg & Financial Report Systems		101,922.95	88,245.00	-13,677.95	115
320	HW SW & Peripheral Purchase			620.00	620.00	
330	IT Support Svc Incl Hosting		37,745.15	46,220.00	8,474.85	82
335	GIS/Project Mgt/Modeling		33,805.76	88,800.00	54,994.24	38
340	Phone Service & Web Ex Chgs		15,456.81	16,872.00	1,415.19	92
350	Web Develop & Hosting		7,836.69	135,805.00	127,968.31	6
940	Computer HW SW & Peripheral		15,158.37	10,000.00	-5,158.37	152
	Total Account		211,925.73	386,562.00	174,636.27	55
440000	Administrative Expenses					
410	Advertisement		2,848.89	4,000.00	1,151.11	71
411	Dues & Subscriptions		19,568.37	15,992.00	-3,576.37	122
412	Duplication & Printing	-3,499.92	2,693.56	13,610.00	10,916.44	20
414	Hosted Meeting Expenses		5,503.60	5,000.00	-503.60	110
415	Mileage/Transportation		3,348.74	11,000.00	7,651.26	30
417	Office Lease	-228,406.71	1,242.69	236,696.00	235,453.31	1
418	Office Supplies	-125.00	10,144.69	7,475.00	-2,669.69	136
419	Postage & Delivery		30.49	700.00	669.51	4
420	Professional Develop & Training		16,404.41	23,000.00	6,595.59	71
945	Office Furniture & Fixtures	125.00	16,421.24	21,800.00	5,378.76	75
	Total Account	-231,906.63	78,206.68	339,273.00	261,066.32	23
490600	Lease Pymnts					

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
655	Lease Principal	216,545.97	216,545.97		-216,545.97	
660	Lease Interest	15,360.66	15,360.66		-15,360.66	
	Total Account	231,906.63	231,906.63		-231,906.63	
510300	Capital Outlay - Lease Agreements					
930	Office Lease Agreements	92,913.86	92,913.86		-92,913.86	
	Total Account	92,913.86	92,913.86		-92,913.86	
	Total Expenses	98,335.24	3,425,803.48	3,913,000.00	487,196.52	88
	Net Income from Operations	-98,335.24	-3,425,803.48			
	Other Revenue					
381050	Issuance of Leases	92,913.86	92,913.86		92,913.86	100
383000	Transfer Operating Budget from Regional Revenue		3,547,397.00	3,547,397.00		103
	Total Other Revenue	92,913.86	3,640,310.86	3,547,397.00	92,913.86	103
	Other Expenses					
521000	Transfers					
820	Transfer to Operating Reserve			768,600.00	768,600.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			818,600.00	818,600.00	
	Total Other Expenses	0.00	0.00	818,600.00	818,600.00	
	Net Income	-5,421.38	214,507.38			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Vice Chair David Snyder, Transportation Technology Committee Chair

DATE: October 5, 2023

SUBJECT: Transportation Technology Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the Transportation Technology Committee (TTC).
2. **Background:** The Transportation Technology Committee met on September 27, 2023, at 8:30 am. The meeting was held in-person at NVTA offices and virtually as well as live streamed to YouTube.
3. **Action Item: Summary Notes of November 30, 2022, Meeting**
The meeting summary for the November 30, 2022, meeting was unanimously approved.
4. **Discussion Items:**
 - A. **Cybersecurity**
A representative from the Federal Bureau of Investigation (FBI) spoke to the agency's role in cyber-crime prevention. They presented on common cyber security incidents/vulnerabilities that they respond to including targeted industries ranging from government to private businesses to transportation systems. The top two vulnerabilities for cyber-attacks include unpatched/outdated software systems and lack of employee training and education regarding phishing emails/calls. There was robust discussion about how to minimize risk before cyber threats take place and what to do when they happen.
A representative from the Cybersecurity and Infrastructure Security Administration (CISA), a new federal agency focused on understanding, managing, and reducing risks to both cyber and physical infrastructure, also presented to the TTC. They shared information on CISA's objectives, which include defending against current threats, strengthening critical infrastructure, and addressing long-term risks. They offer a range of voluntary, no-cost services including assessments, preparedness activities, partnership development, strategic messaging, and incident response assistance.
 - B. **NVTA InNoVAtion Initiatives Poster**
Staff highlighted NVTA's transportation technology-focused poster which was presented to the Intelligent Transportation Society of Virginia (ITSVA). The poster displays what NVTA is doing to drive progress towards a technologically innovative transportation network.
 - C. **Transportation Technology Strategic Plan (TTSP) Progress Update**

Staff informed the TTC that the Authority’s unanimously approved updates to the TTSP during the November 2022 meeting have now been formally implemented into an update of the TTSP. The updates include:

- Expansion of scope for existing strategy #4 which now addresses ways to maximize potential benefits of connected and Automated Vehicles. Strategy #4 was retitled to “Enhance operations of the multimodal transportation system through connectivity and automation.”;
- Expansion of existing strategy #8 which aims to advance decarbonization of the transportation system to include new technologies; and
- Addition of a 9th strategy titled “Enhanced mobility in the region through innovation and emerging technologies in transit.”

The updated TTSP has been posted to NVTA’s [Transportation Technology webpage](#).

D. Artificial Intelligence in Transportation

Staff and TTC members discussed how Artificial Intelligence (AI) can be implemented into the TTSP. Discussion led to what advantages and disadvantages AI brings to transportation and how to simplify use cases to an understandable perspective.

Additionally, staff shared the upcoming Lunch and Learn series scheduled for this winter:

- November 2, 2023 – Best Practices for Artificial Intelligence in Transportation by Dr. Tom Sanchez of Virginia Tech
- December 7, 2023 – Lessons Learned for Microtransit Deployments by Joe Stainsby of Potomac and Rappahannock Transportation Commission (PRTC)
- January 4, 2024 – Insights on How to Prepare Projects to Adapt to Innovation by Paul Szatkowski of Virginia Department of Transportation (VDOT)

E. NVTA Updates

Staff shared that the \$1 billion mark for NVTA’s Local Distribution Funds was recently surpassed. The Local Distribution Fund (30%) can be utilized for transportation purposes of the member jurisdictions’ and towns’ choice, in accordance with the provisions of House Bill 2313. To date, nearly half of the reported Local Distribution Funds have been allocated to transit projects, including investments in bus, rail, and Bus Rapid Transit (BRT).

NVTA’s FY2024-2029 Six Year Program is currently in the review process after receiving 32 applications, of which 3 projects are primarily technology focused.

The contract award for NVTA’s Preliminary Deployment Plan for Regional Bus Rapid Transit in Northern Virginia (PDP-BRT) will be up for formal approval at the October Authority meeting with anticipation to begin work in late October.

- 5. Next Steps:** The next meeting of the Committee will be scheduled in coordination with the members.

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

SUBJECT: Chief Executive Officer's Report

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

2. **Discussion Items:**

A. **FY2024-2029 Six Year Program (SYP):** NVTA staff is reviewing applications received as part of the FY2024-2029 SYP and following up with applicants for clarifications and additional information. For the first time, candidate projects will be evaluated on how well they align with NVTA's Core Values of Equity, Safety, and Sustainability. Applicants were invited to explain how each project application aligns with NVTA's Core Values by submitting a Core Value Statement with each project application. Four out of eleven applicants submitted Core Value Statements for each of their applications. For the remainder, NVTA staff will evaluate impacts of the project applications on Core Values. NVTA's descriptions of the Core Values are as follows:

- **Equity:** An equitable transportation system ensures fairness in mobility and accessibility, to meet the needs of the region and all travelers, particularly underserved populations. (e.g., low-income, minority, elderly, children, women, people with Limited English Proficiency (LEP), people with disabilities.) It facilitates social and economic opportunities through reliable and affordable transportation options. It recognizes past inequities, commits to addressing them when possible, and actively avoids further injustices.
- **Safety:** A safe transportation system minimizes fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It also addresses community perceptions of safety.
- **Sustainability:** A sustainable transportation system meets the needs of the present, without compromising the ability of future generations to meet their needs. It considers sustainability to be comprised of three pillars, focused on economic, environmental, and social impacts, and addresses the interactions between these.

The deadline for submitting governing body resolutions is October 27, 2023. NVTA staff will confirm the final list of applications after reviewing the resolutions.

B. **Carbon Reduction Program (CRP):** The Bipartisan Infrastructure Law (BIL) established the Carbon Reduction Program (CRP) which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from on-road transportation. BIL also requires

states to develop a Carbon Reduction Strategy (CRS). CRP provides a total of \$6.4 billion in formula funding nationally for FY2022 through FY2026. States must allocate 65% of the state's apportionment to urbanized areas by population share, and the rest of the 35% can be spent anywhere in the state. Northern Virginia's share for FY2022 and FY2023 will be about \$5,786,618 and \$5,902,350 respectively.

CRP requires states to develop a CRS within two years of enactment and update it every four years. States shall coordinate with Metropolitan Planning Organizations (MPOs) that represent urbanized areas on funding projects and developing strategies. The strategy and funds can support emission reduction through congestion reduction, public transportation, bike-pedestrian facilities, shared/pooled vehicle trips, etc. It also may include utilization of practices in the construction of transportation assets that result in lower emissions.

NVTA staff will continue participating in meetings with Virginia Department of Transportation (VDOT) and the Transportation Planning Board (TPB) to discuss the process, and potential programs and projects for funding.

- C. **NVTA article in FHWA's Fostering Multimodal Connectivity Newsletter:** The Federal Highway Administration (FHWA) included an NVTA-written article in its recently published Fostering Multimodal Connectivity newsletter. The article provides insights into NVTA's transportation planning and funding processes, and highlights NVTA's investments across all modes of transportation, specifically projects spurring active transportation. The article features projects in the City of Falls Church and the Town of Hillsboro in western Loudoun County. This newsletter is distributed to 7,000 subscribers nationwide and can be found at this [link](#).
- D. **Virginia Department of Transportation's (VDOT) Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping Grant Application Endorsement Letter:** On October 4th, 2023, NVTA received a request from VDOT to submit a letter of support for their grant application submission to the Federal Highway Administration (FHWA) SMART grant program. VDOT is developing a comprehensive plan to augment or replace outdated traffic signal technology and would utilize the grant funding to develop the plan. VDOT required the letter of support by October 10th, 2023. Per the Code of Virginia, NVTA serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. Considering that the next Authority meeting is on October 12th, 2023, Chair Randall signed the letter of endorsement for VDOT's grant application on behalf of NVTA in accordance with customary practices and the Code of Virginia. The letter submitted to VDOT is attached.
- E. **RM3P Milestone:** On September 20th, 2023, the Commonwealth Transportation Board (CTB) unanimously authorized the Virginia Commissioner of Highways to execute a contract with Arup US, Inc. to provide an Artificial Intelligence-Based Decision Support System (AI-DSS) for enhancing transportation incident management. The AI-DSS will generate, analyze, and recommend incident and congestion response plans to partner agencies engaged in transportation management in Northern Virginia and southward to Fredericksburg. The AI-DSS will also predict non-recurring congestion and incidents,

enabling multimodal coordination and proactive collaboration across the range of roadways and transit modes. Additional information on the content of the CTB Resolution can be found at this [link](#).

The AI-DSS will be the second component of the Regional Multi-Modal Mobility Program (RM3P) to move forward to deployment. It will join the already-existing companion system, the Data-Exchange Platform (DEP), which will feed real-time data on regional transportation conditions into the AI-DSS. Two additional components of RM3P, Dynamic Incentivization (DI) and the Commuter Parking Information System (CPIS), are also expected to be approved for deployment over the next several months.

- F. TransAction Wrap-up Video:** Timed to coincide with Car-Free Day on September 22nd, NVTA released a new [video](#) (also featured on our [website](#)) summarizing TransAction and how its adoption last year has led to the upcoming Preliminary Deployment Plan for a Regional Bus Rapid Transit (PDP-BRT) system initiative. The video will be a vital resource as NVTA anticipates beginning the community engagement phase for the PDP-BRT initiative soon. Production of this video has been a collaborative effort over several months between the TransAction consultant team and NVTA staff.
- G. Innovation Lunch & Learns Winter Season:** The upcoming winter season of InNoVation Lunch and Learns kicks off at 11:00 am on Thursday, November 2, 2023. Dr. Tom Sanchez, Professor Urban Affairs and Planning (UAP) from Virginia Tech, will share best practices for Artificial Intelligence in Transportation. Lunch and Learn sessions are designed to spark discussions around innovations that are already in our region or could impact it in the next five years. Each session is fully virtual, recorded and posted to NVTA's [YouTube account](#). This makes the series not only a unique opportunity for engagement but also a lasting resource, both of which advance the Outreach and Education role identified for NVTA in its Transportation Technology Strategic Plan (TTSP).
- H. Herndon Parkway Intersection Improvements Ribbon Cutting:** On September 7th, NVTA joined the Town of Herndon and the Virginia Department of Transportation to celebrate the completion of the Herndon Parkway and Van Buren Street Intersection Improvements Project that will improve car, bus, pedestrian, and bicycle travel, in addition to providing improved access to the Herndon Metrorail Station. NVTA invested a total of \$1.6 million through Regional Revenues and Local Distribution Funds to bring this project to fruition.



- I. **Latinos In Transit Leadership Luncheon:** On September 23rd, I attended the Leadership Luncheon at the Latinos In Transit (LIT) Leadership Summit in Washington D.C. The keynote speaker, Nuria I. Fernandez, Administrator, Federal Transit Administration (FTA), provided remarks on the importance of active leadership to advance transit options for all.
- J. **2023 Virginia Forum on Infrastructure and Its Impact on Economic Development:** On September 26th, I attended the Virginia Chamber’s Virginia Forum on Infrastructure and Its Impact on Economic Development in Richmond, VA. Sheppard Miller, Virginia Secretary of Transportation, was the opening keynote speaker and discussed the current administration’s priorities of providing economic development and jobs to the Commonwealth. He highlighted the recent changes to Transportation Partnership Opportunity Fund (TPOF), CTB’s review of SMART SCALE, and the recently awarded \$100 million federal grant to Virginia Passenger Rail Authority (VPRA) for the Franconia-Springfield Bypass project. The closing keynote speaker, John Hewa, President and CEO, Rappahannock Electric Cooperative, provided insights to Virginia’s power grid and its ability to support electric vehicles. Additionally, there was a robust panel discussion featuring Katharine Bond, Vice President – Public Policy & State Affairs, Dominion Energy; Susan Dewey, Chief Executive Officer, Virginia Housing; Robert Duvall, President, Virginia Natural Gas; Chris Kyle, Vice President Industry Affairs and Regulatory, Shentel; and Doug Smith, President & CEO, Hampton Roads Alliance. The panel was moderated by Brooks Smith, Managing Partner, Troutman Pepper – Richmond, who discussed the importance of infrastructure to operations and the opportunities and challenges presented by technology.
- K. **AMPO Annual Conference:** On September 26th, Sree Nampoothiri, PhD., AICP, Senior Manager, Transportation Planning & Programming, NVTA, presented during the prestigious Association of Metropolitan Planning Organizations (AMPO) conference in Cleveland, OH. His presentation covered scenario planning as part of NVTA's TransAction Update which explored three scenarios: Post-pandemic New Normal, Technology (automation and electrification), Incentives/Pricing, and their implications for Northern Virginia's transportation system. The AMPO conference showcases

innovative and best practices around the country and is attended by more than 500 regional transportation professionals from the public and private sectors as well as elected officials. NVTA staff Ian Newman, AICP, Regional Transportation Planner, also attended the conference and gained valuable lessons that can be applied to various NVTA initiatives.



- L. Fairfax Connector Electric Bus Launch:** On September 28th, NVTA joined Fairfax County to celebrate the launch of its electric bus fleet. A ribbon cutting ceremony was held at the West Ox Operations and Maintenance Garage, a facility that received a \$20 million investment from NVTA in 2015 to house and service more Fairfax Connector buses. Overall, NVTA has invested more than \$110 million toward Fairfax Connector buses and service enhancements through both Regional Revenues and Local Distribution Funds.




**The Northern Virginia
Transportation Authority
is investing in TRANSIT**

More than

\$110 Million

Invested in
Fairfax Connector
Buses/Service





M. 19th Annual What You Need to Know About Transportation Event: On September 29th, NVTAA presented at the 19th Annual What You Need to Know About Transportation event hosted by the Northern Virginia Transportation Alliance. Keynote speaker, Paul Wiedefeld, Maryland Secretary of Transportation, discussed transportation accomplishments and challenges Maryland has experienced. The Alliance then presented Ann Wheeler, Chair, Prince William County and Authority member, with the

prestigious Hazel Transportation Leadership Award for her dedication in moving NoVA's transportation system forward. Guests also heard from Jeff McKay, Chairman, Fairfax County Board of Supervisors and Authority member; Dalia Palchik, Chair, Northern Virginia Transportation Commission; Michael Sargent, Virginia Deputy Secretary of Transportation; and Jack Potter, President and CEO, Metropolitan Washington Airports Authority. Chairman McKay discussed NVTA's investments toward providing multimodal transportation solutions to reduce congestion throughout the region.

- N. VPRA Receives CRISI Grant for Franconia-Springfield Bypass Project:** On September 29th, NVTA joined VPRA to announce a \$100 million grant from the U.S. Department of Transportation for the Franconia-Springfield Bypass Project. Made possible by the Federal Railroad Administration's CRISI grants program, this funding will accelerate the final design and construction of this critical project. NVTA contributed \$23 million for the bypass and \$13 million to extend the train station platform to improve boarding. Click this [link](#) to read a news article from Patch.

3. Upcoming Events & Report Updates

A. NVTA Standing Committee Meetings

- I. Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, November 9th, 2023, at 5:30 pm.
- II. Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, November 9th, 2023, at 6:00 pm.

4. CMAQ-RSTP Transfers:

Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) transfers requested since the last Chief Executive Officer Report are presented in Attachment A.

5. Regional Projects Status Report

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

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

Attachments:

- A.** Reallocation of RSTP funds for City of Fairfax
- B.** Regional Funding Program Project Status Report
- C.** VDOT's SMART Stage 1 Planning and Prototyping Grant Application Endorsement Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 5, 2023

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

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

On September 28, 2023, the City of Fairfax requested the following reallocation:

- A.** \$90,349 from the RSTP Balance Entry account which received excess RSTP funds deposited from UPC 104353 to UPC 105573, Chain Bridge Road Pedestrian Improvements.

The project receiving funds, Chain Bridge Road Pedestrian Improvements, had received RSTP funds in the past, and therefore, only RJACC approval is required. At its meeting on September 28, 2023, the RJACC approved this request.

Attachments:

- A.** City of Fairfax Request
- B.** DRAFT Letter to VDOT NOVA District Administrator Lynch

Coordination: Regional Jurisdiction and Agency Coordinating Committee



City of Fairfax, Virginia
10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7850 • TTY 711 • www.fairfaxva.gov

September 20, 2023

Mr. Richard Roisman and Ms. Meagan Landis, Co-Chairs
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Ms. Landis and Mr. Roisman:

The City of Fairfax requests RJACC approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds:

1. \$90,349 from the RSTP Balance Entry account which received excess RSTP funds deposited from UPC 104353 to UPC 105573, Chain Bridge Road Pedestrian Improvements.

If you have any questions about this request, please feel free to contact me at wendy.sanford@fairfaxva.gov or (9703) 385-7889.

Sincerely,

A handwritten signature in cursive script that reads "Wendy Block Sanford".

Wendy Sanford
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVTA
Carol Bondurant, NoVa Programming Manager, VDOT
Tara Atkins, VDOT NoVA
Carol Bondurant, VDOT NoVA



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

October 12, 2023

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

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

Dear Mr. Lynch:

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

On September 28, 2023, City of Fairfax requested the following reallocation:

- \$90,349 from the RSTP Balance Entry account which received excess RSTP funds deposited from UPC 104353 to UPC 105573, Chain Bridge Road Pedestrian Improvements.

The project receiving funds, Chain Bridge Road Pedestrian Improvements, had received RSTP funds in the past, and therefore, only RJACC approval is required. The RJACC approved the request on September 28, 2023, and the NVTA was informed at their October 12, 2023, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

Cc: Monica Backmon, Chief Executive Officer, NVTA
Wendy Block Sanford, Director of Transportation, City of Fairfax

NVTA Funding Program Project Status
Summary Report

As of October 1, 2023.			
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects https://thenovaauthority.org/funded-projects/	
Total Revenue Allocated	\$3,121,078,666		
Total Amount Appropriated	\$2,007,135,169		
Total Amount Reimbursed	\$789,069,828		
Total Number of Individual Projects	122		
Number of Standard Project Agreements (SPAs)	162		Revenue Allocated
Closed out, project completed	44		\$334,457,635
Closed out, project ongoing	20		\$116,912,752
Executed, funded phase underway	49		\$1,277,060,112
Executed, funded phase not started	8		\$227,400,000
Appropriated, no SPA yet	6	\$51,304,670	
Approved, no appropriation yet	35	\$1,113,943,497	
Substantive Status Updates (during August 2023 - September 2023)**			
Project Title (program year)	Updated Status	% Reimbursed	
Arlington County			
Lee Highway Corridor ITS Enhancements (FY2017)	Received LDA approval for one (1) design. Submitted one (1) 100% Design for VDOT and County review.	13.5%	
Fairfax County			
Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive (FY2017)	Punch list items are being taken care of to attempt completion in late 2023.	100.0%	
Loudoun County			
Northstar Boulevard - Evergreen Mills Rd to Tall Cedars Parkway (FY2018-2023)	Phase 1: Earthwork and pouring bridge piers and abutments. Phase 2: A ribbon-cutting ceremony is being scheduled in October.	6.5%	
Prince William County			
Construct Interchange at Prince William Parkway and Clover Hill Road (FY2018-23)	Task modification which includes traffic study to incorporate Manassas Airport expansion has been negotiated and submitted for approval.	16.1%	
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Pedestrian bridge has been installed. The second traffic switch is scheduled for October 2023. The project is on schedule for completion Summer 2024.	63.8%	
Van Buren Road North Extension: Route 234 to Cardinal Drive (FY2022-27)	30% plans completed and sent to VDOT for review. Location Public Hearing targeted for January 2024.	No Executed SPA	
VRE			
Manassas Park Station Parking Expansion (FY 2015-16; FY 2017)	Construction underway. Perimeter fence and E&S measures installed. Clearing and grubbing of garage site has begun.	FY 2015-16: 100% FY 2017: 85.9%	

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

NVTA Funding Program Project Status
Summary Report

Ongoing Projects Only - No Updates for This Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Boundary Channel Drive Interchange (FY2014)	Jul-23	100.0%
Crystal City Streets (FY2017)	Jul-23	42.4%
City of Falls Church		
West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (FY2018-23)	Aug-23	64.0%



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

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

October 10, 2023

Re: NVTA Endorsement of Virginia Department of Transportation's (VDOT) Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping Grant Application

Dear Secretary Buttigieg:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Virginia Department of Transportation's (VDOT) Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping grant application.

VDOT is expanding its use of Automated Traffic Signal Performance Measures (ATSPM) and developing a comprehensive plan to augment or replace outdated traffic signal technology. The proposed plan will enhance mobility and safety in Northern Virginia by identifying signal locations that cannot be readily upgraded when software upgrades are available or where there are challenges receiving timely information. By addressing these needs, VDOT can develop a more comprehensive and adaptive traffic signal program which in turn can improve mobility.

Additionally, the outdated traffic signal technologies pose a problem as they may not adequately consider the needs of vulnerable road users such as bicyclists and pedestrians. By replacing these legacy technologies with more modern and innovative technology, the project will not only improve traffic flow but also enhance safety for all road users, including pedestrians and cyclists.

Supporting VDOT's work to improve traffic signal technology aligns with NVTA's commitment to its goals of improving mobility, accessibility, and resiliency of the transportation system. NVTA supports VDOT's efforts to implement this program as it represents an innovative approach to ensuring the safety of the Northern Virginia community. I urge you to give VDOT's application every consideration.

Best Regards,

A handwritten signature in black ink that reads "Phyllis J. Randall". The signature is written in a cursive, flowing style.

Phyllis J. Randall
Chair

Cc: Paul Szatkowski, PE, Assistant Division Administrator, Traffic Operations Division, VDOT
Monica Backmon, Chief Executive Officer, NVTA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

October 10, 2023

Mr. Keith Jasper
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: 2023 FHWA SMART Grant
Letter of support

Dear Mr. Jasper:

The Virginia Department of Transportation (VDOT) is applying for a FHWA Strengthening Mobility and Revolutionizing Transportation (SMART) grant, Stage 1.

The FHWA SMART grant consists of two stages. Stage 1 is for planning and prototyping. Stage 2 is for implementation.

One of the technology domains of the FHWA SMART grant is to advance smart technology traffic signals. This includes the replacement of outdated traffic signals and implementation of technologies for pedestrian and bicycle detection. VDOT is applying for a Stage 1 grant to develop a statewide plan to identify and prioritize the resources to advance our traffic signal program with respect to these items. If VDOT is chosen for an award, upon completing the planning study, VDOT would be better eligible to compete for a Stage 2 implementation grant.

VDOT is requesting a letter of support from the NVTAA for this planning grant.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Paul Szatkowski".

Paul Szatkowski