



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### **AGENDA**

Thursday, October 13, 2022

7:00pm EST

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of September 8, 2022, Meeting Summary Minutes** Chair Randall  
*Recommended Action: Approval of September 8, 2022, Meeting Summary Minutes  
[with abstentions from those who were not present]*

### **Presentation**

4. **Transform 66 Outside the Beltway Concession Fee Projects Update**  
Ms. Shaw, Megaprojects Director, Virginia Department of Transportation

### **Action Items**

5. **Approval of Policy 29 Project Activation, Monitoring and De-Appropriation Changes**  
Mayor Rishell, Finance Committee Chair  
*Recommended Action: Approval of Policy Changes*
6. **Appointment of Christina Zechman Brown, Deputy City Attorney for the City of Alexandria, to the Council of Counsels**  
Mayor Wilson, City of Alexandria  
*Recommended Action: Appointment of Christina Zechman Brown and Removal of Joanna C. Anderson to the Council of Counsels*
7. **Approval of Call for Projects for FY2029 CMAQ/RSTP Funds**  
Ms. Backmon, Chief Executive Officer  
*Recommended Action: Approval of Call for Projects*

### **Discussion/Information Items**

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

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

9. **2022 Joint Commission on Transportation Accountability Annual Report**  
Ms. Backmon, Chief Executive Officer
10. **Governance and Personnel Committee Report**  
Chair Randall  
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
11. **Finance Committee Report**  
Mayor Rishell, Chair  
A. **Investment Portfolio Report** Ms. Priya Sen, Investment & Debt Manager  
B. **Monthly Revenue Report** Mr. Longhi, Chief Financial Officer  
C. **Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer
12. **Planning and Programing Committee Report**  
Mayor Wilson, Chair
13. **Planning Coordination Advisory Committee Report**  
Mayor Colbert, Chair
14. **Technical Advisory Committee Report**  
Mr. Ciccarelli, Vice Chair
15. **Chief Executive Officer's Report**  
Ms. Backmon, Chief Executive Officer
16. **Chair's Comments**  
Chair Randall

### **Closed Session**

17. **Adjournment**  
Chair Randall

### **Correspondence**

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

**NVTA Offices**



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## SUMMARY MINUTES

Thursday, September 8, 2022

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

## PUBLIC HEARING

### 1. Call to Order/Welcome

Chair Randall

- ✓ Chair Randall called the Public Hearing to order at 7:03PM by welcoming everyone to the TransAction Update Public Hearing.

### 2. Roll Call

Mr. Davis, Board Secretary

- ✓ **Members: Attendees:** Chair Phyllis Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Senator Jennifer Boysko, Mr. Anthony Bedell, Ms. Mary Hynes, Mr. Jim Kolb (7:11PM), Mayor Derrick Wood, Mr. John Lynch, Mr. Todd Horsley; **Absent:** Delegate David LaRock, Mayor David Meyer.
- ✓ **Staff:** Chief Executive Officer Monica Backmon, Executive Assistant to the CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Assistant Finance Officer Peggy Teal, Senior Accountant Adnan Malik, Accounting Assistant Margaret Duker, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.
- ✓ **Council of Counsel:** Fairfax County-Daniel Robinson, Prince William County-Rob Dickerson, City of Alexandria-Joanna Anderson, Arlington County-MinhChau Corr.
- ✓ **Others:** Senior Vice President Tracy Baynard of McGuireWoods Consulting, LLC., Principal/Regional Manager Tom Harrington of Cambridge Systematics, jurisdiction, and agency staff.

*Members of the public were in person, virtually attending via Zoom and were able to watch the Public Hearing livestreamed via [NVTA's YouTube Channel](#).*

- ✓ Chair Randall provided a brief overview of TransAction and noted how impactful public comment is to the development of the TransAction Plan and in moving Northern Virginia forward.

- ✓ Chair Randall called upon Chief Executive Officer Monica Backmon to provide further information on the TransAction Update.
- ✓ Ms. Backmon began with a brief video that provided definition to TransAction and highlighted its goal to enhance mobility, increase accessibility, and improve resiliency as the long-range transportation plan for Northern Virginia. [Watch the video](#)
- ✓ At the beginning of the TransAction Public Hearing Overview presentation, Ms. Backmon underscored that the goals of TransAction are associated with the core values of equity, sustainability, and safety and further emphasized the importance of keeping the long-range transportation plan updated every 5 years.
- ✓ Ms. Backmon noted that TransAction is a geographically and fiscally unconstrained needs-based document which does not recommend or prioritize any project or modes of transportation. TransAction includes 429 total projects with an estimated cost of \$75.7 billion. Of the 429 projects, 26 projects involve elements outside of NOVA and comes at an estimated cost of \$30 billion.
- ✓ Ms. Backmon added that even though the project list identifies an estimated \$75.7 billion in capital funds, the Authority does not have said capital to fund all projects incorporated in the needs-based plan. Ms. Backmon provided analysis on the project list, including project types and the average project cost by type, as well as noted the TransAction plan's performance under certain measurements.
- ✓ Before concluding the presentation, Ms. Backmon outlined the next steps for updating TransAction that include:
  - September 8, 2022: Public Hearing
  - September 18, 2022, at 11:59PM: End of Public Comment Period
  - October 2022: Consolidation and review of public comments
  - November 2022: Finalization of public comment analysis and request for feedback and endorsement from the Technical Advisory Committee (TAC), Planning Coordination Advisory Committee (PCAC), and Planning and Programming Committee (PPC)
  - December 8, 2022: Anticipated Authority adoption of TransAction

Ms. Backmon concluded by noting the [NoVA Gateway](#) which provides real-time status updates on projects funded by the Northern Virginia Transportation Authority.

*For a detailed look at the [TransAction Public Hearing Overview Presentation](#), follow this link: <https://thenovaauthority.org/wp-content/uploads/2022/09/TransAction-Overview-and-Public-Hearing-Presentation-1.pdf>*

- ✓ Chair Randall began the testimony portion of the Public Hearing by opening the floor for comments from members of the public who joined in-person and virtually via Zoom. Each member of the public was given 3 minutes in which they provided comment. A total of 12 in-person and 10 virtual members of the public provided comment during the Public Hearing.

To hear these public comments in their entirety, visit NVTa's YouTube Channel for the [September 8, 2022, Public Hearing Livestream Recording](#)

- ✓ After all testimony was heard, Chair Randall thanked each member of the public for providing their comments and reiterated how important public comment is to the development of TransAction, adding that there remains time to provide written comment through September 18, 2022, at 11:59PM via mail, email, and voicemail. To submit comments through the deadline, visit: [nvtatransaction.org/participate](http://nvtatransaction.org/participate).

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## **AUTHORITY MEETING**

**1. Call to Order** Chair Randall

**2. Roll Call** Mr. Davis, Board Secretary

- ✓ **Members:** *Attendees:* Chair Phyllis Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Senator Jennifer Boysko, Mr. Anthony Bedell, Ms. Mary Hynes, Mr. Jim Kolb (7:11PM), Mayor Derrick Wood, Mr. John Lynch, Mr. Todd Horsley; *Absent:* Delegate David LaRock, Mayor David Meyer.
- ✓ **Staff:** Chief Executive Officer Monica Backmon, Executive Assistant to the CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Assistant Finance Officer Peggy Teal, Senior Accountant Adnan Malik, Accounting Assistant Margaret Duker, Communications & Public Affairs Manager Erica Hawksworth, Communications and Marketing Coordinator Abigail Hillerich, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.
- ✓ **Council of Counsel:** Fairfax County-Daniel Robinson, Prince William County-Rob Dickerson, City of Alexandria-Joanna Anderson, Arlington County-MinhChau Corr.
- ✓ **Others:** Senior Vice President Tracy Baynard of McGuireWoods Consulting, LLC., Principal/Regional Manager Tom Harrington, jurisdiction and agency staff.

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

**3. Approval of July 14, 2022, Meeting Summary Minutes** Chair Randall

- ✓ Chair Randall moved the approval of the July 14, 2022, Meeting Summary Minutes and Chairman McKay seconded. The July 14, 2022, Meeting Summary Minutes was unanimously approved.

## **PRESENTATION**

**4. Regional Bus Rapid Transit System**

Mr. Jasper, Principal, Transportation Planning and Programming

- ✓ Mr. Jasper began the Regional Bus Rapid Transit (BRT) System presentation by noting TransAction's vision and goals, as well as defining BRT through the core values of equity, sustainability, and safety. BRT has the potential to be frequent and reliable with shorter wait times, faster trips due to dedicated lanes, transit signal priority and queue jumping.
- ✓ Mr. Jasper continued by identifying NVTA's history with BRT, the need for a BRT planning working group, and where investments to the BRT system stand with respect to TransAction.
- ✓ Ms. Backmon concluded the presentation by noting additional research and analysis needed to identify where the strongest patterns of demand are and the synergistic effects of a regional BRT system. The proposed Preliminary Deployment Plan for Regional Bus Rapid Transit will be up for review by the Authority during the FY2024 Budget cycle and will focus on a Regional BRT system that delivers unconfined service between jurisdictions for users.
- ✓ Board Chair Cristol shared her enthusiasm for TransAction and the inclusion of a Preliminary Deployment Plan for Regional Bus Rapid Transit, noting that it better reflects the desires of Northern Virginia residents as well as supports the goal to better the climate and quality of life by offering transit alternatives.

#### **ACTION ITEMS**

##### **5. Approval of Changes to Policy 26-Electronic Participation in Meetings**

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi submitted Policy 26-Electronic Participation in Meetings revisions as seen in the meeting packet.
- ✓ Chair Randall moved the approval of Policy 26-Electronic Participation in Meetings changes, and Senator Boysko seconded. Policy 26-Electronic Participation in Meetings changes were unanimously approved.

*Chair Randall passed the gavel to Vice Chair Snyder to conduct the remaining portion of the meeting*

##### **6. Approval of the FY2023 Operating Budget Adjustments**

Mr. Longhi, Chief Financial Officer

- ✓ After being recognized by Vice Chair Snyder to provide information, Mr. Longhi gave background to the staff adjustment request which would accelerate hiring of a regional transportation planner, from January 2023 to September 2022, to coincide with filling a current vacant regional transportation planner position created through an internal promotion.
- ✓ Mayor Rishell moved the approval of the FY2023 Operating Budget Adjustments, and Mayor Davis-Younger seconded. The FY2023 Operating Budget Adjustments was unanimously approved.

##### **7. Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Prince William County**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon provided background on Prince William County's Transform 66 Outside the Beltway Concession funds transfer request and noted that the projects were previously approved by the Authority to receive concessionaire funds. Additionally, Ms. Backmon advised that if recommended by the Authority, the Commonwealth Transportation Board (CTB) will consider whether to approve the transfer.
- ✓ Vice Chair Snyder entertained a motion from Chair Wheeler who moved the Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Prince William County, and Board Chair Cristol seconded. The Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Prince William County was unanimously approved.

**8. Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Fairfax County**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon provided background on Fairfax County's Transform 66 Outside the Beltway Concession funds transfer request and noted that the projects were previously approved by the Authority to receive concessionaire funds. Additionally, Ms. Backmon advised that if recommended by the Authority, the CTB will consider whether to approve the transfer.
- ✓ Vice Chair Snyder entertained a motion from Chairman McKay who moved the Approval of Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Fairfax County, and Senator Boysko seconded. The Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment Funds for Fairfax County was unanimously approved.

**9. Approval of Letter of Endorsement for Virginia Department of Transportation FY2022 Bridge Investment Grant Program Application**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that the Bridge Investment Grant Program through the United States Department of Transportation awards funds to bridge improvement projects that cost less than \$100 million. The Virginia Department of Transportation requests Authority endorsement and is seeking this funding for the I-395 Ramp in Arlington County.
- ✓ Vice Chair Snyder opened the floor for a motion. Board Chair Cristol moved Approval of Letter of Endorsement for Virginia Department of Transportation FY2022 Bridge Investment Grant Program Application, and Ms. Hynes seconded. The Approval of letter of endorsement for Virginia Department of Transportation FY2022 Bridge Investment Grant Program Application was unanimously approved.

**10. Approval of Letter of Endorsement for Prince William County's and the City of Manassas Park's Application for Safe Streets and Roads for All Grant Program**

Ms. Backmon, Chief Executive Officer



- ✓ Ms. Backmon noted the request for endorsement from Prince William County and the City of Manassas Park on their applications through the United States Department of Transportation's Safe Streets and Roads for All Grant Program.
- ✓ Vice Chair Snyder entertained a motion from Chair Wheeler who moved the Approval of Letter of Endorsement for Prince William County's and the City of Manassas Park's Application for Safe Streets and Roads for All Grant Program, and Mayor Rishell seconded. The Approval of Letter of Endorsement for Prince William County's and the City of Manassas Park's Application for Safe Streets and Roads for All Grant Program was unanimously approved.

### **DISCUSSION/INFORMATION ITEMS**

#### **11. Travel Trends Update**

Mr. Rashid, Regional Transportation Modeler

- ✓ Mr. Rashid provided a summary of the Travel Trends Update report found in the meeting packet, including highlights on crash, highway travel, and transit ridership trends in Northern Virginia.
- ✓ Vice Chair Snyder noted that while the overall trends seem to be positive, there are key areas that may need to be reported on where additional actions can be taken.
- ✓ Ms. Hynes inquired what the rate of injury is for bicycling and pedestrian is for Northern Virginia, understanding the statewide rate is below the level to trigger the need for a special program.

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

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon submitted the Chief Executive Officer's report as seen in the meeting packet and added three additional topics worth noting: (1) Annual Report testimonials from Authority Members will be requested in the coming weeks, (2) Authority Member photos to be taken at the October Authority meeting, and (3) personnel changes that included the promotion of Harun Rashid to Regional Transportation Modeler and the welcoming of Senior Accountant Adnan Malik.

#### **13. Chair's Comments**

Vice Chair Snyder

- ✓ Having no comments, Vice Chair Snyder moved to adjourn the meeting.

#### **14. Adjournment**

Vice Chair Snyder

- ✓ Vice Chair Snyder, seeing no further discussion and questions, adjourned the meeting at 9:09PM.

**Next Meeting: October 13, 2022**

**NVTA Offices**



# **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 13, 2022

# 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 NVTB**
- **Be approved by the Commonwealth Transportation Board**

# Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
  - Widen Poplar Tree Road Bridge to 4 lanes: *Open to traffic November 2020*
  - Expand I-66 Median Replace I-66 Bridge over US 29: *Construction underway, traffic shifted to new bridges.*
  - Widen Jermantown Road Bridge to 4 lanes: *Construction underway. Traffic shifted to new bridge.*
  - Widen Monument Drive Bridge to add pedestrian facility: *Construction underway.*
- **Transit Improvement Projects:**
  - Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build construction underway.*
  - East Falls Church Metrorail Station Bus Bay Expansion: *Design is underway. Construction start early 2023.*
  - PRTC Western Bus Maintenance and Storage Facility: *Project complete. Facility began operations in 2021.*
  - VRE Manassas Line Capacity Expansion and real-time traveler information project: *5 Distinct project components, in various stages of development. Project completion date in 2025. Rail cars ordered, delivery in 2025. Other sources of funds (\$114,970,410).*
- **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: *Construction to begin in 2023.*
  - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Construction award anticipated in 2022.*

# Concession Fee Project Categories and Status (*continued*)

- **Roadway Projects:**
  - Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design-Build project, construction underway. On schedule to open to traffic in late 2022, construction complete in 2023.*
  - Devlin Road Widening, Balls Ford to University Blvd.: *Design underway*
  - Balls Ford Road widening from Groveton Road to Route 234 Business: *Construction underway, completion fall 2023.*
  - US 50 and Waples Mill Road intersection improvements: *Construction contract awarded August 2022.*
  - Route 29 Widen 1.5 miles: *Design-build, NTP June 2022*

# I-66 Concession Fee Projects

Project Description	Responsible Organization	Concession Fee Amounts Approved Through Sept. 2022	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	\$ 1,050,000
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. 2022	Potential Shortfall/Surplus
Route 50/Waples Mill Road Intersection	VDOT	\$ 2,814,786	
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	(\$ 4,017,000)
<b>TOTAL</b>		<b>\$ 491,169,724</b>	
<b>Funds Available</b>		<b>\$ 8,830,276</b>	<b>(\$ 5,098,010)</b>



The Route 28 Interchange at I-66 continues to take shape, with new ramps and connections added as construction advances.



September 2022, Route 28 Interchange



New I-66 Bridges over Route 29 Centreville are being lengthened, widened, and raised for the new I-66 Express Lanes and to provide room for any future mass transit along I-66 and future widening of Route 29.



September 2022, Route 29 Interchange



I-66 and Balls Ford Road  
Prince William County  
Looking West

September 2022





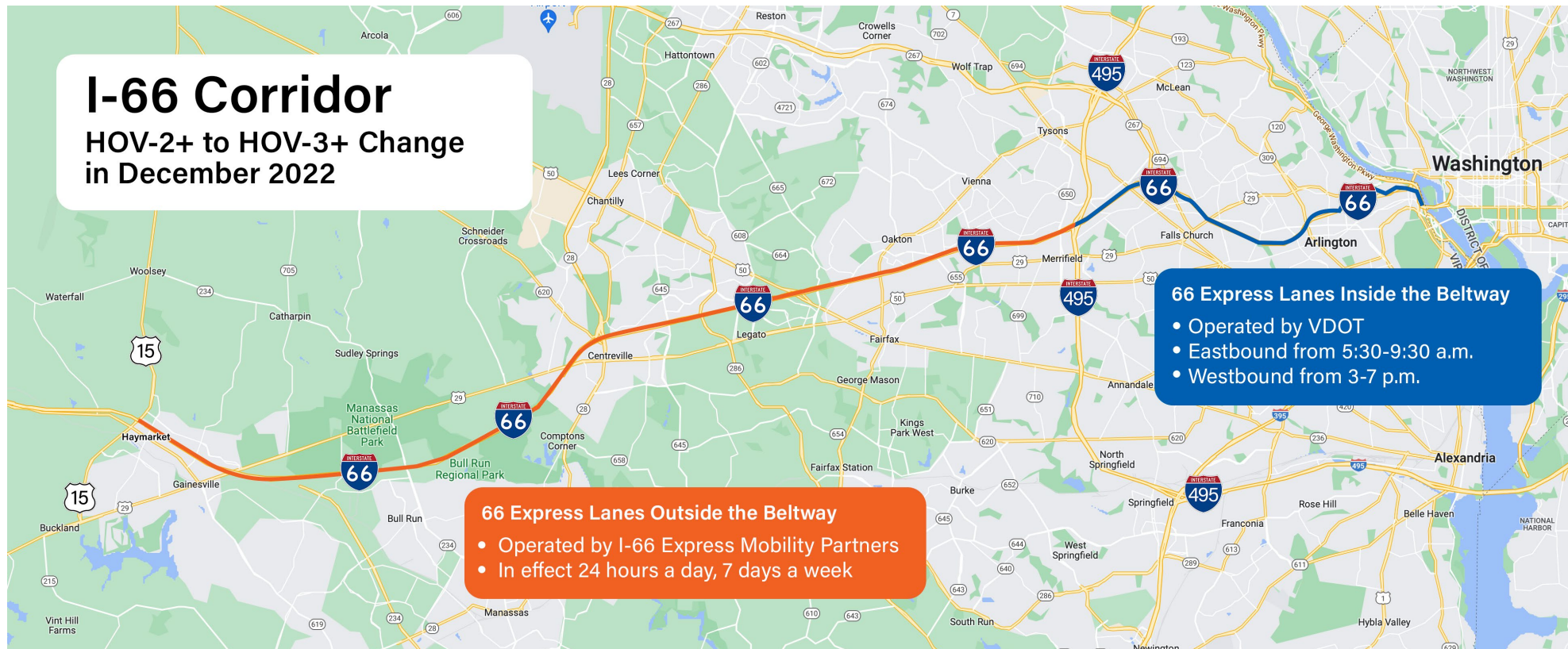
# Western Section of 66 Express Lanes Opened Early on September 10, 2022

- Opened first 9 miles
  - Route 29 in Gainesville
  - Route 28 in Centreville
- Tolling and HOV-2 rules began September 24, 2022



# I-66 Corridor-Wide HOV Travel Change

- HOV requirement switches from 2 to 3 occupants for toll-free Express Lanes travel across I-66 corridor starting when remaining 66 Express Lanes Outside the Beltway open in **December 2022**
- New HOV-3+ rule will go into effect across entire I-66 corridor – Outside the Beltway (24/7) and Inside the Beltway (peak directions, peak periods)







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

Expenditures through 6/30/22; Status as of Fall 2022

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/Surplus	Concession Fee Expenditure Thru 6/30/21**	Status Through Fall 2021
112779	4831-029-411	Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	2022	\$ 2,620,000	\$ 2,620,000	\$ -	\$ -	\$ 2,600,000.00	Open to traffic November 2020.
112778	0066-029-410	I-66 Median Widening at Rte 29 for WMATA Orange Line Accomodation	VDOT/66 OTB	2022	\$ 48,050,736	\$ 57,500,000	\$ 9,449,254	\$ (10)	\$ 48,050,736.00	Construction underway. Traffic shifted to new bridges.
112781	0655-029-409	Jermantown Road Bridge Widening	VDOT/66 OTB	2022	\$ 9,500,000	\$ 9,500,000	\$ -	\$ -	\$ 8,493,959.00	Construction underway. Traffic shifted to new bridge.
112780	7969-029-412	Monument Drive Pedestrian Improvements	VDOT/66 OTB	2022	\$ 3,800,000	\$ 3,800,000	\$ -	\$ -	\$ 1,602,949.00	Construction underway.
112815	6234-076-266	Rte 234 At Balls Ford Road Interchange	Prince William County 8/30/2018	2023	\$ 107,929,911	\$ 107,929,911	\$ -	\$ -	\$ 53,178,985.52	Design-Build Project, construction underway, approximately 70% complete. Open to traffic in late 2022, completion Spring 2023.
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	\$ -	\$ -	\$ 793,569.48	Design underway (approximately 60% complete).
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	\$ -	\$ -	\$ 7,784,508.00	Construction underway, completion in late 2023. Note: Estimate, etc. 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	\$ 39,800,000	\$ -	\$ 1,050,000	\$ 6,302,363.69	Design-Build contract awarded 8/16/21. Under construction, approximately 35% complete.
112816	U000-151-216	George T. Snyder Trail	City of Fairfax 7/2/2018	2026	\$ 17,265,000	\$ 17,635,000	\$ 370,000	\$ -	\$ 2,152,449.32	RW phase starting. Construction planned to begin in 2023.
112818	0243-153-212	Nutley Street SW Shared Use Path	Town of Vienna 6/21/2018	2026	\$ 495,000	\$ 627,126	\$ 132,126	\$ -	\$ 69,114.04	Final design underway.
113517	0050-029-415	Route 50/Waples Mill Road Intersection	VDOT	2023	\$2,814,786	\$ 2,814,786	\$ -	\$ -	\$ 653,462.81	Construction contract awarded 8/26/22.
113518	0029-029-414	Lee Highway Pedestrian Improvements - Nutley St to Vaden Dr	VDOT	2023	\$3,777,652	\$ 3,777,652	\$ -	\$ -	\$ 1,705,988.83	Construction contract award anticipated October 2022.
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	\$21,700,597	\$ 97,020,683	\$ 75,320,086	\$ -	\$ 4,507,144.08	Design-Build NTP issued June 2022.
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 In process	2024	\$ 4,841,000	\$ 6,972,000	\$ -	\$ (2,131,000)	\$ -	Design nearly complete. Construction to begin January 2023.
113528	PRTC-076-267	Western Bus Maintenance & Storage Facility	DRPT/PRTC 2/6/2019	2020	\$ 11,070,000	\$ 47,680,000	\$ 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	\$ 105,013,000	\$ 219,983,410	\$ 114,970,410	\$ -	\$ -	5 Distinct project components, in various stages of development. Project completion dates in 2023, with final component complete in 2025. New rail cars ordered, delivery in 2025.
113525	VREM-152-284	VRE Manassas Park Parking Garage and Bridge	DRPT/VRE 4/2/2019	2024	\$ 23,483,000	\$ 30,000,000	\$ 2,500,000	\$ (4,017,000)	\$ -	Design complete. Construction start in early 2023.
113539	0066-96A-527	Balance Entry Account - MONITORING FUNDS			\$ 8,830,276					
		TOTAL			\$ 500,000,000	\$ 611,740,270		\$ (5,098,010)	\$ 154,938,133.46	
								\$ 3,732,266	Potential Concession Fee Balance	

## 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 6, 2022

**SUBJECT:** Approval of Policy 29 – Project Activation, Monitoring and De-Appropriation Changes

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1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of the attached proposed changes to Policy 29 – Project Activation, Monitoring and De-Appropriation Changes as recommended by the NVTa Finance Committee.
2. **Suggested Motion:** *I move the Authority approval of the proposed changes to Policy 29 – Project Activation, Monitoring and De-Appropriation identified in the attached draft.*
3. **Background:**
  - a. Project Sponsors are required to have a system of internal controls to prevent the submission of duplicate reimbursement requests to the Authority.
  - b. As the Authority has been advised, duplicate reimbursement requests have been submitted to the Authority for project expenses. These duplicate requests were self-identified by Project Sponsors or identified by NVTa staff.
  - c. In FY2022, the Authority commissioned an external Agreed Upon Procedures (AUP) audit to assess, under a limited scope, additional duplicate reimbursement requests which had been paid.
  - d. Additional duplicate reimbursement requests which had been paid were identified through the FY2022 AUP audit. The Project Sponsor confirmed the duplication and made reimbursement.
  - e. As part of the FY2023 Operating Budget, the Authority funded ongoing external AUP audits to identify duplicate reimbursement requests. The budget adoption noted that the costs of the audit would be assessed to the Project Sponsor(s) submitting duplicate reimbursement requests.



**4. Summary of Policy Changes:**

- a.** Policy changes include a methodology, by example, for recovering the costs of the AUP audit.
- b.** The policy limits the amount of audit cost recovery to the amount of the duplicate reimbursement if the recovery amount is less than the total or prorated audit cost.
- c.** When duplicate reimbursement amounts exceed the cost of the audit, the audit cost will be prorated to Project Sponsors based on the amounts recovered. If the amount of duplicate reimbursement recovery does not exceed the audit cost the audit cost reimbursement will be capped at the amount of recovery.
- d.** Any unrecovered audit costs will be an expense in the Operating Budget reflecting the Authority's commitment to strong internal controls.

**Attachment:** Draft Policy 29 – Project Activation, Monitoring and De-Appropriation Changes

## **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

### **Policy Number 29 – Project Activation, Monitoring and De-Appropriation**

- I. **Purpose** The purpose of this policy is to provide a mechanism for the Authority to monitor project activation, progress and appropriation in accordance with project descriptions and Standard Project Agreements (SPA). The monitoring activities in the policy are designed to set benchmarks and guidelines for the evaluation of de-appropriation (cancellation) of project funding and identify duplicate reimbursement requests.

Expenditure reimbursement requests presented later than the existing cash flow schedule (as documented on the SPA Appendix B form), result in disruption of the Authority's cash management, liquidity and investment programs.

Expending tax exempt financing through bonds issued by the Authority later than originally projected, may present Internal Revenue Service arbitrage compliance issues.

Undertaking any form of debt to meet project sponsor expenditure projections that do not materialize, will result in unnecessary debt service expenses, reducing PayGo funds for other projects.

Project Sponsors are responsible for having ~~to have~~ an established system of internal controls for the prevention of duplicate project reimbursement requests.

## **II. Key Definitions**

- A. **Adopted Project** – A project which has been approved by the Authority for inclusion in the Six Year Program, and updates, but for which an appropriation has not been made.
- B. **Appropriation** - The formal approval for the expenditure of public funds by the governing body of a governmental jurisdiction. Appropriations are made for the full amount of a project in the first fiscal year the project is approved for funding, by the Authority.
- C. **Appropriated Project** - A project which was approved for inclusion in the Six Year Program and which has received an appropriation for the project amount.
- D. **De-appropriate** – Removal of an appropriation resulting in the cancellation of the project.
- E. **Project Sponsor** – Jurisdiction, Agency or representative submitting a project request to the Authority which was subsequently adopted.
- F. **Six Year Program** - The Six Year Program (SYP) is a short-term constrained funding program which has been formally adopted for the development or acquisition of a series of regionally significant transportation improvement projects. The SYP has specific planned projects, each of which is identified for specific amounts of funding, starting in specific fiscal years.
- G. **SYP Updates** - Updates to the Six Year Program are expected to occur approximately every two years, on a schedule approved by the Authority. SYP

updates will add additional adopted projects approximately four to five years ahead of the expected appropriation.

- H. **Substantive ~~drawdown~~ Drawdown** – A request for reimbursement which through the incurrence of directly relevant project costs clearly demonstrates project start up and/or progress. The Chief Executive Officer (CEO) may accept the documented expenditure of funds from other sources, directly appropriated to the project, as a substitute for the expenditure of Authority funds.
- I. **Duplicate Reimbursement Request** – A request for reimbursement, which contains either in whole or in part, an expense which has previously been submitted for reimbursement.
- J. **Duplicate Reimbursement Audit Cost** – The direct cost incurred by NVTA for the Agreed Upon Procedures audit which detected the duplicate reimbursement. Such cost will be prorated based on the dollar amount of the duplicate reimbursements detected, based on the following examples.
  - a. Example 1. – Audit cost is \$20,000. Audit discovered one duplicate of \$1,000. The Project Sponsor pays \$1,000 toward the cost of the audit, for a total reimbursement of \$2,000 setting a limit that Project Sponsors will pay no more than they are reimbursing toward the audit cost. Any balance of the audit cost will be retained by NVTA as an expense of its internal controls.
  - b. Example 2. – Audit cost is \$20,000. Audit discovered four duplicates comprised of: Project Sponsor A, two duplicates one of \$50,000 the other of \$80,000. Project Sponsor B had one duplicate of \$15,000. Project Sponsor C, one duplicate of \$3,000. Total recovery is \$148,000 of which Project Sponsor A is 88%, Project Sponsor B is 10% and Project Sponsor C is 2%. Project Sponsor A is required to pay \$17,600 of the \$20,000 audit cost, Project Sponsor B is required to pay \$2,000 of the \$20,000 audit cost and Project Sponsor C pays \$400 of the \$20,000 audit cost.
  - c. Example 3. – Audit cost \$20,000. No duplicates are found. NVTA retains the entire cost of the audit as an expense of its internal controls.

### III. **General**

- A. This policy will be in effect for all Regional Revenue Fund projects approved by the Authority and supersedes Policy 24 and Policy 25.
- B. There are three milestones which the Authority will use to assess project progress:
  - 1. Standard Project Agreement (SPA) approval by the Authority for a project within three months of the appropriation of Regional Revenue Funds.<sup>1</sup>
  - 2. Project activation/progression documented through monthly updates submitted to NVTA and reported in the Chief Executive Officer's monthly report to the Authority for appropriated projects.

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<sup>1</sup> For example, a project approved in year four of the Six Year Program, must have its SPA approved within three months of the Authority's appropriation action for year four as opposed to within three months of the adoption of the Six Year Program.

3. Project sponsor's submission of an initial substantive drawdown on appropriated funds within 18 months of the initial appropriation of Regional Revenue Funds, demonstrating meaningful project progress.
- C. For any project at risk of missing one of these three milestones, the project's sponsor may request an extension of time from the Chief Executive Officer.
  - D. The Chief Executive Officer may request additional information from the project sponsor in making a decision on an extension recommendation.
  - E. Agreement on project status will be sought with the implementing jurisdiction or agency.
  - F. If agreement is not reached, the Chief Executive Officer may take a project de-appropriation recommendation to the Finance Committee prior to referral to the Authority for action.
  - G. Project sponsors must keep their SPA-Appendix A and B forms up to date. Appendix B's can be updated in accordance with Policy 20. III B. 2.
  - H. All funds de-appropriated from actions taken under this policy will remain in the Regional Revenue Fund for future appropriation by the Authority.
  - I. Projects which had funds de-appropriated may reapply for funding during the next call for projects. Such applications will need to meet the application requirements of that SYP update cycle.
  - J. The Chief Executive Officer may extend SPA deadlines for adopted projects in proportion to the number of months no meetings were held by the Authority within the next three months after project appropriations.
  - K. The direct external audit cost related to the discovery of duplicate reimbursements will be assessed proportionally, based on the dollar amount of the duplicate(s) to the Project Sponsor submitting the duplicate requests as detailed in Section II. J. above.

#### **IV. Responsibilities**

##### **A. Project sponsoring jurisdiction or agency primary responsibilities:**

1. Completion of SPAs within three months of Authority appropriation of Regional Revenue Funds to the project.
2. Document project activation/progression on appropriated projects through monthly updates submitted to NVTa for inclusion in the Chief Executive Officer's monthly report to the Authority.
3. Submittal of initial substantive drawdown on appropriated projects within 18 months of the Authority's appropriation of Regional Revenue Funds for the project.
4. Proactively inform the Chief Executive Officer of material circumstances which may delay or otherwise impede the prospects for successful start, draw down of project funds or completion of adopted and appropriated projects included in the SYP.
5. Proactively inform the Chief Executive Officer of appropriated project scheduling issues, providing a revised timeline to be submitted on SPA

Appendix A forms with action steps required for timely completion of the project.

6. Proactively inform the Chief Executive Officer of adopted project scheduling issues, providing information as to a revised timeline to be submitted with action steps required to timely project completion.
7. Proactively request cancellation of an appropriated or adopted project if the project sponsor determines the project is no longer necessary or executable.
8. Provide additional project information upon request.
9. Provide continued updates as necessary to the project SPA – Appendix A and B forms (Tables B-2 and B-3) reimbursement timing/schedule for appropriated projects.
10. Through a system of internal controls, prevent the submission of duplicate requests of project expenses.
11. Reimburse duplicated project reimbursements which have been paid by NVTa, inclusive of the prorated costs of the independent external audit.

#### **B. NVTa Chief Executive Officer**

1. Monitor project progress through requests for reimbursements and submission of project activation/progress reports by project sponsors.
2. Include a report of appropriated project status in the Chief Executive Officer's monthly report to the Authority. Status reports will be consistent with project progress documented by project sponsors, unless otherwise noted.
3. Receive notice from project sponsors of possible delays in submitting drawdown requests or activating/progressing the project by the deadline.
4. Request information, when required, to evaluate project sponsor notice of delay or to request information on delay.
5. Receive and evaluate notices from project sponsors of adopted projects included in the SYP which are facing schedule or other risks which may impede their successful completion.
6. Accept requests for appropriated or adopted project cancellations from project sponsors and forward with a recommendation to the Finance Committee in advance of submission to the Authority with a recommendation to accept or reject the request.
7. Evaluate requests for extension of time or other accommodations requested by project sponsor.
8. Make recommendations to the Finance Committee on project de-appropriations to be referred to the Authority.
9. Direct the NVTa Chief Financial Officer to:
  1. Establish an outsourced Agreed Upon Procedure audit process designed to evaluate duplicate reimbursement risks to inform audit sampling.

2. Provide Project Sponsors information on identified potential duplicated reimbursement requests, providing an opportunity for confirmation, explanation or dispute.
3. Recover any duplicate reimbursement payments and prorated audit costs from Project Sponsor(s).
4. Provide reports of duplicate reimbursements to the Authority Finance Committee.

**Approval by the Finance Committee:** March 21, 2019

**Approved by Northern Virginia Transportation Authority:** April 11, 2019

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Justin Wilson, City of Alexandria

**DATE:** October 6, 2022

**SUBJECT:** Appointment of Christina Zechman Brown, Deputy City Attorney for the City of Alexandria, to the NVTA Counsel of Councils

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1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) appointment of Christina Zechman Brown to replace Joanna C. Anderson on the NVTA Council of Councils.
2. **Suggested Motion:** *I move approval of the appointment of Christina Zechman Brown, Deputy City Attorney for the City of Alexandria, to replace Joanna C. Anderson, Alexandria City Attorney, on the NVTA Council of Councils.*
3. **Background:** The Council of Councils was established by the Authority on July 12, 2007, Resolution 07-08. Joanna C. Anderson, City Attorney was appointed to the Council of Councils on September 10, 2020. At this time, the City would like to provide an opportunity to a Deputy City Attorney, Christina Zechman Brown, to replace Ms. Anderson and assist the Authority. The City of Alexandria City Council has authorized Christina Zechman Brown's appointment to the Council of Councils with a signed resolution from Mayor Justin Wilson (Attachment A).
4. **Responsibilities:** The Council of Councils provides legal counsel and advice, legal support, and legal services and representation to the NVTA. Members of the Council of Councils shall neither be employed nor compensated by the NVTA and shall remain employees of their respective member jurisdictions.

**Attachment:** Resolution from the City of Alexandria City Council authorizing Christina Zechman Brown's appointment to the Council of Councils



**RESOLUTION NO. 3091**

**WHEREAS**, the Northern Virginia Transportation Authority (NVTa) is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act, Chapter 48.2 of Title 15.2 of the Code of Virginia 1950, as amended; and

**WHEREAS**, the NVTa has established a legal working group called the Council of Counsels that includes counsel from Arlington County, Fairfax County, Prince William County and the City of Alexandria; and

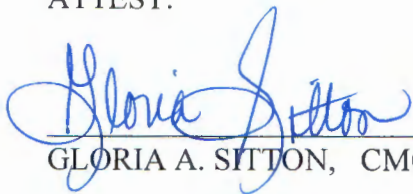
**WHEREAS**, Joanna C. Anderson, City Attorney was representing the City of Alexandria on the Council of Counsels and would like to provide an opportunity to a Deputy City Attorney to work assist the Authority in this position; and

**NOW, THEREFORE, BE IT RESOVED** that the City of Alexandria City Council does hereby authorize Deputy City Attorney, Christina Zechman Brown, to be appointed to the NVTa Council of Counsels in order to confer and participate with other attorneys from the NVTa member jurisdictions on matters pertaining to NVTa's purposes, unless and until a conflict of interest arises between the City of Alexandria and NVTa.

ADOPTED: September 13, 2022

  
\_\_\_\_\_  
**JUSTIN M. WILSON, MAYOR**

ATTEST:

  
\_\_\_\_\_  
GLORIA A. SITTON, CMC CITY CLERK

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**SUBJECT:** Approval of the Call for Projects for FY2029 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) Funds

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- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of the Call for Projects for the FY2029 CMAQ and RSTP Funds.
- 2. Suggested Motion:** *I move Authority approval of the Call for Projects for the FY2029 CMAQ and RSTP Funds.*
- 3. Background:** The NVTa coordinates Northern Virginia's annual programming of the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP). CMAQ and RSTP are part of the overall 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 provides 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 match for both the CMAQ 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 emission calculators for air quality benefit calculation, and resolution of support from the respective governing bodies.

**The deadlines for the FY2029 programming cycle are noted below:**

<b>Application submittal:</b>	<b>January 13, 2023</b>
<b>TEEM worksheet submittal:</b>	<b>January 27, 2023</b>
<b>Resolution of support submittal:</b>	<b>January 27, 2023</b>

- 4. Next Steps:** Authority approval of the proposed FY2029 funding recommendations is anticipated at the March 2023 Authority meeting. Upon Authority approval, the recommended projects will be submitted to the CTB for funding consideration.

**Attachment:** Project Application Form

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

## FY2029 NVT A CMAQ/RSTP REQUEST FORM

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

### 1. BACKGROUND

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

### 2. PROJECT INFORMATION

<b>2.1</b>	UPC#: (For existing project, if unsure, please ask VDOT staff for assistance)	
<b>2.2</b>	TPB’s Project ID:	
<b>2.3</b>	Other Identifying Numbers: (Please list type)	
<b>2.4</b>	Jurisdiction where project is located:	
<b>2.5</b>	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 27, 2023** 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)**

- ☐ Blanket categorical exclusion
- ☐ Programmatic categorical exclusion
- ☐ Categorical exclusion
- ☐ Draft Environmental Assessment
- ☐ Environmental Assessment
- ☐ Finding of No Significant Impact
- ☐ Draft Environmental Impact Statement
- ☐ Final Environmental Impact Statement
- ☐ 4F Determination of Environmental Impact on Parkland

**Status: (select one)**

- ☐ Proposed for preparation
- ☐ Under preparation
- ☐ Under review
- ☐ Approved

## 4. SCHEDULING INFORMATION

### 4.1 Project Delivery Schedule for Federal Obligation

<b>PE Start Date</b>	
<b>RW Start Date</b>	
<b>CN Start Date</b>	
<b>CN End Date</b>	

**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**

	<b>Total Project Cost Estimate</b>	<b>Previous Funds Prior to FY2024</b>	<b>FY2024 Allocated</b>	<b>FY2025 Allocated</b>	<b>FY2026 Allocated</b>	<b>FY2027 Allocated</b>	<b>FY2028 Allocated</b>	<b>FY2029 Requested</b>
Design/PE/ Environmental								
ROW Acquisition/ Utility Relocation								
Construction								
TOTAL								

**Table 2: Cost Estimates for a Non-Construction Project**

	<b>Total Project Cost Estimate</b>	<b>Previous Funds Prior to FY2024</b>	<b>FY2024 Allocated</b>	<b>FY2025 Allocated</b>	<b>FY2026 Allocated</b>	<b>FY2027 Allocated</b>	<b>FY2028 Allocated</b>	<b>FY2029 Requested</b>
Study Cost								
Acquisition								
Operating Costs								
<b>TOTAL</b>								

**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: Andy Beacher, Arlington & Fairfax County PE Manager (703) 259-2239  
Kimberly McCool, Loudoun County PE Manager (703) 259-2377  
Angel Tao, Prince William County PE Manager (703) 259-3220

## **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? \_\_\_\_\_

<b>Form Completed by:</b>	
<b>Date:</b>	

### **Attachments:**

	<b>Evidence of approval of the governing body (Required).</b> 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 6, 2022

**SUBJECT:** TransAction Update and Public Comment Report

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- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the status of the TransAction update including public comments and testimony received during the public comment period, and potential enhancements to the draft TransAction Plan and Project List.
- 2. Background:** The public comment period commenced on August 1, 2022 and ended on September 18, 2022. Citizens were invited to provide comments on the 24-page draft TransAction Plan, and associated Project List comprising 429 candidate projects. English, Spanish, and Korean versions of the draft TransAction Plan were made available online.

While various options to comment were provided, the primary mechanism for submitting comments was via an online comment form, also in English, Spanish, and Korean. The Public Hearing was held on September 8, with options to provide testimony in person and remotely.

TransAction is updated on a five-year cycle and, when adopted, provides a legislatively mandated eligibility filter for candidate projects to be included in subsequent Six Year Program updates. For example, the current TransAction, adopted in October 2017, provided the eligibility basis for projects included in the FY2018-2023, FY2020-2025, and FY2022-F2027 Six Year Programs.

TransAction is a fiscally and geographically unconstrained plan, meaning that projects are not required to have any reasonable expectation of funding to be included, nor do they have to be physically located in Northern Virginia. Similarly, inclusion of any project in TransAction does not represent a funding commitment from NVTa or any other government or corporate entity.

TransAction does not recommend specific projects or project types, nor does it seek to provide funding prioritization for any projects or project types. TransAction does, however, provide information that will potentially be relevant to the project selection process for future Six Year Program updates.

The draft TransAction Plan provides analysis on the likely transportation challenges and opportunities that Northern Virginia will face in 2045, including the extent to which it may help to accomplish NVTA's vision and goals (mobility, accessibility, and resiliency) while embracing NVTA's three core values (equity, safety, and sustainability). Several pages describe a Regional Bus Rapid Transit (BRT) System which, along with complimentary technology and other projects, is included in the draft Project List. Three pages address the challenges associated with uncertainty in long-range transportation planning and describe NVTA's approach to addressing uncertainty using a technique called scenario analysis.

3. **Discussion:** 223 comments were received from 201 unique commenters. This is approximately one third of the 663 comments received from 656 unique commenters for the current version of TransAction adopted in October 2017.

NVTA staff and the consultant team have prepared a draft summary of public comments attached to this memorandum, which summarizes comments under the following topics:

- a. Common themes heard – this includes support for increasing/improving transit and bike-pedestrian facilities, opposition to roadways, and environmental and safety concerns;
- b. Type, direction, and geographic distribution of feedback;
- c. Specific comments on the Plan;
- d. Specific comments on the goals and core values;
- e. Specific comments on the scenarios;
- f. Specific comments on the public participation process; and,
- g. Specific comments on the projects;

The full set of comments, along with the summary report, will be published on TransAction website after formatting for ease of reading.

During September and early October, NVTA's two statutory committees (Technical Advisory Committee and Planning Coordination Advisory Committee), together with the Planning and Programming Committee, discussed TransAction public comments, modeling results and scenario analysis. These discussions provided additional feedback to NVTA staff.

4. **Potential TransAction Enhancement:** Based on public comments and feedback from the three committees mentioned above, NVTA staff is currently working with the consultant team to identify potential enhancements to the draft TransAction Plan and Project List. These enhancements embrace the following:

- a. Draft TransAction Plan
  - i. Review the content of sections 6 and 7 (Impacts and Uncertainty), to clarify the analyses that have been conducted and focus more on findings and outcomes rather than technical details.
  - ii. Review the content of section 8 (Benefits), to reinforce key messaging regarding how TransAction will be used to support future regional revenues approvals.

- iii. Review the entire document to ensure content is communicated clearly and concisely.
  - iv. General 'beautification' to enhance the overall readability and aesthetics of the document.
- b. Draft Project List
  - i. No projects are proposed to be removed from the project list, but several potential duplicate projects have been identified. Duplicate projects will be removed after consultation with relevant project sponsors.
  - ii. During the development of TransAction, some projects appear to have advanced to construction or a fully funded status. Any such projects will be effectively transferred from the project list (referred to as the 'Build Network') to the baseline component of the computer model used for TransAction (referred to as the 'No-Build Network').
  - iii. Other minor corrections will be made for projects with the incorrect sponsor or project location.

After reviewing these proposed enhancements with the Technical Advisory Committee and Planning Coordination Advisory Committee at their respective meetings in October, NVTA staff will prepare a final draft for endorsement by all three committees in the November meeting cycle.

## 5. Next steps:

- a. **October 19, 2022:** Briefing on enhancements to Technical Advisory Committee.
- b. **October 26, 2022:** Briefing on enhancements to Planning Coordination Advisory Committee.
- c. **November 2022:** Release of NVTA staff recommendations for review and endorsement by TAC, PCAC, and PPC; and
- d. **December 8, 2022:** Anticipated Authority adoption of TransAction.

**Attachment:** Draft Summary of Public Comments

# Draft TransAction Plan

## Overview of Public Comments Received

September 2022

### I. Background

The public comment period for the Draft TransAction Plan and associated Project List opened on August 1, 2022 and closed on September 18, 2022. The public was able to submit comments through several channels including an online comment form made available on the [TransAction participate webpage](#), voicemail via a dedicated phone line, postal mail, or at the public hearing either in person or by phone.

Materials that were released for public comment include:

- TransAction Plan 2022 Update –Draft Summary
- TransAction Plan 2022 Update –Draft Project List, containing 429 projects
  - PDF version
  - Online sortable version of the list
- Interactive Map of Draft TransAction Project List
- Detailed online comment form

The Draft TransAction Plan and online comment form were released in three languages – English, Spanish and Korean.

The Public Hearing was held on September 8, 2022. Online testimony required pre-registration. The Public Hearing was livestreamed on YouTube, where a recording has been archived. NVTa accepted written comments submitted via other channels if they were received prior to the September 18<sup>th</sup> deadline.

The public comment opportunity was promoted in multiple ways, including features in NVTa's newsletters, #TransActionThursday digital campaign which included short videos, paid (multi-language) and free campaigns on NVTa's social media platforms (Facebook, Twitter, Instagram, and LinkedIn), published legal notices in the Washington Post, El Tiempo and Korea Times, and more. Additionally, leveraging ambassador kit templated content, several Authority members included brief excerpts on the opportunity for public comment in their own newsletters and shared posts on social media. Jurisdictions and agency partners also shared the information to large audiences on social media channels. Several news outlets, including WTOP, InsideNoVA, Washington Business Journal and others covered the opportunity. Also, the TransAction consulting team went to four physical locations and handed out cards (English, Spanish and Korean) with details about the public comment opportunity to increase the potential for participation from underserved communities. Translators were on location as well. The selected locations included:

- Wiehle-Reston East Metro Station (8/25/2022);
- Dollar Tree at Little River Turnpike Shopping Center (8/27/2022);
- Eden Center (8/28/2022); and
- King St. Metro Station (8/29/2022).

In total, 14 media placements were secured during the TransAction public comment period. The estimated audience reach through news coverage is 16,320,514, with Washington Business Journal running two stories. The total reach for the paid multi-language social media campaign was 206,812. The ad ran in English, Spanish and Korean, with five placements each on Facebook and Instagram.

## II. Total Responses Received

A total of 223 comments were received during the comment period. Some commenters submitted a comment to the online form and also provided testimony at the public hearing. There were also some duplicate comments submitted by the same person. Of the 223 total comments, 215 are unique comments (not submitted through another method), and 201 were submitted by unique individuals. The total number of comments received are summarized below based on how they were received. Comments received to the online comment form do provide detailed responses to specific questions which are summarized later in this report.

Comments Received	Raw Count
Comment Form	193*
Public hearing	21
Letter	6
Email	2
Voicemail	1
<b>Total</b>	<b>223</b>

\* Includes one comment received in Korean.

### III. Overview of Comments Received

#### *Themes*

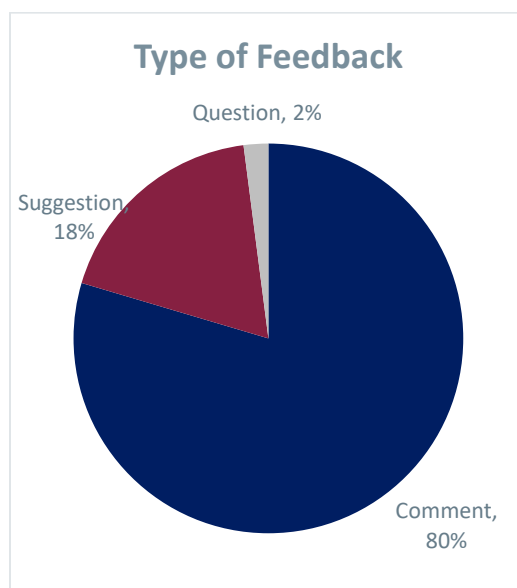
The most common themes and example comments seen were:

Common Theme	Example Comment
<b>Against Roadway or Widening</b>	We must shift the scoring for NVTA projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.
<b>Environmental Concern</b>	I am a resident of [jurisdiction], and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change. We should be working towards resilience and emissions-curbing solutions, not business-as-usual and increased driving. From what I have read, the list of projects in 2045 far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.
<b>Increase/Improve Transit</b>	As a resident of the City of Falls Church, I would like to voice my support for this NVTA TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility.
<b>Improve Bike-Ped Routes</b>	
<b>Safety</b>	Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.

## *Type and Direction of Feedback*

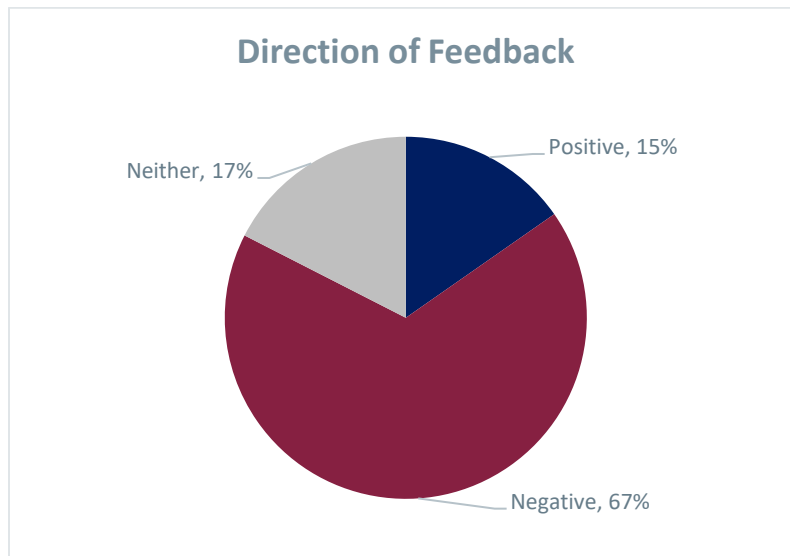
Feedback was evaluated to determine the public's overall opinion of the plan. This was done by checking the types of feedback (comment, suggestion or question) and the direction of the feedback (positive, negative or neither).

The type of feedback was classified as either a comment, suggestion or question. 80% of survey responses were considered as comments; 18% were suggestions; and the rest were questions. "Comment" meant the respondent was providing their own opinion on the matter without an actionable component. "Suggestion" meant that the respondent was providing an actionable component for NVTA to include in the TransAction plan. "Question" meant that the respondent submitted an inquiry as part of their response.



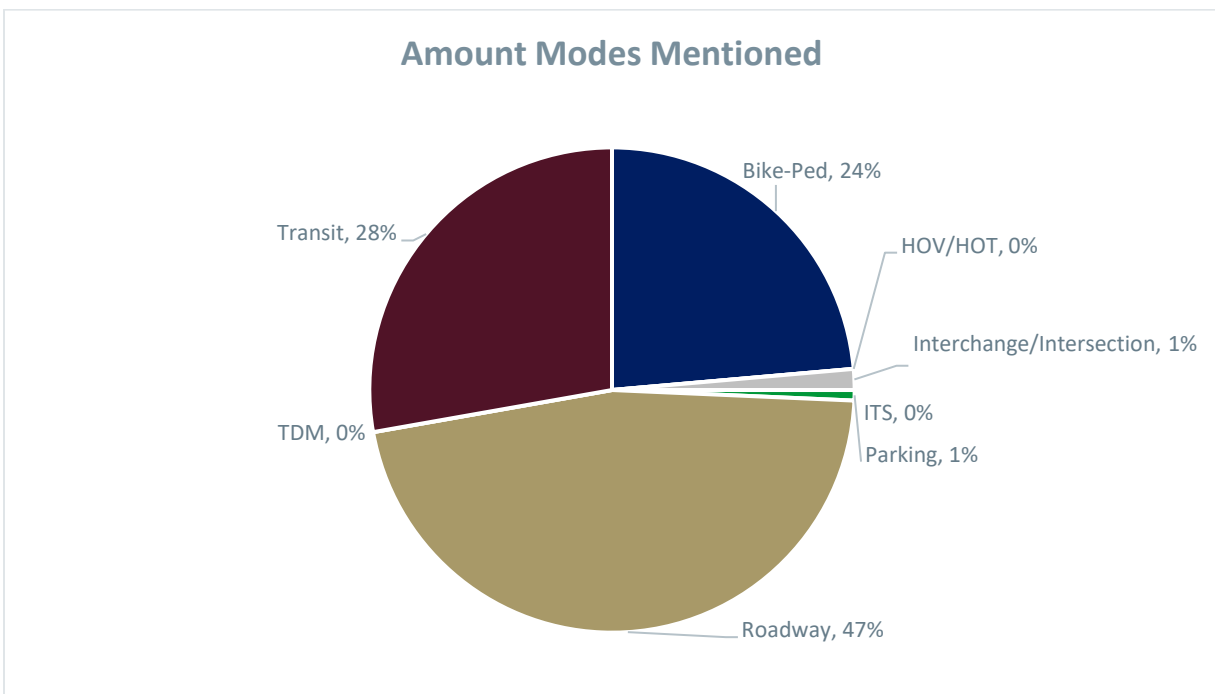
The direction of feedback was identified as a positive, negative or neither response. Roughly 70% of responses were negative and the rest were either positive/neither. A negative response was an indication that a respondent was not completely satisfied with the plan. Responses could include multiple directions if there were varying points made. In one example, an individual had positive feedback for transit projects, but negative feedback on a handful of roadway/widening projects.





### *Modes Mentioned*

A summary of modes mentioned was evaluated to help identify the priorities of respondents. The most common modes mentioned were roadway, transit and bike-pedestrian.



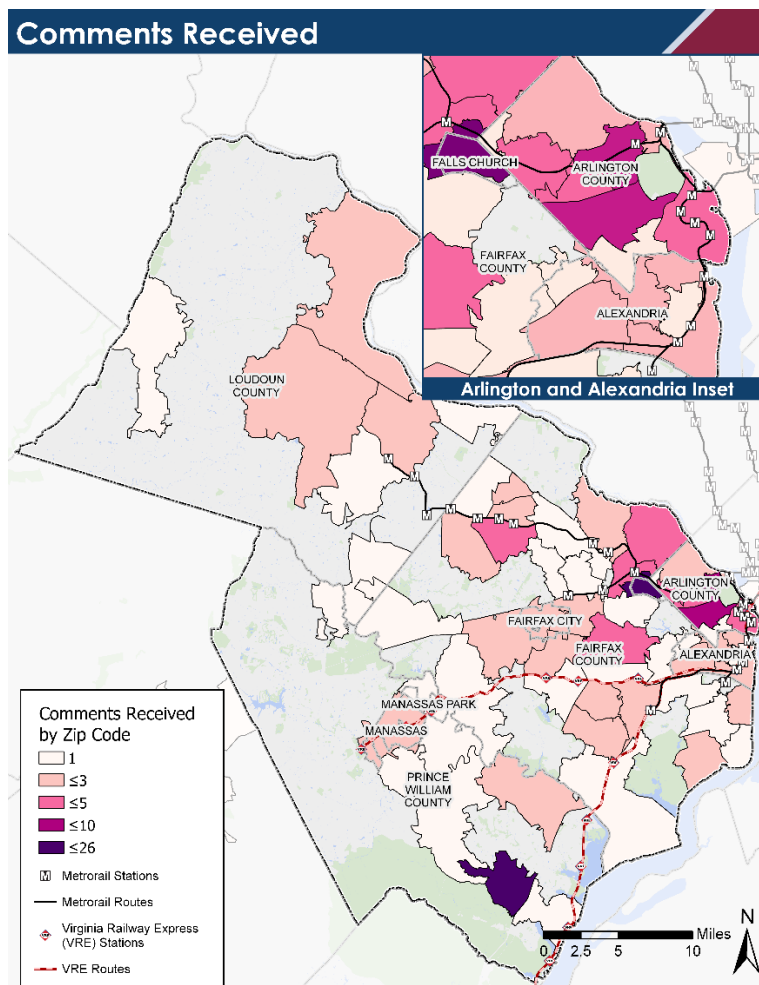
## Geographic Distribution of On-Line Commentors (ZIP code map)

The comments received by ZIP code are shown on the map below. The map shows more comments received from inside the Beltway. Two ZIP codes were responsible for the most comments:

- ZIP code 22025 (Four Seasons, Prince William County) – multiple comments were received regarding the Van Buren Road Extension
- ZIP code 22046 (City of Falls Church) – multiple residents of the city submitted comments, including use of a standard text response

In addition to comments from Northern Virginia, a few were received from outside the region from the District of Columbia, Maryland and other parts of Virginia.

**Figure 1. Comments Received by ZIP Code**



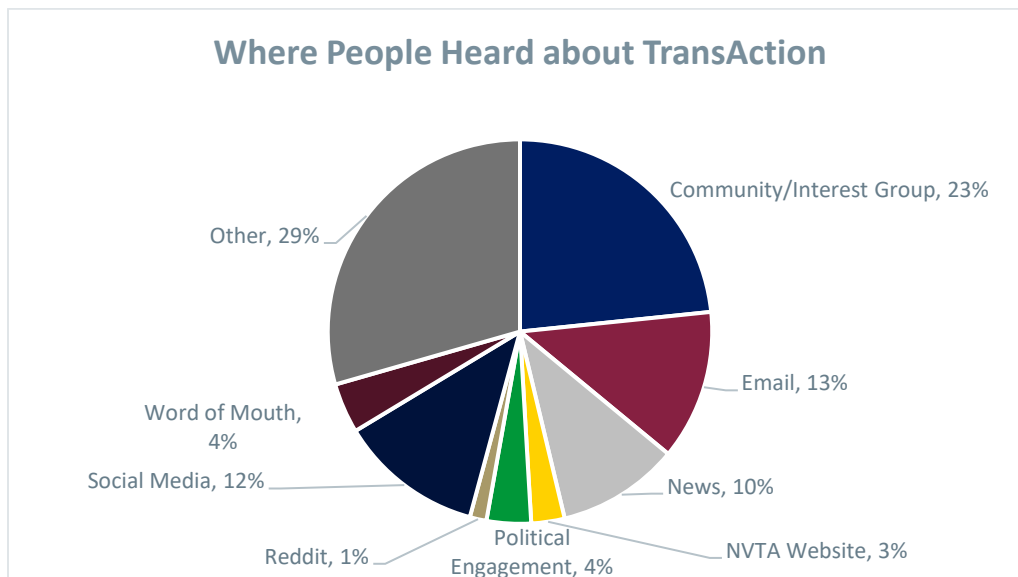
## IV. Comment Form Responses

### Q1 - How did you hear about TransAction, Northern Virginia's long-range transportation plan?

When asked how respondents heard about the plan, the most common sources were:

- Community/interest groups – included HOAs, neighborhoods, housing advocacy groups, churches, local environmental/sustainability groups, biker associations, and other similar groups
- Email
- Social Media – including Facebook, Twitter and other social platforms
- News

Other sources are identified in the chart below.



## Q2 - Please provide any comments you have about the TransAction Plan document, which summarizes travel conditions, challenges and opportunities in 2045, as well as the plan's impact on the region and what it means for travelers?

Comments on the plan ranged on a variety of topics, however the most common themes were as shown in the table below.

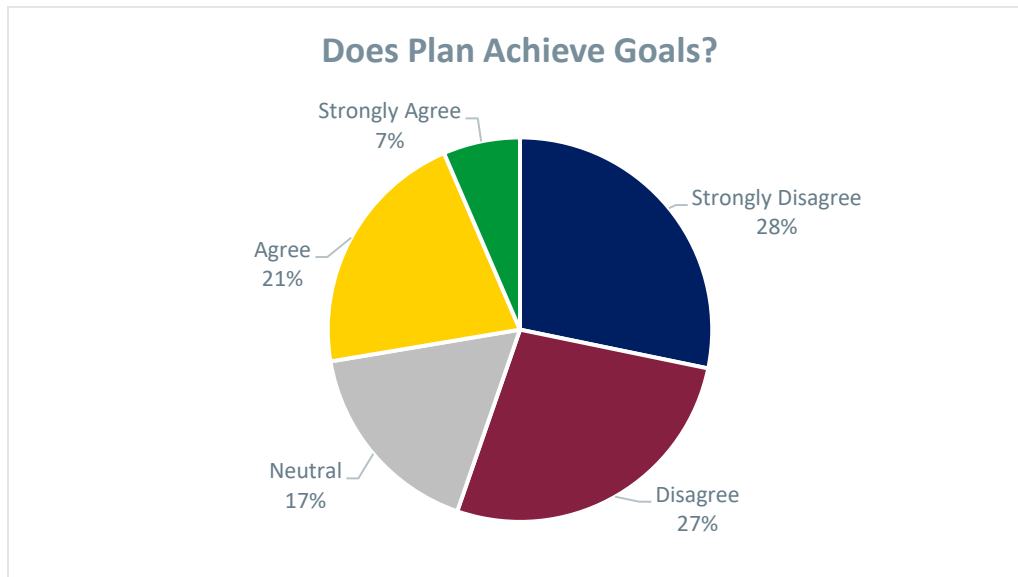
Common Themes of Question 2	% of Responses
Against roadway/widening	25%
Environmental concern	21%
Increase/improve transit	16%
Improve Bike-Ped Routes	15%
Plan process	5%
Other	18%

Although a range of comments were received, some comments were repeated by multiple respondents. Recurring comments are likely due to coordination amongst individuals and their communities or organizations. Often commenters who entered recurring responses had heard about TransAction from news articles, political engagement and local advocacy groups.

Q2 Example Comments	Count	Context
As a resident of the City of Falls Church, I would like to voice my support for this NVTA TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility.	7	Positive
I am a resident of [jurisdiction], and ask you to reject the proposed TransAction 2045 plan. Northern Virginia needs a plan that will keep its residents safe from disastrous climate change. We should be working towards resilience and emissions-curbing solutions, not business-as-usual and increased driving. From what I have read, the list of projects in 2045 far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals.	14	Negative
I could not possibly provide LOUDER or stronger support for the transit system changes than I am currently feeling. These are life-giving pieces of connectivity that have been needed for eons, and they'll make a mountain of difference for disabled and low-income travelers.	1	Positive
The resulting project proposals suggests a big disconnect between goals and priorities and underlying assumptions, resulting in continued prioritization on roads rather than transit and multimodal options that would achieve goals for mobility, sustainability and equity.	1	Negative
I love seeing that we will spend more on transit and non-car compared to roadway improvements and widenings. An improved car-free transit system will alleviate stress on our roadways. I would encourage against widening projects since an increase in supply will lead to an increase in demand which will put you in the same situation later down the line. I love building a BRT and any "road-diet" projects to make non-car travel more comfortable and enjoyable.	1	Positive

### Q3 - NVTA has identified three goals for TransAction and the future of transportation in Northern Virginia. Do you think the TransAction Plan achieves the goals of Mobility, Accessibility, and Resiliency?

A majority of respondents felt the TransAction Plan did not achieve the goals of mobility, accessibility and resiliency.

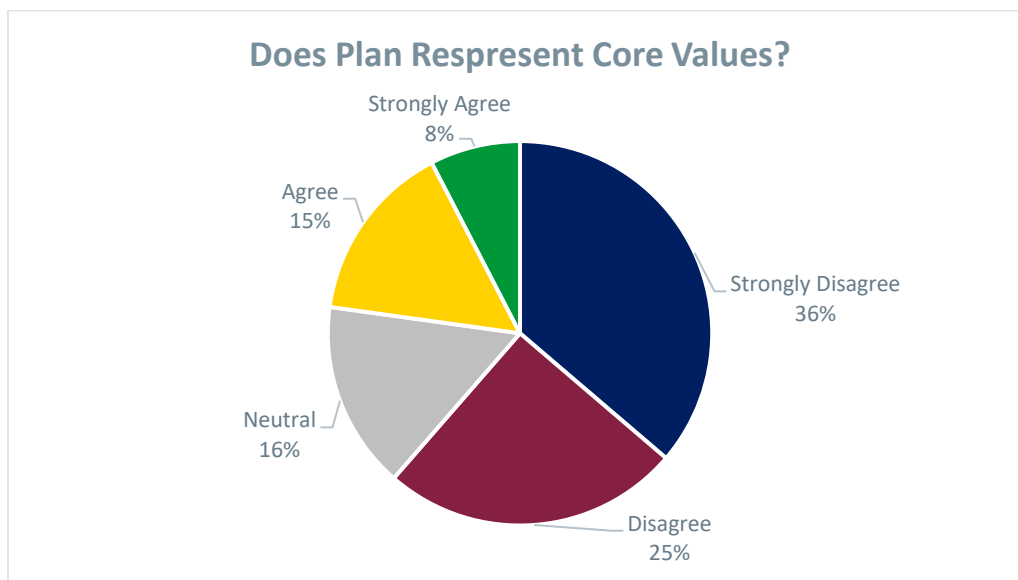


In many cases, respondents who disagreed with the plan's ability to achieve its goals were indicating dissatisfaction with the plan process, being against roadway/widening projects, or wanted to see more emphasis on bike-pedestrian infrastructure.

Q3 Example Comments	Count	Context
The BRT plan definitely increases mobility, accessibility, and resiliency.	1	Positive
Mobility & Accessibility: A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most. Resiliency: A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.	12	Negative
It is a start, but there is so much more to be done to actually achieve those goals.	1	Neutral
Continued dominance of car-centric investment is a band aid that may help these goals in the immediate term, but long term will make the region less mobile, less accessible, and less resilient.	1	Negative
I often use the Burke VRE trail to travel from the GMU area to West Springfield. I'm glad to see you are extending the trail out to Manassas. Please continue to expand these types of trails, keeping cyclists and pedestrians as far away from busy roads as possible.	1	Positive

**Q4 - NVTA has identified three core values that shape how TransAction should achieve its goals: Safety, Equity and Sustainability. Do you think that the TransAction Plan represents those core values?**

A majority respondents did not feel that the TransAction Plan met its objective to achieve its three core values of safety, equity and sustainability.



In many cases, respondents who disagreed with the plan's ability to reflect its core values were indicating safety and environmental concerns as common themes.

Q4 Example Comments	Count	Context
The goals are reasonable to meet the core values of safety, equity, and sustainability.	1	Positive
Safety: Driving is the most dangerous thing most of us do all day; this plan's continued focus on driving will harm safety, not improve it. Increased VMT will cause more crashes, injuring more drivers, more passengers, and more people walking & biking.	11	Negative
A plan that anticipates such a large increase in VMT for a majority of the region cannot reasonably be called sustainable.	1	Negative
More bus services (including BRT) for underserved communities. People shouldn't have to take three buses to get to work.	1	Neutral
NVTA and TransAction continue to advocate for roadway widening. Nearly 1000 people die every year on Virginia roads, and a non-insignificant cause of some of these crashes are roadway design and roads meant to speed up cars.	1	Negative
Expanding transit options can build up lower-income and minority communities by providing needed access to public goods, employment, and amenities. Additionally, the expansion of public transit would reduce cars on the road, reducing carbon emissions without creating more impervious surface. When there are fewer cars on the road, there are also far fewer vehicular injuries and fatalities.	1	Positive

**Q5 - If you have any feedback on specific TransAction projects that you would like to share, please include the project ID number from the project list with your comments.**

Feedback was provided on specific TransAction projects in question #5, but also to question #2. The combined project references are shown in the table below. 79 different projects were mentioned, but the project mentioned the most was Project ID 273: “Construct Van Buren North Road: Cardinal Drive to Dumfries Road” which was mentioned 29 times. In this instance, the Four Seasons Community felt very passionately that the project would be a detriment to their community for environmental and safety concerns.

There were also a series of Falls Church projects that were mentioned 8 times. In this case, respondents from Falls Church were in favor of these projects. These respondents shared a similar comment which is shown in the recurring comments.

Project ID	Project Name	Mentions	Positive	Negative	Neutral
273	Construct Van Buren North Road: Cardinal Drive to Dumfries Road	29	1	24	3
31	Route 7 Transit: Tysons to Mark Center	14	9	4	1
118	East Falls Church Bikeshare Connections	12	12	0	0
67	Route 29 Trail	11	7	2	2
356	City of Falls Church Greenway and Parkway Network	10	9	1	0
133	Falls Church Enhanced Bus Service	9	7	2	0
18	Seven Corners Ring Road Improvements	8	7	1	0
66	Falls Church Multimodal Improvements	8	8	0	0
72	Arlington Regional Trail Network	8	3	5	0
334	Falls Church Metro Station Access	8	7	1	0
406	W&OD Regional Trail Capacity and Connectivity Enhancements	8	2	6	0
21	Bike Lanes on Route 7: Alexandria to Seven Corners	7	6	1	0
62	East Falls Church Metrorail Station Second Entrance	7	7	0	0
71	Route 29 Bus Improvements	7	7	0	0
302	Fredericksburg Line Peak Period Service Expansion	7	6	1	0
303	Manassas Line Peak Period Service Expansion	7	6	1	0
333	Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners	7	7	0	0
335	Falls Church Regional Bicycle Connections	7	7	0	0
357	Bicycle Facility Route 7 - City of Falls Church	7	6	1	0
360	City of Falls Church Safe Routes to School	7	7	0	0



**Q6 - Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic 'New Normal', Technology, and Incentives/Pricing. Please share any comments you have on the TransAction Summary Report.**

Most common themes of additional comments were as follows:

Common Themes of Question 6 (79 completed responses)	Number of Responses	Positive	Critical	Neither
Specific strategies or types of projects	26	31%	35%	34%
Scenario definition	21	5%	14%	81%
Thoughts on future travel	20	5%	5%	90%

Q6 Example Comments	Count	Context
"It sounds as though the region is preparing for multiple scenarios, which is encouraging to see."	1	Positive
"Post-Pandemic 'New Normal' -> need to focus on transit and non-car travel across the region, not just connections to DC"	1	Neutral
"Technology - With automated vehicles, there should probably be fewer cars on the road: if people can rent cars out to ride-share services while they aren't using their own cars, then it will decrease the reliance on owning a car"	1	Neutral
"Incentives and pricing are one of the most effective ways to alter behavior, but NVTa needs to support such a policy with the appropriate infrastructure to give people a real choice. Without that infrastructure, it will be nothing more than a tax on the poor."	1	Neutral

**Q7 - If applicable, please provide comments on anything you would like to see in the long-range plan that was not included.**

Most common themes of responses to what was missing from the plan was as follows:

Common Themes of Question 7 (78 completed responses)	Number of Responses
Increase/Improve Transit	22
Environmental Concern	18
Improve Bike-Pedestrian Routes	12

No recurring comments were identified.

## Q8 - Please share any comments you have on the TransAction planning process and/or public participation.

The most common theme of these was that there wasn't enough public engagement to notify people of the survey. A table showing common themes is below:

Common Themes of Question 8 (37 completed responses)	Number of Responses
More publicity and options are needed to increase public engagement	8
2021 TransAction survey responses not fully incorporated	3
Environmental concern	3
Against roadway/widening	3

Q8 Example Comments	Count	Context
Very encouraged and impressed with these plans especially making things easier for electric vehicle owners.	1	Positive
It feels as though the NVTA appears to have not fully incorporated the public responses from the 2021 survey.	3	Negative
NVTA has done a robust analysis of the projects under consideration using its existing congestion reduction model. It also has an excellent public outreach program for communicating the results of its modeling. However, until/unless NVTA incorporates an environmental cost/benefit analysis into its planning process, it will be unable to determine the long term impact of its transportation program.	1	Neutral
I'm concerned that public participation puts too much weight on the desires of existing residents with the time and money to devote to participating, and doesn't do right by those who don't have time to participate or who don't even live here yet.	1	Neutral
Appreciate the effort made to secure public input.	1	Positive

### Q9 - Please let us know how NVTa could make the review and public participation process easier for you.

For this question there were 43 responses of a large variety of themes. Of these, most comments were related to the desire to see improved communication/engagement with the public. Suggestions from this theme included other media outlets such as Discord or Twitter, and providing earlier and more frequent communication. A table showing common themes is below

Common Themes of Question 9 (33 completed responses)	Number of Responses
Improve communication	15
Plan Process	6

### Q10 - If you have any other comments, please share your feedback below.

For this question there were 53 responses of a large variety of themes. Of these, most comments were of environmental concern. Most of these comments were recurring and is shown below.

Q10 Example Comments	Count	Context
NOVA is such a great place to live and work...We're lucky to have so many amenities. Keep up the good work in improving our area!	1	Positive
We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals.	16	Negative
I think progress is being made. Please improve pedestrian safety at every opportunity.	1	Positive

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**SUBJECT:** 2022 Joint Commission on Transportation Accountability Annual Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the FY2022 Report developed for the Joint Commission on Transportation Accountability (JCTA).
2. **Background:** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of Title 33.2-2500, of the *Code of Virginia*, as amended. To meet this requirement, the NVTa staff has prepared a report to inform the JCTA of the following:
  - the FY2022 revenues, allocations, an update on the FY2022-2027 Six Year Program that uses the 70% Regional Revenue Funds for FY2026-2027,
  - an update on the revenues appropriated for the Authority's FY2018-2023 and FY2020-2025 Six Year Programs,
  - and 30% Local Distribution Revenue Funds for FY2014 to FY2022, which the NVTa jurisdictions used for various transportation projects and programs.

The report also provides updated revenue estimates for the period FY2023-2027.

**Attachment:** FY2022 Annual Report to the Joint Commission on Transportation Accountability

# Building Momentum



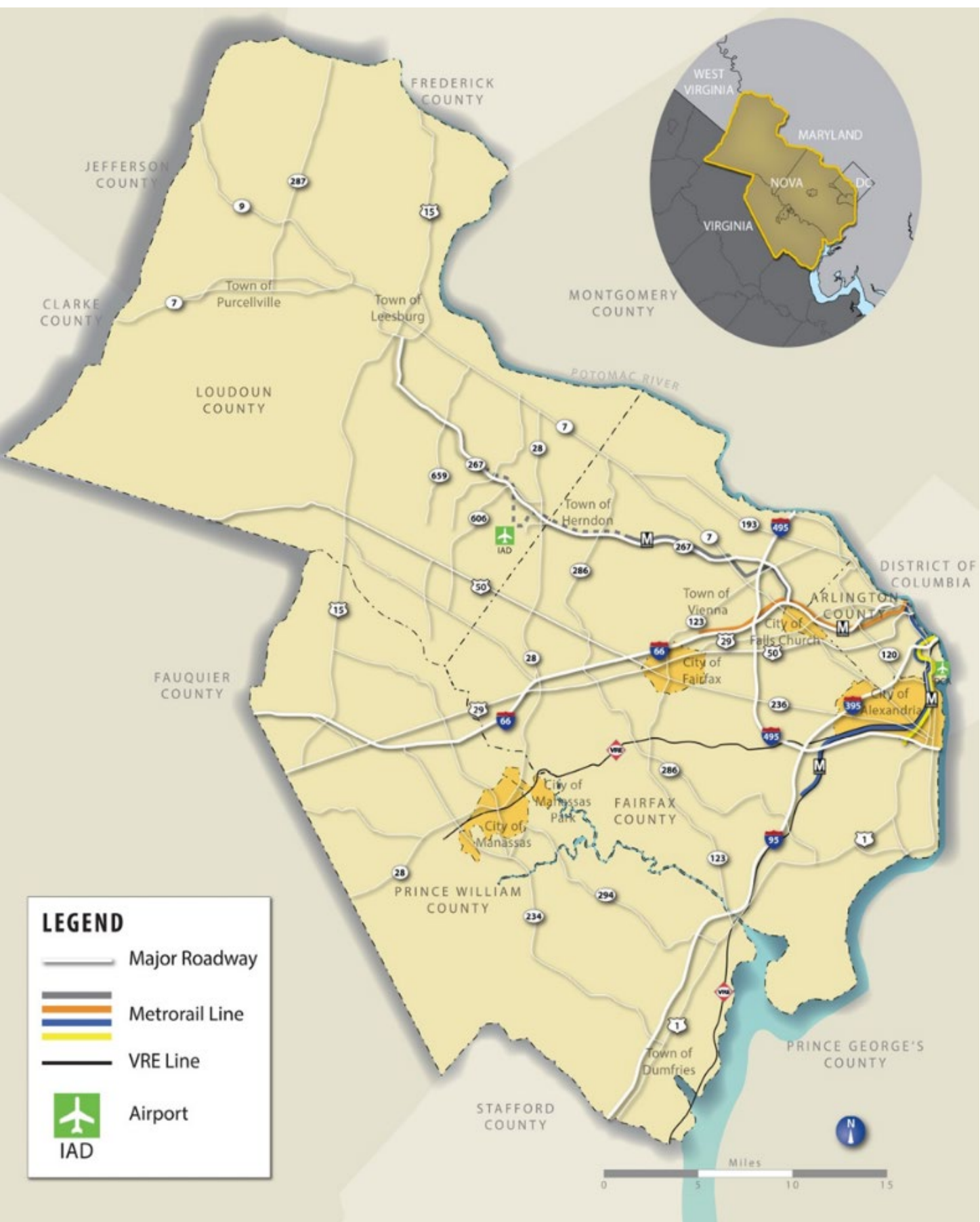
## Fiscal Year 2022 Annual Report to the Joint Commission on Transportation Accountability

October 6, 2022

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## NVTA Jurisdictions and Major Transportation Facilities in Northern Virginia



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# 1. BACKGROUND

The Northern Virginia Transportation Authority (NVTA) is a political subdivision of the Commonwealth of Virginia, created in 2002 by the General Assembly through the Northern Virginia Transportation Authority Act, Chapter 25, Title 33.2, of the Code of Virginia (Senate Bill 576). The NVTA's primary functions are to develop and update the region's long range transportation plan (TransAction), conduct regional transportation project planning, and with the funds available to the Authority, prioritize and fund critical multimodal capacity increasing transportation projects, reducing congestion, and benefitting Northern Virginia.

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313). This legislation established a funding stream for transportation in Northern Virginia and allowed the Authority to begin fulfilling its mission to address regional transportation challenges. Title 33.2-2500, of the *Code of Virginia* requires the separation of these funds into "70% Regional Revenue", which is allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenue", which is distributed to jurisdictions for their transportation projects and purposes. Revenues began to flow to the Authority on July 1, 2013. Subsequently, on July 24, 2013, the Authority approved its first project list, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. The Authority conducts biannual updates to its Six Year Program (SYP). The most recent update was adopted on July 14, 2022, with 20 projects totaling approximately \$626 million in funding. This brings the total number of projects adopted by NVTA to 122 (104 unique projects) and the funds to \$3.122 Billion. See more details in Table 1. In addition to NVTA funded projects, through the provisions of HB 2313, the Authority has distributed \$868 million in funding directly to member jurisdictions for public transportation priorities within their jurisdictions.

The member jurisdictions of the NVTA include the counties of Arlington, Fairfax, Loudoun, and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. The NVTA's governing body consists of seventeen members as follows: the chief elected official, or his/her designee, of each Member Locality; two members appointed by the Speaker of the House; one member of the Senate appointed by the Senate Committee on Privileges and Elections; and two citizens who reside in Member Localities, appointed by the Governor, including a member of the Commonwealth Transportation Board. In addition, the Director of the Virginia Department of Rail and Public Transportation ("VDRPT"), or his/her designee; the Commissioner of Highways or his/her designee; and the chief elected officer of one town in a county which is a Member Locality, will serve as non-voting members of NVTA.

Per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313. To meet this requirement, the NVTA has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2022.

## 2. WHAT IS NEW?

Pursuant to the Virginia General Assembly's 2020 Omnibus Transportation Bill, House Bill 1414 / Senate Bill 890 (HB1414/SB890), effective on July 1, 2020, the General Assembly amended numerous laws related to transportation funds, revenue sources, construction, and safety programs. The bill adopted numerous structural changes to the transportation funding system in the Commonwealth. Most transportation revenues are now being directed to a new Commonwealth Transportation Fund and the existing Highway Maintenance and Operating Fund. Funds are then disbursed, based on codified formulas, to sub-funds established to meet the varying transportation needs of different modes of transportation.

In Northern Virginia, the Omnibus Transportation Bill established a new regional congestion fee imposed at a rate of \$0.10 per \$100 for the recordation of conveyance of a deed to reinstate a portion of the HB2313 (2013) funds diverted to WMATA July 1, 2018. The Governor's amendments delayed the effective date and for the period July 1, 2020, to April 30, 2021, the rate of the regional congestion relief fee was \$0.05 per \$100. Beginning May 1, 2021, the rate increased to \$0.10 per \$100. The rate will remain at this level, unless and until changed by the General Assembly.

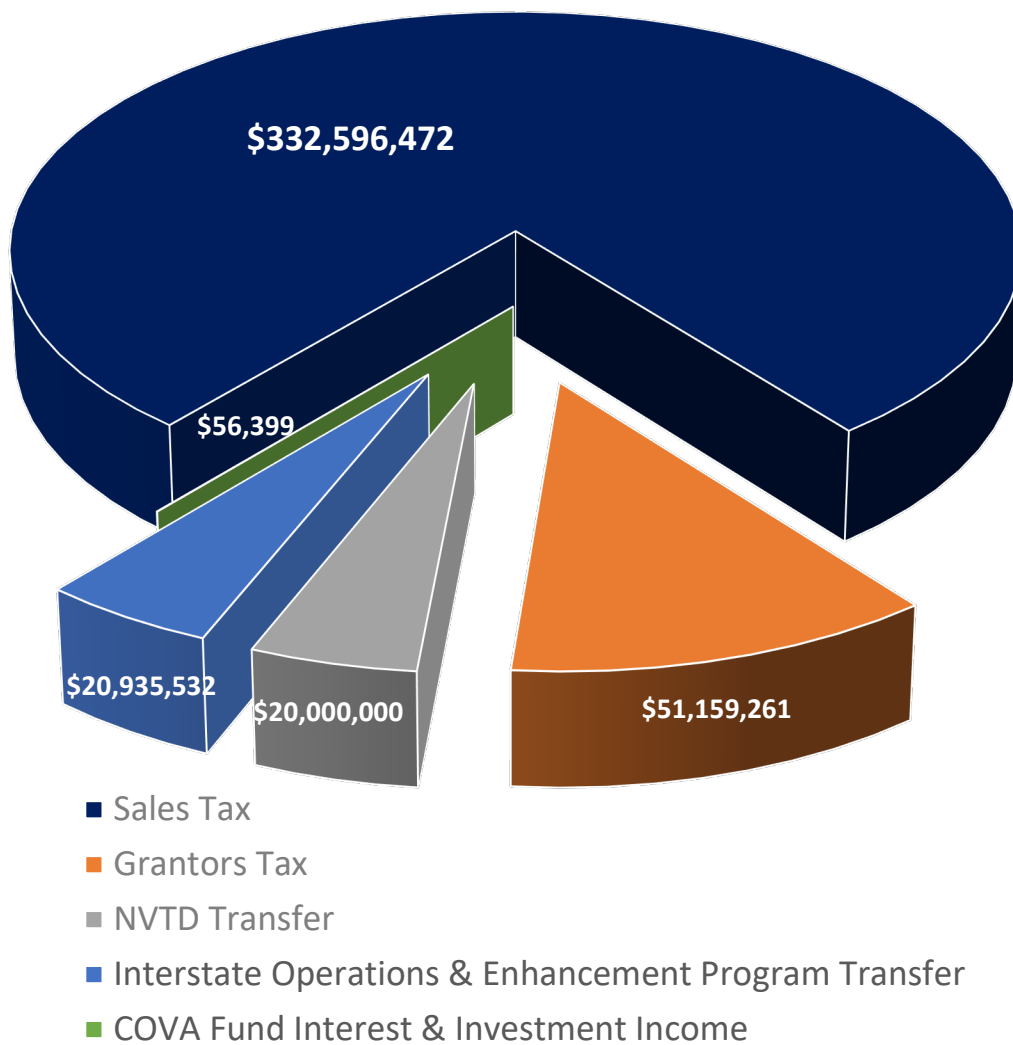
In additional efforts by the General Assembly to restore funds diverted to WMATA, the Omnibus Transportation Bill provided a \$20 million transfer from the Northern Virginia Transportation District Fund (the NVTDF Fund Transfer) to the Authority. Also, the Interstate 81 Improvement Fund (SB1716/HB2718, 2019) revenue (which was not meeting initial revenue projections) was changed. The General Assembly moved this revenue from the I-81 Improvement Fund to an annual allocation of 8.4% of funds available in the Interstate Operations and Enhancement Program through SB890/HB1414. These actions have resulted in the return of \$63.5 million (based on Commonwealth estimates) of the \$102 million diverted to the Washington Metropolitan Area Transit Authority (WMATA) in 2018, SB856/HB1539. This leaves a remaining restoration amount of \$38.5 million.

In September 2021, furthering the principles of transparency and accountability, NVTA unveiled its project dashboard, NoVA Gateway. The dashboard provides details of projects funded with 70% regional revenues in the forms of maps, tables, charts, and descriptions. Details are provided in Section 7 below.

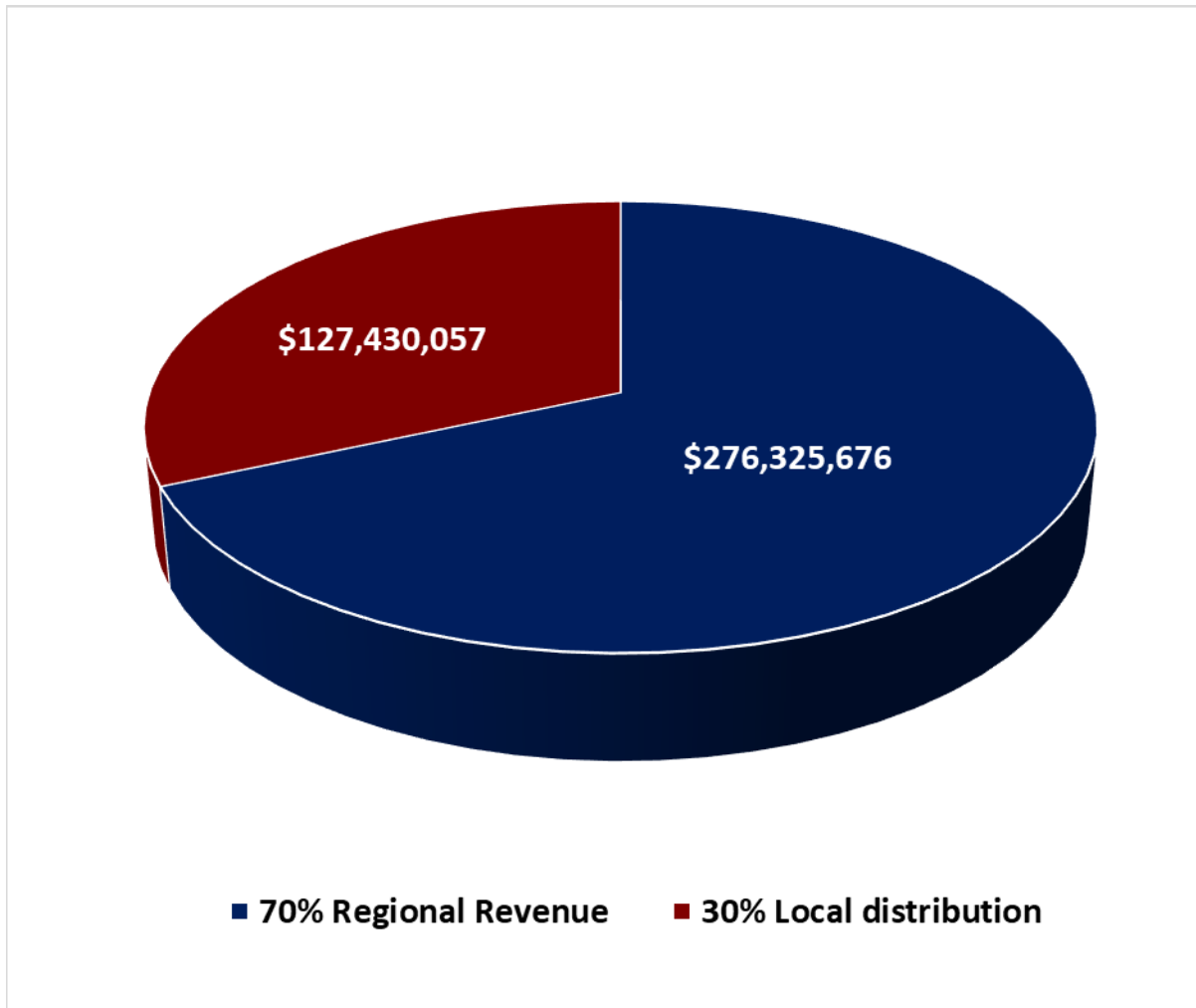
### 3. FISCAL YEAR 2022 – OVERALL REVENUE AND ALLOCATION

HB 2313 generated approximately \$424.7 million in FY2022. These funds were then distributed, as per Title 33.2-2500, of the *Code of Virginia*, with 30% to the member jurisdictions and 70% to the selected regional transportation projects. See Figures 1 and 2 below.

**Figure 1: NVTA FY2022 Revenue Breakdown**



**Figure 2: FY2022 70% Regional Revenue and 30 Percent Local Distribution**



*Source: NVTA FY2022 Financial Reports (Unaudited)*

## 4. 70 PERCENT REGIONAL REVENUE FUNDS

In July 2022, the Authority adopted its Six Year Program update for FY2022-2027 approving close to \$626 million for 20 multimodal projects across the region. See Table 1 below. Together, this brings the total number of projects approved by the NVTa to 164 and the funding to \$3.1 billion. The number of projects, 164, is due to the fact that projects that received funding in different cycles are counted in each cycle, and so there are 122 unique projects but 164 total projects through the six funding cycles. See details of each program on Table 2 below.

**Table 1: Projects Adopted in the FY2022-2027 SYP**

Jurisdiction	Project Title	Funding Amount	Phases Funded
Loudoun Co	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	CN
Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	ROW, CN
Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	\$ 108,000,000	PE, ROW, CN
Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	CN
Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 8,000,000	PE, ROW, CN
City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	PE, ROW, CN
Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	PE, ROW, CN
Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	Asset Acq
Fairfax Co	Richmond Highway Widening from Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	\$ 60,207,038	PE, ROW, CN
Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	ROW, CN
Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	ROW, CN
Prince William Co	Route 1 at Route 123 Interchange	\$ 3,000,000	PE, CN
Loudoun Co	Loudoun County Parkway Interchange at US 50	\$ 35,250,000	PE, ROW, CN
Fairfax Co	Richmond Highway (Route 1) BRT	\$ 80,000,000	PE, ROW, CN
Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 4,200,000	PE, ROW, CN
Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	\$ 73,793,037	PE, ROW, CN

<b>City of Alexandria</b>	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	\$	5,000,000	PE
<b>Arlington Co</b>	Ballston-MU Metrorail Station West Entrance	\$	80,000,000	CN
<b>City of Alexandria</b>	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$	5,000,000	CN
<b>City of Falls Church</b>	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$	22,500,000	PE, ROW, CN
<b>TOTAL</b>		<b>\$</b>	<b>624,882,714</b>	

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

**Table 2: NVTA's Funding Programs**

Program	Adoption Date	Number of projects approved**	Total funds approved
FY2014*	7/24/2013	32	\$ 178,784,455
FY2015-2016*	4/23/2015	36	\$ 326,983,482
FY2017*	7/14/2016	11	\$ 166,043,951
FY2018-2023 SYP	6/14/2018	44	\$ 1,285,273,281
FY2020-2025 SYP	7/9/2020	21	\$ 539,110,783
FY2022-2027 SYP	7/14/2022	20	\$ 626,290,870
<b>Total</b>		<b>164</b>	<b>\$ 3,122,486,822</b>

\* There were one or more projects in these programs that were withdrawn partially or fully by the applicant prior to or after the adoption. Such projects and funding are excluded in this table.

\*\* Projects that received funding in different cycles are counted in each cycle. Counting them as single projects, the total number of unique projects approved is 122.

Additionally, the Authority appropriated \$75,960,000 for six projects in FY2022. Details of these projects are provided in Table 3 below.

**Table 3: Projects that Received Regional Fund Appropriations in FY2022**

Jurisdiction / Agency	Project Title	NVTA Funding Amount	Phases Funded
<b>County/City</b>			
Prince William	North Woodbridge Mobility Improvements	\$8,000,000	PE, ROW, CN
Prince William/Dumfries	Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)	\$44,860,000	ROW
City of Fairfax	Roadway Network Northfax West	\$2,500,000	ROW, CN
City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	\$6,900,000	PE, ROW, CN
City of Falls Church	Downtown Falls Church Multimodal Improvements	\$8,300,000	ROW, CN
<b>Town</b>			
Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$5,400,000	PE
<b>Total</b>		<b>\$75,960,000</b>	

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

## 5. 30 PERCENT LOCAL DISTRIBUTION REVENUE FUNDS

Title 33.2-2500, of the *Code of Virginia* provides that 30% of the revenues received by the NVTa shall be distributed to the member jurisdictions, on a pro rata basis, after the Authority completes the annual certification for each jurisdiction, ensuring that the funds were only used under legislated requirements.<sup>1</sup> Counties are required by law to work cooperatively with towns (with a population of 3,500 or more) to ensure the towns receive their respective share of the 30% local distribution revenue funds.

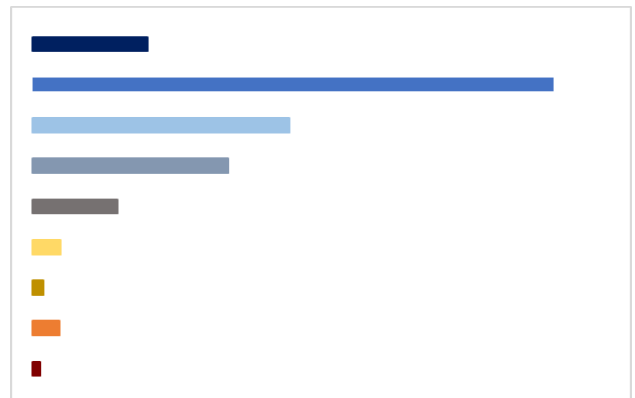
Each jurisdiction's 30% share is based on the total of the taxes that are generated or attributable to the jurisdiction. Use of 30% revenues is solely the decision of the jurisdiction, provided they are used for one of four purposes:

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

Each jurisdiction annually certifies to the NVTa that the funds were used as required by statute. The distribution of FY2022 30% Local Funds is noted in Table 4 below.

**Table 4: 30 Percent Local Distribution Revenue Funds for FY2022 (as of June 30, 2022)**

Jurisdiction	30% Local Funds
Arlington County	\$ 11,765,742
Fairfax County	\$ 53,158,938
Loudoun County	\$ 26,239,510
Prince William County	\$ 19,983,892
City of Alexandria	\$ 8,642,264
City of Fairfax	\$ 2,908,960
City of Falls Church	\$ 1,144,854
City of Manassas	\$ 2,773,332
City of Manassas Park	\$ 812,565
<b>Total Disbursements</b>	<b>\$ 127,430,057</b>



Source: NVTa FY2022 Financial Reports (Unaudited)

Note: Distribution includes interest accrued on the Local Distribution Fund

All member jurisdictions received their proportional share of the 30% Local Funds in FY2022. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 5 shows the projects which jurisdictions are advancing with 30% local funds through FY2022. It is important to note that 30% funds can be accumulated over multiple years to advance projects.

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

**Table 5: Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds from FY2014 through FY2022**

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
<b>Arlington County</b>		<b>\$ 56,477,668</b>	
ART Operations and Maintenance Facility	Design, CN	\$ 6,045,048	Funded and ongoing
Capital Bikeshare (multiple locations)	Operations, Expansion	\$ 11,432,973	Funded and ongoing
Transit Operations (incremental cost for new routes)	Operations	\$ 6,984,983	Funded and ongoing
Improvements Outside Major Corridors (multiple locations)	Design, CN	\$ 7,650,074	Funded and ongoing
Bus Stops and Shelters, including accessibility improvements (multiple locations)	Design, CN	\$ 2,189,364	Funded and ongoing
Intelligent Transportation Systems (includes TMC and CCTV upgrades)	Design, Acquisition, CN	\$ 3,688,804	Funded and ongoing
Traffic Counts (multiple locations)	Other	\$ 1,359,287	Funded and ongoing
Transit Development Plan & ART Asset Management Plan	Study	\$ 275,247	Completed
Program Administration	Other	\$ 1,789,327	Funded and ongoing
Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (multiple locations)	Design, CN	\$ 4,194,208	Funded and ongoing
ART Bus Procurement	Acquisition	\$ 2,897,477	Funded and ongoing
Arlington Blvd Intersections (multiple locations)	Design	\$ 387,783	Completed
Court House Metrorail Station Second Elevator	Design	\$ 60,894	Funded and ongoing
Ballston-MU Metrorail Station West Entrance	Design	\$ 16,958	Funded and ongoing
STAR Call Center Office Space	Other	\$ 187,045	Completed
Bus Bay Expansion - East Falls Church Metro Station	Design, CN	\$ 384,063	Funded and ongoing
Bicycle and Pedestrian Facilities	Design, CN	\$ 1,850,537	Funded and ongoing
Carlin Springs Road Bridge over George Mason Drive	CN	\$ 526,800	Completed
Transit ITS and Planning (Includes TSP)	Other	\$ 3,152,864	Funded and ongoing
Transportation Demand Management	Other	\$ 653,368	Funded and ongoing
Ballston Multimodal Improvements	CN	\$ 650,270	Funded and ongoing
Arlington Blvd/Washington Blvd Interchange	Design	\$ 100,294	Ongoing
<b>Fairfax County</b>		<b>\$ 207,819,946</b>	
Balls Hill Road & Old Dominion Drive	PE, Design	\$ 4,487,718	In design; ongoing
Braddock Road Multimodal Study	Study	\$ 1,622,687	Completed. Design/Construction by VDOT
Braddock Road Improvement Ph 2	Other	\$ 5,400,000	Ongoing
Fairfax Corner Parking Facility	Other	\$ 9,220	Completed
Fairfax Connector Service	Operations	\$ 75,440,825	Service in effect
Fairfax County Parkway/Popes Head Road Interchange	PE, Design, CN	\$ 4,000,000	Ongoing; ROW began in 2022
Frontier Drive Extension	PE, Design, CN	\$ 3,000,000	Design/PE ongoing
Herndon Metrorail Parking Garage	PE, Design, CN	\$ 1,936,490	Completed



Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
I-66/ Random Hills Road	Other	\$ 216,197	In Design/Ongoing
Innovation Center Metrorail Parking Garage	PE, Design, CN	\$ 862,171	Substantially complete; Facility will open to public when Silver Line Phase 2 service begins
Richmond Highway Bus Rapid Transit – Phase I & II	PE, Design	\$ 714,033	Environmental study/design ongoing
Route 1 Study (Pohick to Occoquan)	Study	\$ 651,424	Completed
Route 28 Widening: Prince William County Line to Route 29	PE, Design, CN	\$ 354,916	In construction/Ongoing
Route 7 widening: Colvin Forest Drive to Jarrett Valley Drive	PE, Design, CN	\$ 12,409,921	Ongoing
Seven Corners Interchange Improvements	PE, Design	\$ 836,142	Ongoing
Shirley Gate Road from Braddock to Fairfax County Pkwy	PE, Design, CN	\$ 896,491	In Design/Ongoing
Soapstone Drive DTR Overpass	PE, Design	\$ 8,435,685	Environmental study continuing
Telegraph Road Walkway	PE, Design, CN	\$ 1,848	Construction substantially complete on 9/13/21.
Town Center Parkway DTR Underpass Rail Support	PE, CN	\$ 8,659,067	Ongoing; Project incorporated into Dulles Rail project
Tysons Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$ 87,319	Completed
Spot Roadway Program (17 individual projects)	All	\$ 5,223,555	Various stages
Traffic Studies/Planning (18 individual projects)	Other	\$ 3,931,786	Various stages
Various Project Implementation Works	Other	\$ 14,059,302	Ongoing
WMATA Capital Funding	Transfer to WMATA Capital Fund	\$ 54,583,149	County transfer to the WMATA Capital Fund, per VA Code.
<b>Loudoun County</b>		<b>\$ 111,920,702</b>	
Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 12,315,652	Funded and ongoing (Design)
Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$ 6,000,000	Funded and ongoing (Construction)
Northstar Blvd 79 (Route 50 to Shreveport)	CN	\$ 14,282,000	Funded and ongoing (Design)
Contingency - Sidewalks (Countywide)	Design	\$ 1,279,759	Funded and ongoing
Northstar / Belmont Ridge Rd Traffic Signal	CN	\$ 620,000	Funded and ongoing (Construction)
Contingency - Traffic Signal (Countywide)	Design	\$ 82,568	Funded and ongoing
Mooreview Pkwy (Croson to Old Ryan Rd)	CN	\$ 324,608	Complete
Contingency - Traffic Calming (Countywide)	Design, CN	\$ 43,422	Funded and ongoing
Farmwell Rd (Smith Switch to Ashburn Rd)	Design, CN	\$ 3,500,000	Funded and ongoing (Design)
Northstar Blvd 79 (Route 50 to Tall Cedar)	Design, ROW, CN	\$ 7,350,000	Funded and ongoing (ROW)
Project Management Consulting Services	Design	\$ 238,750	Funded and ongoing
Braddock Riding Center Drive Signal	Design, ROW, CN	\$ 45,367	Complete
Woodgrove & Fields Farm Road	Design, ROW, CN	\$ 4,000,000	Funded and ongoing (ROW)
Belmont Ridge Road South	Design, ROW, CN	\$ 2,400,000	Funded and ongoing (PE)

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Marblehead Drive & Gloucester Traffic Study	Design, ROW, CN	\$ 50,000	Funded and ongoing (PE)
Crosstrail Phase A2 Claudia Dr & Sycolin Road	Design, ROW, CN	\$ 1,594,493	Complete
Loudoun County Parkway and Beaumeade Circle Signal	Design, ROW, CN	\$ 460,123	Completed 2018/2019
Oak Grove Road Route 824	PE, Design	\$ 60,000	Funded and ongoing (Design)
Route 9 & Route 287 Roundabout	Design, CN	\$ 1,213,000	Funded and ongoing (Design)
Shaw Road Improvements	CN	\$ 322,339	Funded and ongoing (ROW)
Braddock Summerall Supreme	CN	\$ 2,421,000	Funded and ongoing (Design)
Edgewater Street Sidewalk	PE, Design	\$ 300,000	Funded and ongoing (Construction)
Montresor Road Sidewalk	PE, Design	\$ 255,200	Funded and ongoing (Design)
West Poplar Road Traffic Study	PE	\$ 38,420	Complete
Traffic Calming Signs	CN	\$ 54,256	Funded and ongoing (Construction)
Moorefield Parkway to Moorefield Station	CN	\$ 4,340,000	Funded expected to start Oct 2018
Westwind Drive State St to Ladbrook Drive	CN	\$ 3,064,125	Funded expected to start
Leesburg Tuscarora Creek Trail	CN	\$ 1,800,000	Funded expected to start (FY 2021)
Hillsboro Route 9 Improvements	CN	\$ 3,361,000	Complete
Route 7 & Route 690 Interchange	CN	\$ 3,845,000	Funded and ongoing (Design)
Crosstrail Phase B	CN	\$ 1,490,000	Complete
Sterling Sidewalks	Design	\$ 10,000	Complete
River Creek Sidewalks	Design	\$ 23,305	Funded and ongoing (Design)
Broadlands Blvd Sidewalk	CN	\$ 4,500	Funded and ongoing (Construction)
LC Parkway Dulles Landing to Route 50	CN	\$ 1,173,687	Funded
Belmont Ridge Road & Freedom Trail Sidewalk	CN	\$ 140,429	Funded
Belmont Ridge Road Improvements (Gloucester to Hay)	Design, CN	\$ 10,805,386	Funded
W&OD Crossing Improvements	Design	\$ 595,500	Funded and ongoing (Design)
Route 7 Improvements (Route 9 to Dulles Greenway)	Design, CN	\$ 3,620,000	Funded
Prentice Lockridge Loudoun County Parkway	Design	\$ 7,319,000	Funded and ongoing (Design)
Leesburg Bus Shelters	Design, CN	\$ 238,200	Funded
Metro Capital Contribution	Other	\$ 8,622,912	Funded
Evergreen Mills Road – Reservoir Road and Watson Road	ROW	\$ 617,000	Funded and ongoing (ROW)
Route 7 – Blue Ridge Mountain / Raven Rocks Intersection	PE	\$ 35,000	Funded and ongoing (Design)
Route 15 Improvements, Phase 2: Montresor to Point of Rocks, Segment 2	PE	\$ 61,000	Funded and ongoing (Design)
Ryan Road - Evergreen Mills Road to Beaverdam Drive	PE	\$ 138,000	Funded and ongoing (Design)
Route 7 Pedestrian Improvements	ROW	\$ 63,000	Funded
Sidewalk and Trail Program	PE	\$ 45,000	Funded
Ashbrook Pl & Atwater Drive Intersection	PE	\$ 3,902	Funded
Harmony School Sidewalk	PE	\$ 1,253,800	Funded
<b>Prince William County</b>		<b>\$ 103,923,121</b>	
Fuller Road Improvements	PE, ROW, CN	\$ 2,000,000	Construction activities anticipated to start September 2022

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Prince William Parkway - University Blvd Interchange	PE, ROW, CN	\$ 5,513,000	Construction activities began August 2022
Minnieville Road (Spriggs Rd to Route 234)	PE, ROW, CN	\$ 19,450,000	Completed
Neabsco Mills Road Widening (Route 1 to Smoke Court)	ROW, CN	\$ 9,378,750	Construction contract awarded July 2022; Authorization to award anticipated September 2022
Virginia Railway Express (VRE) Subsidy	Transit Subsidy	\$ 35,475,388	\$5,968,406 in FY17, \$5,363,372 in FY18, \$6,183,745 in FY19, \$6,098,311 in FY20, \$5,930,777 in FY21, \$5,930,777 in FY22, \$4,389,276 in FY23
Prince William Parkway (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project Management	\$ 1,467,368	Completed
Route 28, Phase 2 (Relocated Vint Hill Road to Fitzwater Drive)	CN	\$ 1,500,000	Completed
Potomac and Rappahannock Transportation Commission (PRTC) Subsidy	Transit Subsidy	\$ 167,587	One-time payment in June of 2017 (FY 17) of \$1,298,017 (\$167,587 30%) to PRTC to make up the shortfall between our subsidy obligations to PRTC and fuel tax revenue
University Blvd Extension (Sudley Manor Dr to Edmonston Dr)	PE, ROW, CN	\$ 10,000,000	Construction to start September 2022
Telegraph Road (Horner) Traffic Signal Project	PE, ROW, CN	\$ 650,000	Completed - Signal operational
Dumfries Road Shared Use Path/Trail (Country Club Drive to Exeter Drive)	CN	\$ 91,552	Completed
Potomac and Neabsco Parking Garage	ROW	\$ 5,280,000	Design-Build awarded March 2022, Construction to begin late Fall 2022
Old Bridge Road at Gordon Boulevard (Route 123) Intersection Improvements	PE	\$ 1,736,228	Undergoing Survey, Field Investigation, Traffic Data Collection and Site Plan Research
Devlin Road Widening (Linton Hall Rd to Wellington Rd)	PE	\$ 4,000,000	Design ongoing
Minnieville Road/Prince William Parkway Interchange	PE	\$ 2,500,000	PE (30% Design)
Van Buren Road Extension (Route 234 to Cardinal Drive) NEPA Study	PE	\$ 2,000,000	NEPA study ongoing
Transportation & Roadway Improvement Program (New)	Discretionary / Various Improvements	\$ 2,351,272	Ongoing
Route 1: Neabsco to Featherstone	PE, ROW, CN	\$ 361,976	Completed with ROW activities ongoing
<b>City of Alexandria</b>		<b>\$ 42,822,138</b>	
DASH Bus Fleet Replacement	Bus Procurement	\$ 16,454,000	Funded and ongoing
WMATA Capital Contribution	Design, CN	\$ 15,321,911	Funded and ongoing
Additional WMATA Subsidy (Base Ops)	Support for WMATA subsidy	\$ 4,256,000	Completed
Bus Shelters and Benches	CN	\$ 519,227	Completed
Seminary Rd at Beauregard St Ellipse	Design	\$ 325,000	Funded and ongoing
Route 1 at E Reed Intersection Improvements	CN	\$ 350,000	Completed
Cameron & Prince Pedestrian and Bicycle Facilities	CN	\$ 300,000	Completed
Access to Transit - City Sidewalk Connections	CN	\$ 60,000	Completed

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
WMATA Operating Subsidy	Support for WMATA subsidy	\$ 3,146,000	Ongoing
I-395 Ramp at Duke Street/Landmark Mall	Design	\$ 1,250,000	Ongoing
Transit Staffing Contingency	Operations	\$ 150,000	Ongoing
DASH Service Operations & Expansion	Operations	\$ 615,000	Ongoing
Transit Strategic Plan	Study	\$ 75,000	Completed
<b>City of Fairfax</b>		<b>\$ 17,999,173</b>	
CUE Operations	Operations	\$ 14,681,334	Ongoing
Jermantown Road	CN	\$ 869,302	Complete
Traffic Signal Preemption	CN	\$ 405,060	Complete
Roadbed Reconstruction (Route 50 Kamp Washington to Fairchester Dr)	CN	\$ 430,306	Complete
George Snyder Trail	CN	\$ 93,329	Complete
Emergency Power Battery Backup	CN	\$ 93,067	Complete
Old Town Sidewalk Spot Widening	Study, PE	\$ 55,391	PE Complete
Traffic Signal Upgrades	CN	\$ 35,214	Complete
Burke Station Road Sidewalk	PE, ROW, CN	\$ 33,329	Complete
Chain Bridge Road Sidewalk	PE, CN	\$ 32,823	Complete
Northfax West Planning	PE	\$ 21,712	Complete
Railroad Avenue Sidewalk	PE	\$ 19,515	Complete
Old Town Traffic Study	Study	\$ 14,841	Complete
Orchard Drive Sidewalk Design	PE	\$ 14,775	Complete
Government Center Parkway Extension	PE	\$ 12,715	Complete
Orchard Street/CBR Intersection Evaluation	PE	\$ 11,517	Complete
Cobbdale Traffic Calming	PE	\$ 9,107	Complete
University Drive Road Diet	PE	\$ 48,262	Complete
Mason to Metro Bike Route	PE	\$ 13,884	Complete
University Drive Extension	PE	\$ 6,211	Complete
Fairfax Boulevard Sidewalk Improvements	PE	\$ 715	Complete
Eaton/CBR Intersection	PE	\$ 130,175	PE for Smart Scale application complete; awaiting funding
Pickett Trail Connector	PE	\$ 37,559	Complete
Warwick/Fairfax Blvd	PE	\$ 78,751	Complete
University Drive Traffic Calming	CN	\$ 376,280	Ongoing
Transportation Project Evaluation for Smart Scale Applications	Other	\$ 473,829	Ongoing
Downtown Electronic Parking Signage	Other	\$ 170	Complete
<b>City of Falls Church</b>		<b>\$ 6,820,496</b>	
South Washington POA Multimodal Improvements	PE, RW, CN	\$ 1,145,000	Funded and in CN
WMATA Subsidy (Citywide)	Operations & Capital	\$ 1,676,457	Annual spending
Van Buren Bridge Improvements	PE, CN	\$ 275,000	Completed
Funds Match DRPT Bus Shelter (Route 7, various locations)	PE, RW, CN	\$ 220,772	Completed

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Bikeshare Connections to Metro (Citywide)	PE only	\$ 51,708	Completed. \$8,291 transferred to Berman Park in FY20
Downtown Area Pre-scoping	PE Only	\$ 60,000	Funded and ongoing
W&OD Trail Improvements (Various locations)	PE, RW, CN	\$ 40,000	Funded and expected to start in July 2023
N West & Lincoln Signal & Intersection Improvements	PE	\$ -	Deallocated – funds transferred to N Wash/Col, S Maple/Annan
N Wash & Columbia Signal & Intersection Improvements	PE, RW, CN	\$ 288,517	Funded and ongoing. Ad date: 8/26/2022.
N West & Great Falls Signal	PE, RW, CN	\$ 75,000	Completed 2022. In close-out.
Infrastructure Programs - Signals- S Maple Ave and W Annandale Rd Signal	PE, RW, CN	\$ 679,051	Funded and ongoing. Ad date: 1/31/2023.
Transportation Program Management (DRPT match)	Other	\$ 16,000	Completed FY2021
NVTA Expense (Annual)	Operating expense	\$ 50,573	Annual spending
Broad Street Ped Crossing	PE, RW, CN	\$ 87,179	Amount updated. Funded and ongoing. Ad date: 4/7/2022.
W&OD Trail Crossings	PE, RW, CN	\$ 164,400	Funded and ongoing.
N West Pedestrian Improvements	PE, CN	\$ 101,397	Amount updated. Completed.
Veterans Commons Park	PE, RW, CN	\$ 60,000	Funded and expected to start in July 2023
South Washington POA - Maple Ave & S Wash Intersection	PE, RW, CN	\$ 579,227	Funded and ongoing. Ad date: 7/31/21 (\$475K transfd in FY21 from canceled RS proj)
South Washington POA - S Wash & Annandale Intersection	PE, RW, CN	\$ 412,500	Funded and ongoing. Ad date: 1/20/25
Envision Route 7	PE only	\$ 23,000	Funded and ongoing
Neighborhood Traffic Calming	PE, RW, CN	\$ 200,000	Funded and ongoing (\$100K added in FY21)
Berman Park	PE, RW, CN	\$ 8,291	Funded, design/PE to start in FY21
Streetlight LED Conversion	PE	\$ 180,000	Funded and ongoing, PE only
BikeShare Founders Row	PE only	\$ 53,000	New - Funded and ongoing, PE only
City-wide Multimodal Connectivity Improvements	Capital	\$ 103,424	New – will be allocated to specific multimodal projects
Downtown Multimodal/Park Ave Great Street (Downtown POA)	PE, RW, CN	\$ 240,000	Funded and ongoing
Multimodal Connectivity	Other	\$ 30,000	Pending FY23 grant application.
<b>City of Manassas</b>		<b>\$ 12,630,713</b>	
Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,659,000	Completed
Dean Dr Extended (Route 28 to existing Dean Drive)	PE, ROW, CN	\$ 2,769,000	Under construction
Battle St (Portner Street to Quarry Road)	PE, ROW, CN	\$ 381,646	Completed
Grant Avenue (Lee Avenue to Wellington Rd)	PE, ROW, CN	\$ 900,000	Under construction
Sidewalk & Bicycle Infill Initiatives (Citywide)	PE, ROW, CN	\$ 2,235,700	5 projects: 4 completed; 1 under construction

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Centerville Road Improvements (Liberia Ave to City Limits)	PE	\$ 803,687	Completed
Grant Avenue Pedestrian Improvements (at Center Street)	CN	\$ 22,680	Completed
Godwin Drive Bike Trail (Wellington Road to Hastings Drive)	PE, ROW, CN	\$ 900,000	Under construction
Roundabout Sudley/Centerville	PE	\$ 425,000	Design (CN phase unfunded)
Transportation Master Plan (Citywide)	Planning	\$ 175,000	Completed
Commercial Corridor streetscape: Mathis Streetscape from Sudley Road to Liberia Ave. (Planning); West Street sidewalk extension; Liberia Ave/Route 28 intersection pedestrian improvements (Design)	Planning, PE, ROW, CN	\$ 597,000	3 projects: 2 completed & 1 in design (funded)
Traffic Signal Coord & Upgrades (Citywide)	CN	\$ 500,000	On-going
Route 28/Nokesville Rd widening (City Limits to Godwin Drive)	CN	\$ 23,000	Under construction
Mathis Avenue (Sudley Road to Liberia Avenue)	PE, ROW, CN	\$ 477,000	Design (CN phase unfunded)
Wellington Road Shared-Use Path Gap (Nokesville Road to Prince William Street)	PE, ROW, CN	\$ 292,000	Design - Construction expected to start Summer 2023
Wayfinding (Citywide)	CN	\$ 220,000	Funded and on-going
Project Development (Citywide)	Planning	\$ 250,000	3 projects: 3 completed
<b>City of Manassas Park</b>		<b>\$ 2,400,853</b>	
Conner Drive Extension	PE, ROW, CN	\$ 150,902	100% design. Advertised for construction. Pending award and notice to proceed. Construction expected to start in Fall of 2022. Project completion target is Summer 2023.
Moseby Drive Culvert Replacement	PE, ROW, CN	\$ 614,132	Project complete.
Street Resurfacing	CN	\$ 1,007,330	Ongoing
Sidewalk, Curb & Gutter, and Asphalt Repairs	CN	\$ 541,327	Ongoing
Moseby Emergency Repairs	CN	\$ 32,733	Completed in September 2021.
Upper Kent Drive Reconstruction	PE, ROW, CN	\$ 42,929	100% design. Advertised for construction. Award decision made in August 2022. Anticipated construction start in Fall of 2022. Construction completion anticipated for Summer of 2023.
Traffic Signal Upgrades	CN	\$ 11,500	Upgraded detection equipment at Rt. 28/ Manassas Drive intersection.
<b>Town of Dumfries</b>		<b>\$ -</b>	
None reported			
<b>Town of Herndon</b>		<b>\$ 8,921,000</b>	
Van Buren Street Improvements (Old Spring Street to Herndon Parkway)	PE, Design, ROW, Utility, CN	\$ 1,778,000	PE completed, RW completed, CN underway 2021-2022

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Elden St and Center St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 850,000	PE completed, RW completed, CN underway 2021
Elden St and Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 977,000	PE completed, RW completed, CN underway 2021
Park Ave & Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 450,000	Construction completed 2017
Trails to Herndon Metrorail (Herndon Pkwy/Van Buren St to Metrorail)	PE, Design, ROW, Utility, CN	\$ 415,000	PE completed, RW Completed, CN underway 2021
Worldgate Drive Extension	PE, Design	\$ 150,000	Survey completed, PE (30% design) completed 2016
Park Avenue sidewalks (sidewalk extension of Park Ave. and Monroe St. project)	Utility, CN	\$ 100,000	Construction completed 2017
Widen East Spring Street (Herndon Parkway to Town limits)/with Herndon Parkway cycle track	ROW, Utility, CN	\$ 968,000	PE completed, RW underway, CN begins 2022
Traffic Signal Uninterruptable Power Supply (UPS) for Town Arterial Roadways	PE, Design, ROW, Utility, CN	\$ 350,000	Completed 2021
Sterling Road Improvements (Elden Street to Town Limits)	PE, Design	\$ 204,000	Traffic study completed, Study and Concept Design underway
Herndon Parkway Intersection Improvements at Van Buren Street	CN	\$ 1,000,000	PE completed, RW completed, CN underway
Herndon Metrorail Station Transit Related Growth Study	Study	\$ 154,000	Study underway
Herndon Metrorail Intermodal Access Improvements	CN	\$ 1,125,000	PE Completed, ROW/CN underway
Herndon Parkway Intersection Improvements at Sunset Business Park Drive	PE	\$ 100,000	PE Phase
Herndon Parkway Intersection Improvements at Worldgate Drive Ext.	PE, Design	\$ 300,000	PE Phase, Design on going
<b>Town of Leesburg</b>		<b>\$ 30,322,394</b>	
Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 6,299,000	PE Phase. Design is ongoing. Construction scheduled to begin in 2024.
Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln)	Design, ROW, CN	\$ 3,017,300	Project complete.
Morven Park Rd Improvements (W Market St to Old Waterford Rd)	Design, ROW, CN	\$ 4,638,200	PE Phase. Design is ongoing. Construction scheduled to begin in FY23.
West Market St Sidewalk (Morven Park Rd to Ayr St)	Design, ROW, CN	\$ 1,664,000	Project complete - final request submitted 8/04/21.
Traffic Management System/Emergency Evacuation System (Townwide)	CN	\$ 908,700	Project complete - final requested submitted 7/30/20.
Battlefield Parkway (S King St to Dulles Greenway)	CN	\$ 701,000	Project complete - final request submitted 7/31/19.
Edwards Ferry Road Sidewalk, Bus Shelters & Bus Route Signs	Design, ROW, CN	\$ 104,444	Project complete.
Edwards Ferry Road NE Sidewalk Improvements	Design, ROW, CN	\$ 1,384,200	PE Phase. Construction to begin in FY23.
Catoctin Circle Trail	Design, ROW, CN	\$ 208,000	PE to begin in FY23.
Church Street, South Street, Harrison Street Improvements	Design, ROW, CN	\$ 2,887,000	PE to begin in FY25.



Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Monroe Street & Madison Court Improvements	Design, ROW, CN	\$ 2,770,700	PE to begin in FY26.
Plaza Street Sidewalk	Design, CN	\$ 111,050	PE to begin in FY23.
Royal Street Improvements - Church Street to Wirt Street	Design, ROW, CN	\$ 3,583,000	PE to begin in FY23.
Market Street/King Street Intersection Improvements	Design, CN	\$ 1,739,000	PE complete. Construction in FY23.
Route 15 Bypass/Edwards Ferry Rd Interchange	Design	\$ 26,800	PE underway; NVTa 30% portion complete.
Traffic Signal - Sycolin Rd & Gateway Dr	Design, ROW, CN	\$ 280,000	PE to begin in FY25.
<b>Town of Purcellville</b>		<b>\$ 3,947,638</b>	
Nursery Ave Improvements	Design, ROW, CN	\$ 909,244	Completed in FY22
32nd & A Street Intersection Improvements	Design, ROW, CN	\$ 510,822	Completed in FY20
Main & Maple Intersection Improvements, Phase 1	Design, ROW, CN	\$ 648	Completed IN FY19
Main & Maple Intersection Improvements, Phase 2	Design, ROW, CN	\$ 172,558	Design is 100%, ROW 100%, CN Spring 2023
12th Street Drainage & Roadway Improvements	Design, ROW, CN	\$ 1,000,000	Design is 90%, ROW 90%, CN Spring 2023
32nd & Main Street Intersection Improvements	Design, ROW, CN	\$ 780,933	Phase 1: completed in FY22 Phase 2: PE to begin Fall 2022
Hatcher Avenue Sidewalk Improvements	Design, ROW, CN	\$ 314,972	Completed in FY22
East Main Street Sidewalk Improvements	CN	\$ 258,461	Completed in FY16
<b>Town of Vienna</b>		<b>\$ 7,262,130</b>	
Follin Lane SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,500,000	Completed
Marshall Road SW Sidewalk	PE, ROW, CN	\$ 830,000	Completed
Church Street NE Sidewalk	PE, ROW, CN	\$ 330,000	Completed
Park Street NE Sidewalk	PE, ROW, CN	\$ 550,000	Design completed and advertisement awaiting final VDOT/FHWA approval
Old Courthouse Road Sidewalk	PE, ROW, CN	\$ 2,300,000	Under construction - approximately 50% complete
Sidewalks to Metrorail - Kingsley Road Sidewalk	PE, ROW, CN	\$ 679,730	PE to begin Imminently - Scope with design consultant in development
Bikeshare Stations	PE, ROW, CN	\$ 272,400	PE to begin Imminently - Scope with design consultant in development
Orchard Street NW Sidewalk	PE, ROW, CN	\$ 200,000	Project not started
Church St Sidewalk	PE, ROW, CN	\$ 600,000	PE has begun
<b>Total</b>		<b>\$ 613,267,971</b>	

*Notes:*

- This 30% Project List was generated on October 4, 2022, based on responses received from jurisdictions to an NVTa staff request
- PE: Preliminary Engineering; ROW: Right of Way; CN: Construction



## 6. FISCAL YEAR 2023-2027 REVENUE ESTIMATES

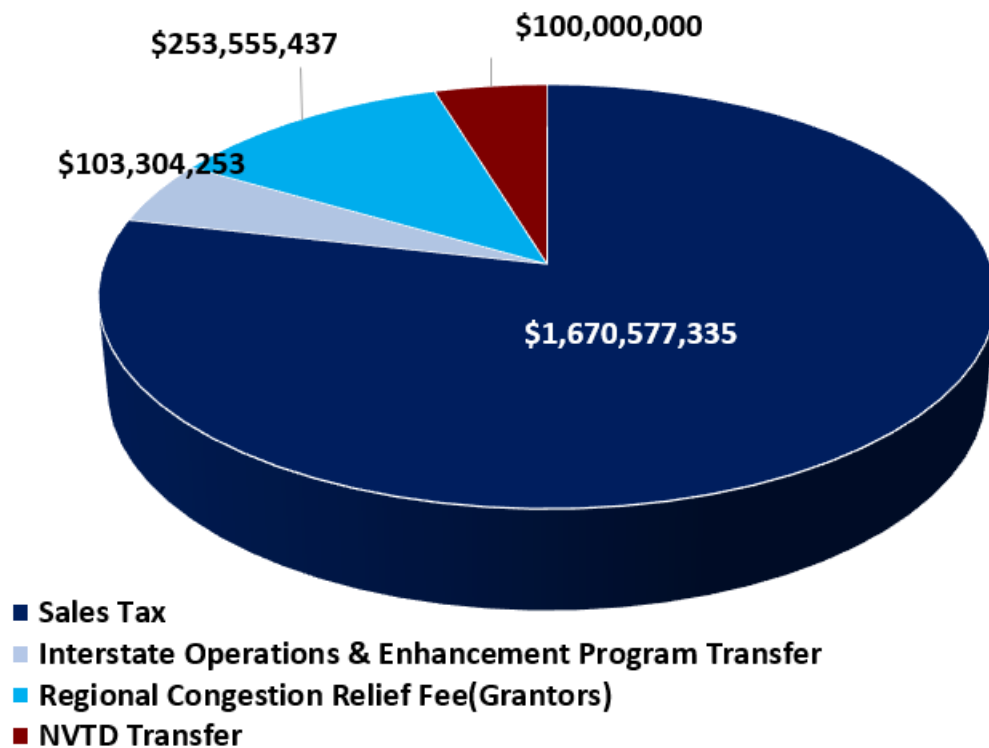
The Authority's revenue estimates are made using a regional multi-jurisdictional approach. Jurisdictional input is heavily relied upon in making the revenue estimates. Current revenue projections for FY2023 through FY2027 are shown in Table 6 and Figures 3 and 4 below. These estimates were adopted by the Authority in 2022 and reflect funding changes through the 2022 General Assembly Session and the projected impact of the COVID-19 pandemic.

**Table 6: NVTa Revenue and Distribution Estimates for FY2023–2027**

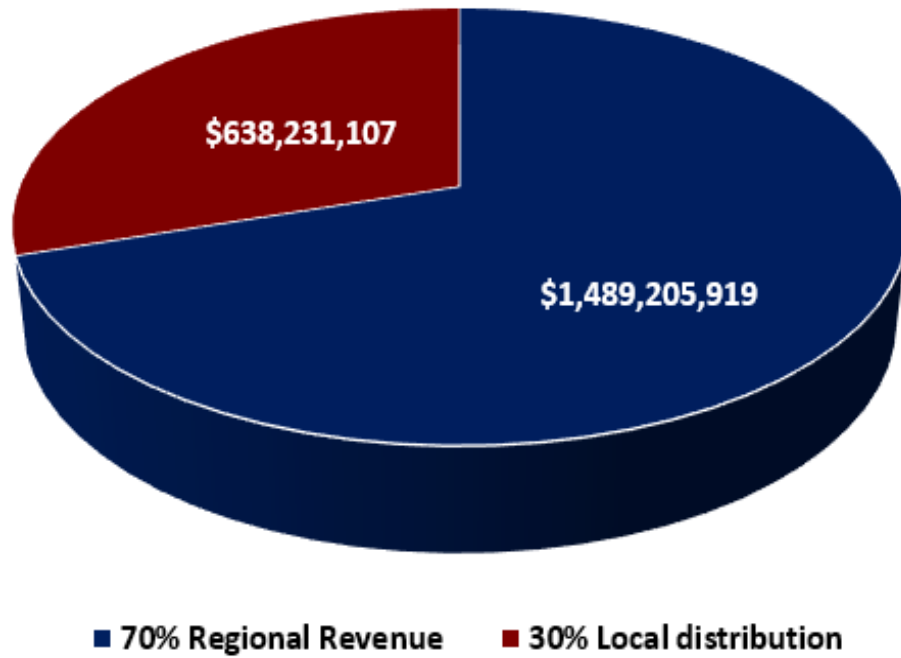
NVTa Revenue	FY2023 Projection	FY2024 Projection	FY2025 Projection	FY2026 Projection	FY2027 Projection	Total
Sales Tax	\$ 313,399,565	\$ 324,471,940	\$ 336,077,528	\$ 344,161,886	\$352,466,417	\$1,670,577,335
Interstate Operations & Enhancement Program	\$20,261,936	\$19,653,162	\$21,333,206	\$21,160,776	\$20,895,173	\$103,304,253
Grantors Tax	\$43,371,567	\$47,391,542	\$51,784,117	\$55,504,105	\$55,504,105	\$253,555,437
NVTd Transfer	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$100,000,000
<b>Total Revenue</b>	<b>\$397,033,068</b>	<b>\$411,516,644</b>	<b>\$429,194,851</b>	<b>\$440,826,767</b>	<b>\$448,865,696</b>	<b>\$2,127,437,026</b>

Source: NVTa Adopted Revenue Projections

**Figure 3: NVTa FY2023-2027 Estimated  
Revenue Breakdown**



**Figure 4: NVTA FY2023-2027 Estimated Revenue Allocation**

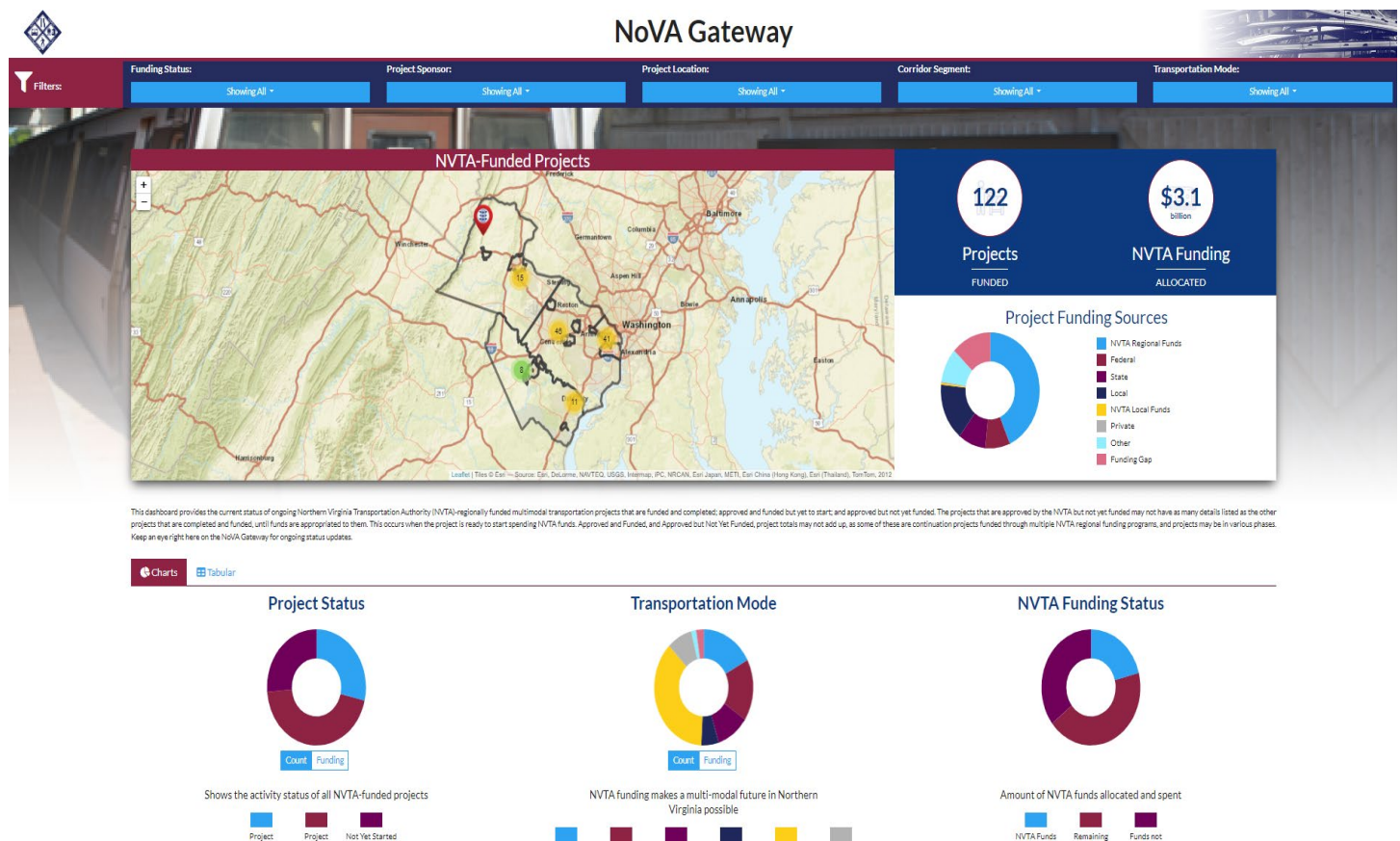


*Source: NVTA Adopted Revenue Projections*

## 7. NoVA Gateway

In 2021, NVTa unveiled its project dashboard, NoVA Gateway. Various updates and upgrades were implemented to the Gateway to show more details. NoVA Gateway is a public-facing transparent dashboard that provides details of projects funded with 70% regional revenues. Visitors to the dashboard can see all projects or sort them by funding status, project sponsor, project location, corridors, and/or transportation mode. Details are displayed as maps, tables, charts, and descriptions. Project details are updated monthly to give the latest information.

NoVA Gateway can be accessed at <https://novagateway.org/>



# 2022 NVTa Members

## VOTING MEMBERS

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### Chair

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

### Vice Chairman

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

**Anthony Bedell**, Speaker of the House Appointee

**Hon. Jennifer Boysko**, Virginia Senate

**Hon. Katie Cristol**, Arlington County

**Hon. Michelle Davis-Younger**, City of Manassas

**Pat Herrity**, Fairfax County

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

**Jim Kolb**, Governor's Appointee

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

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

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

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

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

## NON-VOTING MEMBERS

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

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

**John D. Lynch**, Virginia Department of Transportation

**Northern Virginia Transportation Authority**



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer  
Tracy Baynard, Sr. Vice President, McGuire Woods Consulting, LLC

**DATE:** October 6, 2022

**SUBJECT:** Governance and Personnel Committee Report- Initial Recommendations for  
Draft 2023 Legislative Program

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1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the development of the Draft 2023 Legislative Program.
2. **Discussion:** For review is a draft one-pager with four recommended ongoing priorities for 2023 (Attachment A). These priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact its ability to advance multi-modal, congestion reducing, transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions.

The draft priorities are consistent with the priorities from the adopted 2022 Legislative Program. For reference, the adopted 2022 Legislation program is located on [NVTA's website](#). As of the date of this memorandum, there have been no transportation related bills pre-filed by legislators. Deadline to submit pre-filed bills and other General Assembly dates are presented in Attachment B.

The four suggested topics are outlined below.

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

- Keep the Authority's current revenue sources and flexibility to meet the region's evolving transportation needs is paramount.
- Oppose efforts to isolate the Authority's or local government's share of regional transportation funds that undermine the region's ability to determine priorities and focus.

## **2. RESTORE LONG TERM FUNDING TO THE AUTHORITY**

- The region still needs to restore \$38.5 million in dedicated revenue. Structure of the state, regional and local funding sources for the Metro Capital Fund is outlined in Attachment C.

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

- Elimination of 1.5% of the sales tax on food and personal hygiene products begins on January 1, 2023. This reduction includes 0.5% which is dedicated to state transportation.
  - No additional reductions to state transportation revenues should occur until the full impact of this change is understood.
  - Department of Taxation projected in July that for FY 23-28 the Commonwealth Transportation Fund would see \$741.4 million in revenue reduction from this action.
    - No funding was identified to backfill this revenue loss.

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

- The Authority's Transportation Technology Strategic Plan (TTSP) eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure provides a foundation for the Authority and its members to participate in implementing the Commonwealth's National Electric Vehicle Infrastructure (NEVI) Plan.
- Implementation of Virginia's NEVI Plan includes an upcoming Request for Information (RFI) and likely additional appropriation of new Infrastructure Investment and Jobs Act (IIJA) funds to secure a reliable charging infrastructure across the Commonwealth.

## **5. Next steps:**

- a. November 13, 2022:** Briefing on the 2023 Draft Legislative Program.
- b. December 8, 2022:** Anticipated Authority adoption of the 2023 Draft Legislative Program

## **Attachments:**

- A.** Draft 2023 NVTa Legislation Program One-Pager
- B.** 2023 General Assembly Calendar and Special Dates
- C.** Structure of Funding Sources for the Metro Capital Fund



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Northern Virginia Transportation Authority

#### 2023 Virginia General Assembly Focus

#### DRAFT 10-4-22

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

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

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

The Authority will work with the General Assembly and the Administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community. The Authority funds regionally significant multimodal transportation projects using a prioritization process 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 LONG TERM FUNDING TO THE AUTHORITY (Ongoing Position)**

An additional \$38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The Authority favors statewide revenue as the first source of funding or a larger state role in providing funding to the Metro Capital Fund. Either action would limit additional burdens on Northern Virginia taxpayers already paying for extensive multimodal transportation projects in the region.

To date, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax, to produce the revenue required to complete critical multimodal transportation infrastructure. Additionally, these tax increases and local funds provide 2/3 of the dedicated revenues to the Metro Capital Fund (\$102M of Virginia's share of \$154M were funds diverted from the Authority), which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA) to improve safety and reliability.

The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers that pay for extensive multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantors Tax

and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure

### **PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING (Ongoing Position)**

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

### **SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY (Ongoing Position)**

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

### **Background**

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

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

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

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

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

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



## **2023 General Assembly Calendar and Special Dates**

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

## Structure of Funding Sources for the Metro Capital Fund

Virginia is committed to providing \$154 million each year for Washington Metro Area Transit Authority's (WMATA) state of good repair capital projects. The funding is used to support a multi-year capital program to improve the system's reliability and safety.

In 2018 and 2020, the Commonwealth decided to use the following combination of local, regional and state revenue sources to fulfill its commitment.

### **Local and Regional Share**

\$ .10/\$100 regional Grantor's Tax

- Applies to Planning District 8
- Prince William, Manassas and Manassas Park required to use revenues for transportation purposes

3 percent regional Transient Occupancy Tax

- Applies to Planning District 8
- Prince William, Manassas and Manassas Park required to use revenues for public transportation purposes

\$27.12 million from WMATA Compact Locality Members

- Alexandria, Arlington, Fairfax City, Fairfax, Falls Church and Loudoun

\$22.18 million from regional fuels tax collected from WMATA Compact Locality Members

- Alexandria, Arlington, Fairfax City, Fairfax, Falls Church and Loudoun

TOTAL: \$101.82 million

### **State Share**

33% of state motor vehicle rental tax revenue = \$10 million

\$22.18 million of state fuels tax

\$20 million from the Commonwealth Transportation Fund

TOTAL: \$52.18 million

## 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 6, 2022

**SUBJECT:** Finance Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was held on September 8, 2022. The next Committee meeting is scheduled for October 13, 2022.
3. **Action Items:**
  - a. **Proposed Operating Budget Adjustment:** The Committee reviewed a presentation and staff recommendations related to accelerating the hiring of a Regional Transportation Planner authorized in the FY2023 Operating Budget from January 2023 to September 2022. The Authority considered this action at the meeting that same evening and voted to approve the adjustment.
  - b. **Policy 29 – Update for Duplicate Reimbursement Requests:** The Committee received a presentation and staff recommendation on an update to Policy 29 related to allocating the costs of the Duplicate Reimbursement Audit Program to project sponsors found submitting such duplicate requests. As part of the FY2023 Operating Budget, wherein the Duplicate Reimbursement Audit Program was funded, staff was directed to develop a cost allocation process. This item will be presented to the Authority at the October 13, 2022, meeting for consideration.
4. **Discussion Items:**
  - a. **Finance Team Activity Report:** The Committee received updates on several finance team activities as noted below.
    - i. FY2022 Project Reimbursements: The Committee was advised that the FY2022 project reimbursements were the lowest since the process was fully established in FY2016. The Committee discussed cause and effects with staff and encouraged staff to reach out to project sponsors to stimulate project advancement and use of NVTa project funds.
    - ii. FY2022 Financial Statement Audit Update: The Committee was advised that the FY2022 audit is progressing on schedule. Implementation of the Government Accounting Standards Board (GASB) Statement 87 related to required presentation of Lease Agreements was discussed, as was the impact and presentation of Realized/Unrealized, Gains and Losses in the Fair Value of Investments. Three related topics were also discussed:
      1. Improved transparency and readability related to GASB 87 as well as

- realized/unrealized gains and losses in the investment portfolio on financial statement and operating budget presentment.
2. Receipt of a reimbursement package with 72 invoices dated as far back as five calendar years during audit field work. The Committee directed staff to work toward a policy solution to ensure submitted receipts for reimbursement are no older than 18 months from date of submission.
  - iii. ESG/Green Bonds: Staff reported on discussions with the NVTa organized Regional Investment Group (comprised of Northern Virginia elected treasurers and investment staff). The discussion was to share experiences and related future areas of inquiry.
  - iv. Initial FY2023 Budget Preparation Discussions: Initial discussion occurred related to the preparations of the FY2023 budgets.
  - v. Other Activities: Other items of discussion included record retention implementation, study of regional planner compensation levels, implementation of fixed asset tracking and investment portfolio repositioning.
- b. Monthly Investment Portfolio Report:** The Committee reviewed the Authority's Investment Portfolio performance. The portfolio yield is lagging the recent rapid increase in market rates and volatility. Staff anticipates that yield will track or exceed the benchmarks with the occurrence of instrument maturities and new cash being placed for investment. Repositioning opportunities will be examined on an ongoing basis.
- c. Monthly Revenue Report:** The Committee reviewed and discussed the monthly revenue reports.
- d. Monthly Operating Budget:** The Committee received reports and discussed the FY2022 Operating Budget.
- e. NVTa Update (Verbal Report):** The Committee received an update on various Authority activities and events from the Authority's CEO.

**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 6, 2022

**SUBJECT:** Investment Portfolio Report

- Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through July 31, 2022. This report was presented to the NVTa Finance Committee at their September 2022 meeting.
- Background:** This Report is on investment activity through July 2022 and affirms the portfolio's investments were acquired on the basis of safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.
- Current Period Reports:**

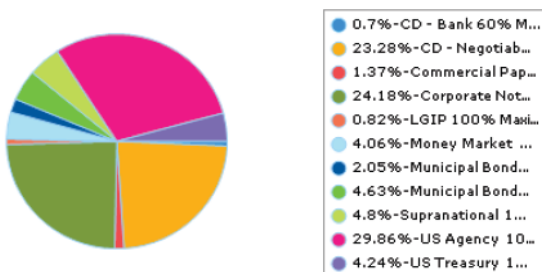


Northern Virginia Transportation Authority  
Distribution by Asset Category - Book Value  
Report Group: Regional Revenue

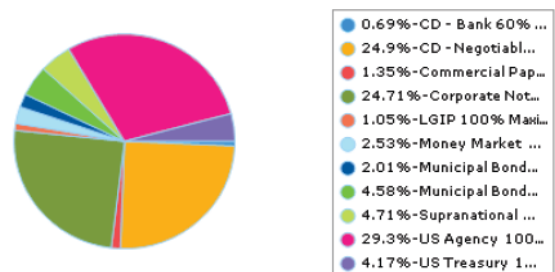
Begin Date: 6/30/2022, End Date: 7/31/2022

Asset Category Allocation				
Asset Category	Book Value 6/30/2022	% of Portfolio 6/30/2022	Book Value 7/31/2022	% of Portfolio 7/31/2022
CD - Bank 60% Maximum	10,000,000.00	0.70	10,000,000.00	0.69
CD - Negotiable 25% Maximum	332,101,502.72	23.28	362,133,166.72	24.90
Commercial Paper 35% / 5% Maximum	19,527,822.18	1.37	19,584,999.96	1.35
Corporate Notes 50% Maximum	345,000,314.96	24.18	359,334,503.98	24.71
LGIP 100% Maximum	11,737,463.62	0.82	15,228,233.75	1.05
Money Market 60% Maximum	57,966,527.54	4.06	36,812,369.27	2.53
Municipal Bonds - US 75% Maximum	29,283,934.73	2.05	29,267,447.61	2.01
Municipal Bonds - Virginia 75% Maximum	66,020,777.04	4.63	66,653,964.31	4.58
Supranational 15% Maximum	68,498,001.46	4.80	68,426,174.11	4.71
US Agency 100% Maximum	426,073,611.83	29.86	426,073,091.32	29.30
US Treasury 100% Maximum	60,555,509.97	4.24	60,584,650.30	4.17
<b>Total / Average</b>	<b>1,426,765,466.05</b>	<b>100.00</b>	<b>1,454,098,601.33</b>	<b>100.00</b>

Portfolio Holdings as of 6/30/2022



Portfolio Holdings as of 7/31/2022



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

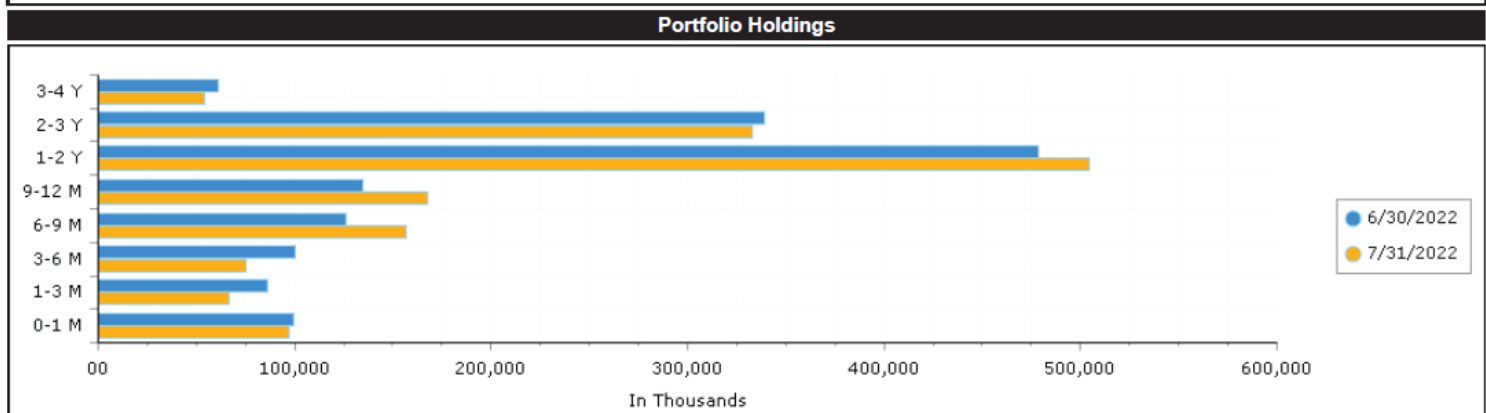


**Northern Virginia Transportation Authority  
Distribution by Maturity Range - Book Value**

**Report Group: Regional Revenue**

Begin Date: 6/30/2022, End Date: 7/31/2022

<b>Maturity Range Allocation</b>				
<b>Maturity Range</b>	<b>Book Value 6/30/2022</b>	<b>% of Portfolio 6/30/2022</b>	<b>Book Value 7/31/2022</b>	<b>% of Portfolio 7/31/2022</b>
0-1 Month	99,703,991.16	6.99	97,041,306.79	6.67
1-3 Months	86,223,123.24	6.04	66,191,176.85	4.55
3-6 Months	100,458,592.07	7.04	75,445,771.39	5.19
6-9 Months	126,488,402.75	8.87	156,464,462.93	10.76
9-12 Months	134,615,435.72	9.44	167,642,244.42	11.53
1-2 Years	478,596,983.50	33.54	504,143,672.82	34.67
2-3 Years	339,283,495.83	23.78	333,248,153.99	22.92
3-4 Years	61,395,441.78	4.30	53,921,812.14	3.71
<b>Total / Average</b>	<b>1,426,765,466.05</b>	<b>100.00</b>	<b>1,454,098,601.33</b>	<b>100.00</b>



The liquidity of the portfolio is reflected in the portfolio's duration of 1.39 (1.0 = 1 year) and the maturity schedule is shown above.

<b>NVTA Investment Benchmarks</b>	<b>Jul-22 Month End</b>
Fed Funds Rate	2.32%
Treasury 90 Day T Bill	2.41%
Local Government Investment Pool	1.69%
Virginia Non-Arbitrage Program	1.69%
<b>NVTA Performance</b>	<b>1.39%</b>

Source: Bloomberg/NVTA Statements

- b. The yield on the portfolio at the end of July 2022 was 1.39%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.



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

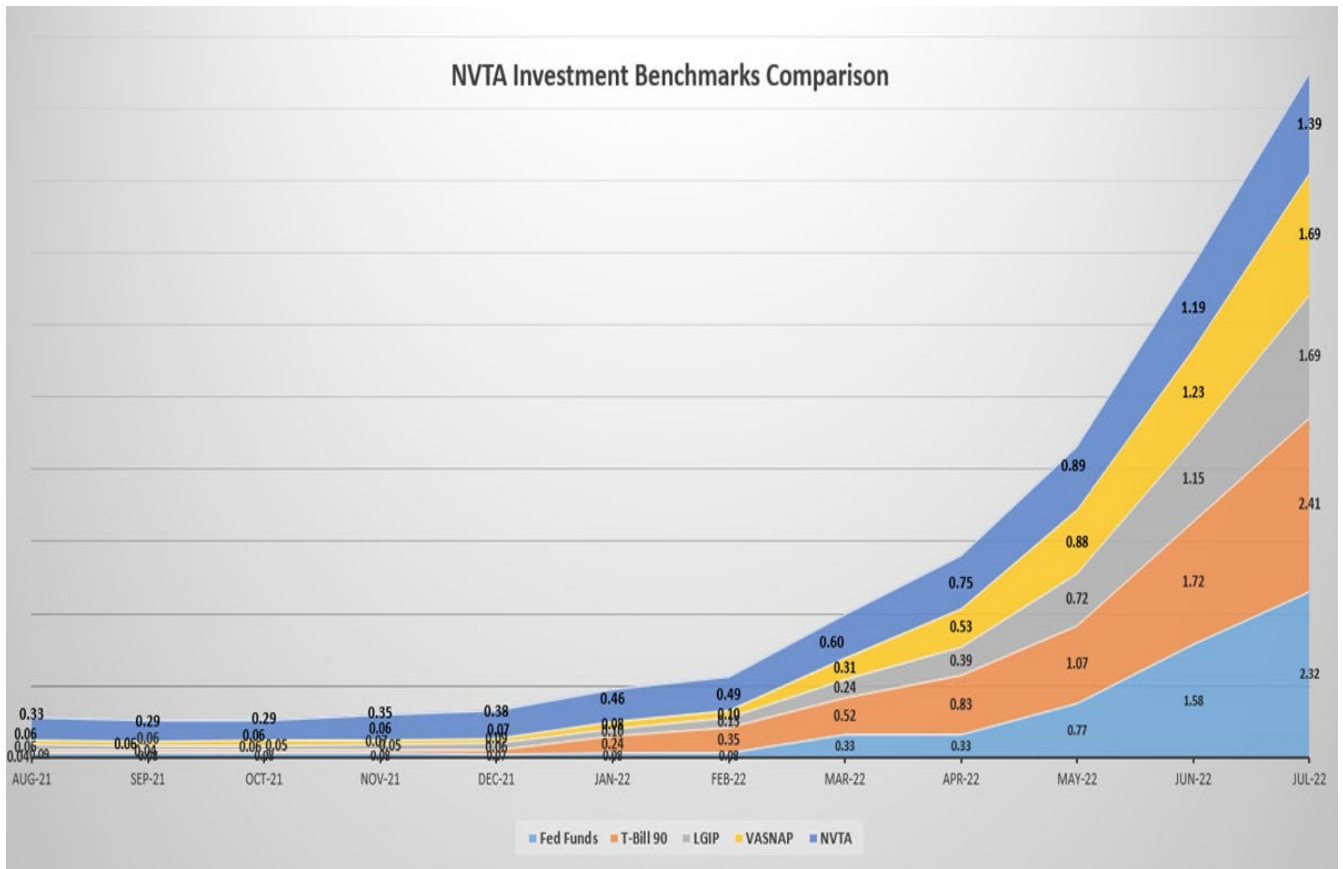
**a. Safety** The portfolio is invested primarily in:

- I. Local Government Investment Pools (1.05% from 0.82%)
- II. Collateralized bank money market accounts (3.22% from 4.76%)
- III. Commercial Paper (1.35% from 1.37%)
- IV. Negotiable CD's (24.90% from 23.28%)
- V. AAA/AA rated investment grade corporate bonds (24.71% from 24.18%)
- VI. Supranational Securities (4.71% from 4.80%)
- VII. Treasuries and Agencies (33.47% from 34.10%)
- VIII. VA & US Municipals (6.59% from 6.68%)

**b. Liquidity:** The NVTA Portfolio duration is 1.39 in July 2022 (1.0 = 1 year). In expectation of eventual interest rate increases, NVTA staff initiated a process in early summer to ladder maturities such that approximately \$40 million of securities mature each month. This is resulting in monthly opportunities to re-invest at increasing rates of return.

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

- i. For the last several years, there was very little margin spread between funds placed with daily liquidity and those with a one-year maturity.
- ii. Since May 2022, staff has repositioned approximately \$180 million from community bank negotiated deposit placements to purchased fixed income securities. This action has been in addition to the approximately \$30 million a month in maturities and \$20 million from positive monthly cash flow.
- iii. The withdrawal from the community bank deposits was done with extensive communications with the banking community.
- iv. The intent of this strategy is to take advantage of rising rates in an orderly fashion by each month's maturities (principle and earned interest) being reinvested at higher rates.



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

**Attachments:** Compliance - GASB 40 Report



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

Portfolio Holdings Compliance - GASB 40 Report - As of 7/31/2022

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit													
Bayerische Landesbank 0.27 12/15/2022	0727MCPE1	30,000,000.00	30,003,414.38	29,733,600.00	Fitch-F1	Moody's-P1	2.07	137	137	12/15/2022		0.240	0.38
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	30,000,000.00	30,046,153.04	30,306,600.00	Fitch-F1	Moody's-P1	2.07	726	726	7/26/2024		3.799	1.93
Credit Suisse 0.27 11/16/2022	22552G4L1	25,000,000.00	25,002,989.05	24,790,500.00	S&P-A1	Moody's-P1	1.72	108	108	11/16/2022		0.229	0.30
Credit Suisse 0.68 10/10/2023	22552G4R8	15,000,000.00	15,010,767.79	14,567,550.00	S&P-A1	Moody's-P1	1.03	436	436	10/10/2023		0.619	1.21
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,010,737.31	14,480,550.00	S&P-A1	Moody's-P1	1.03	528	528	1/10/2024		0.700	1.47
John Marshall Bank 2.137 12/15/2022	JMBCD061522	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.69	137	137	12/15/2022		2.137	0.38
Nordea Bank0.26 4/20/2023	65558UGN6	30,000,000.00	30,000,000.00	29,457,000.00	S&P-A1+	Moody's-P1	2.07	263	263	4/20/2023		0.260	0.72
Nordea Bank2.6 12/20/2023	65558USB9	25,000,000.00	25,020,013.16	24,796,500.00	S&P-A1+	Moody's-P1	1.72	507	507	12/20/2023		2.540	1.41
Rabobank 0.26 2/23/2023	21684IAZ5	40,000,000.00	40,000,000.00	39,440,800.00	S&P-A1	Moody's-P1	2.76	207	207	2/23/2023		0.260	0.56
Standard Chartered Bank 0.25 10/21/2022	85325VN71	25,000,000.00	25,001,702.15	24,873,000.00	S&P-A1	Moody's-P1	1.72	82	82	10/21/2022		0.220	0.23
Standard Chartered Bank 0.35 6/16/2023	85325VQ37	25,000,000.00	25,004,411.12	24,434,500.00	S&P-A1	Moody's-P1	1.72	320	320	6/16/2023		0.330	0.89
Standard Chartered Bank 0.36 7/20/2023	85325VQ60	30,000,000.00	30,008,796.38	29,225,400.00	S&P-A1	Moody's-P1	2.07	354	354	7/20/2023		0.330	0.98
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,024,182.34	20,768,880.00	S&P-A1	Moody's-P1	1.52	814	814	10/22/2024		0.899	2.26
TD Bank 3.63 6/27/2023	89114WZ57	20,000,000.00	20,000,000.00	19,983,600.00	S&P-A1+	Moody's-P1	1.38	331	331	6/27/2023		3.630	0.92
TD Bank 3.75 7/11/2023	89115B5E6	30,000,000.00	30,000,000.00	30,003,000.00	S&P-A1	Moody's-P1	2.07	345	345	7/11/2023		3.750	0.96
Sub Total / Average Certificate Of Deposit		372,000,000.00	372,133,166.72	366,861,480.00			25.62	346	346			1.286	0.95
Corporate													
Apple0.75 5/11/2023	037833DV9	5,000,000.00	5,018,218.01	4,910,350.00	S&P-AA+	Moody's-Aaa	0.34	284	284	5/11/2023		0.280	0.78
Apple1.7 9/11/2022	037833DL1	16,145,000.00	16,143,185.11	16,129,177.90	S&P-AA+	Moody's-Aaa	1.11	42	42	9/11/2022		1.800	0.11
Apple2.4 5/3/2023	037833AK6	2,500,000.00	2,538,802.09	2,489,000.00	S&P-AA+	Moody's-Aaa	0.17	276	276	5/3/2023		0.340	0.75
Apple2.85 5/11/2024-24	037833CU2	2,135,000.00	2,224,197.46	2,125,883.55	S&P-AA+	Moody's-Aaa	0.15	650	589	5/11/2024	3/11/2024	0.484	1.74
Apple2.85 5/11/2024-24	037833CU2	10,000,000.00	10,425,654.01	9,957,300.00	S&P-AA+	Moody's-Aaa	0.69	650	589	5/11/2024	3/11/2024	0.442	1.74
Apple3.45 5/6/2024	037833AS9	10,000,000.00	10,552,150.77	10,090,400.00	S&P-AA+	Moody's-Aaa	0.69	645	645	5/6/2024		0.310	1.71
Asian Development Bank 1.75 9/13/2022	045167ED1	25,000,000.00	25,046,289.59	24,976,000.00	S&P-Aaa	Moody's-Aaa	1.72	44	44	9/13/2022		0.210	0.12
Asian Development Bank 2.75 3/17/2023	045167EH2	18,083,000.00	18,366,131.59	18,071,969.37	S&P-Aaa	Moody's-Aaa	1.25	229	229	3/17/2023		0.250	0.62
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	10,000,000.00	10,128,206.42	9,981,000.00	S&P-AA	Moody's-Aa2	0.69	227	168	3/15/2023	1/15/2023	0.665	0.62
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	5,000,000.00	5,071,152.23	4,990,500.00	S&P-AA	Moody's-Aa2	0.34	227	168	3/15/2023	1/15/2023	0.449	0.62
Berkshire Hathaway2.75 3/15/2023-23	084670BR8	8,200,000.00	8,313,972.73	8,184,420.00	S&P-AA	Moody's-Aa2	0.56	227	168	3/15/2023	1/15/2023	0.501	0.62
Credit Suisse 0 3/13/2023	2254EBQD6	20,000,000.00	19,584,999.96	19,586,800.00	S&P-A1	Moody's-P1	1.38	225	225	3/13/2023		3.404	0.62
ExxonVar. Corp 8/16/2022	30231GBA9	10,000,000.00	10,000,693.18	9,996,400.00	S&P-AA	Moody's-Aa1	0.69	16	16	8/16/2022		1.741	0.00
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,266,054.80	9,784,900.00	S&P-AA-	Moody's-Aa1	0.69	747	716	8/16/2024	7/16/2024	0.699	1.99
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,287,272.76	9,400,630.00	S&P-AA-	Moody's-Aa2	0.65	949	859	3/6/2025	12/6/2024	3.619	2.50
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,940,393.73	19,921,200.00	S&P-AA-	Moody's-Aa2	1.38	962	962	3/19/2025		3.110	2.52
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,211,870.08	12,056,720.00	S&P-AA+	Moody's-Aa2	0.90	1,058	1,058	6/23/2025		3.320	2.85
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	8,756,055.44	8,769,872.64	S&P-AA+	Moody's-Aa2	0.65	1,058	1,058	6/23/2025		3.829	2.85
IBRD 0.25 11/24/2023	459058JM6	25,000,000.00	25,013,752.93	24,143,000.00	S&P-Aaa	Moody's-Aaa	1.72	481	481	11/24/2023		0.208	1.31
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,021,854.33	14,528,850.00	S&P-AA+	Moody's-Aa3	1.03	393	393	8/28/2023		0.344	1.08
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,021,877.70	14,528,850.00	S&P-AA+	Moody's-Aa3	1.03	393	393	8/28/2023		0.344	1.08
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,191,987.80	4,921,200.00	S&P-AA+	Moody's-Aa3	0.34	692	692	6/22/2024		0.701	1.85
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,598,006.37	7,239,849.40	S&P-AA+	Moody's-Aa3	0.50	618	618	4/9/2024		0.400	1.64
MetLife 0.45 9/1/2023	59217GEK1	20,000,000.00	20,025,302.36	19,412,600.00	S&P-AA-	Moody's-Aa3	1.38	397	397	9/1/2023		0.333	1.08
MetLife 0.45 9/1/2023	59217GEK1	10,000,000.00	10,016,186.70	9,706,300.00	S&P-AA-	Moody's-Aa3	0.69	397	397	9/1/2023		0.301	1.08
MetLife 0.45 9/1/2023	59217GEK1	13,920,000.00	13,942,615.44	13,511,169.60	S&P-AA-	Moody's-Aa3	0.96	397	397	9/1/2023		0.300	1.08
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,228,697.21	17,127,075.00	S&P-AA-	Moody's-Aa3	1.21	964	964	3/21/2025		3.420	2.54
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,548,335.36	13,151,840.00	S&P-Aaa	Moody's-Aaa	0.90	502	472	12/15/2023	11/15/2023	0.530	1.35
Nestle 3.35 9/24/2023-23	641062AD6	15,665,000.00	16,186,248.92	15,693,980.25	S&P-AA-	Moody's-Aa3	1.08	420	389	9/24/2023	8/24/2023	0.437	1.12
New York Life 0.4 10/21/2023	64952WDT7	20,000,000.00	20,021,957.29	19,328,800.00	S&P-AA+	Moody's-Aaa	1.38	447	447	10/21/2023		0.310	1.22

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
New York Life 0.9 10/29/2024	64952WEJ8	7,500,000.00	7,489,852.49	7,065,600.00	S&P-AA+	Moody's-Aaa	0.52	821	821	10/29/2024		0.961	2.22
New York Life 1.1 5/5/2023	64952WDP5	18,175,000.00	18,295,318.95	17,871,477.50	S&P-AA+	Moody's-Aaa	1.25	278	278	5/5/2023		0.230	0.76
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,715,422.87	4,479,071.25	S&P-AA+	Moody's-Aaa	0.31	619	619	4/10/2024		0.378	1.65
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,614,178.93	4,636,700.00	S&P-AA-	Moody's-Aa3	0.34	1,059	1,059	6/24/2025		4.050	2.85
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,324,720.29	8,769,870.00	S&P-AA-	Moody's-Aa3	0.62	785	785	9/23/2024		0.700	2.08
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,941,464.88	9,997,100.00	S&P-AA	Moody's-Aa1	0.69	1,005	1,005	5/1/2025		3.600	2.63
Walmart3.4 6/26/2023-23	931142EK5	10,000,000.00	10,272,597.27	10,023,700.00	S&P-AA	Moody's-Aa2	0.69	330	299	6/26/2023	5/26/2023	0.372	0.89
Sub Total / Average Corporate		445,514,000.00	447,345,678.05	437,559,556.46			30.69	493	483			1.181	1.32
Local Government Investment Pool													
Commonwealth of VirginiaLGIP	LGIP0825	12,056.82	12,056.82	12,056.82	S&P-AAA	NR	0.00	1	1	N/A	N/A	1.685	0.00
Commonwealth of Virginia LGIP	LGIP0549	15,216,176.93	15,216,176.93	15,216,176.93	S&P-AAA	NR	1.05	1	1	N/A	N/A	1.685	0.00
Sub Total / Average Local Government Investment Pool		15,228,233.75	15,228,233.75	15,228,233.75			1.05	1	1			1.685	0.00
Money Market													
John Marshall Bank ICS MM	MM60000	32,925,566.27	32,925,566.27	32,925,566.27	NR	NR	2.27	1	1	N/A	N/A	1.670	0.00
Truist MM	MM1006	798,772.39	798,772.39	798,772.39	NR	NR	0.06	1	1	N/A	N/A	1.510	0.00
United Bank Ck MM	MM0667	9,511.00	9,511.00	9,511.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	3,078,519.61	3,078,519.61	3,078,519.61	NR	NR	0.21	1	1	N/A	N/A	1.530	0.00
Sub Total / Average Money Market		36,812,369.27	36,812,369.27	36,812,369.27			2.54	1	1			1.654	0.00
Municipal													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,039,310.76	6,505,030.00	S&P-AAA	Moody's-Aaa	0.48	1,097	1,097	8/1/2025		0.600	2.96
Calvert County MD 2 5/1/2023	131537T44	2,640,000.00	2,671,566.25	2,618,299.20	S&P-AAA	Fitch-AAA	0.18	274	274	5/1/2023		0.400	0.75
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,390,690.55	2,284,308.70	S&P-AAA	Fitch-AAA	0.16	640	640	5/1/2024		0.500	1.72
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,715,839.70	2,539,015.80	S&P-AAA	Fitch-AAA	0.18	1,005	1,005	5/1/2025		0.650	2.68
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,469,193.14	2,324,492.55	S&P-AAA	Moody's-Aaa	0.16	824	824	11/1/2024		0.420	2.20
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,976,619.05	1,821,071.70	S&P-AAA	Moody's-Aaa	0.13	1,189	1,189	11/1/2025		0.570	3.15
City Richmond GO 2 7/15/2023	76541VWT0	3,000,000.00	3,045,650.08	2,968,980.00	S&P-AA+	Moody's-Aa1	0.21	349	349	7/15/2023		0.400	0.95
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,087,237.62	2,934,570.00	S&P-AA+	Moody's-Aa1	0.21	715	715	7/15/2024		0.500	1.93
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	426,725.07	397,454.00	S&P-AA+	Moody's-Aa1	0.03	1,080	1,080	7/15/2025		0.600	2.88
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,027,361.76	4,654,500.00	S&P-AAA	Moody's-Aaa	0.34	1,158	1,158	10/1/2025		0.470	3.13
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,043,528.33	6,591,620.00	S&P-AA	Fitch-AA	0.48	1,066	1,066	7/1/2025		1.039	2.87
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,931,018.49	1,853,417.60	S&P-AA+	Moody's-Aa1	0.13	488	488	12/1/2023		0.310	1.33
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,649,448.22	1,514,745.00	Fitch-AA+	Moody's-Aa1	0.10	1,401	1,401	6/1/2026		1.080	3.59
NYC GO 1.58 8/1/2022	64966QFW5	10,000,000.00	10,000,010.59	10,000,000.00	S&P-AA	Moody's-Aa1	0.69	1	1	8/1/2022		1.541	0.00
VA Resources Auth Infrastructure Rev 0.329 11/1/20	92818NUZ9	435,000.00	435,000.00	432,020.25	S&P-AAA	Moody's-Aaa	0.03	93	93	11/1/2022		0.329	0.25
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	720,000.00	720,000.00	696,441.60	S&P-AAA	Moody's-Aaa	0.05	458	458	11/1/2023		0.436	1.25
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	945,280.00	S&P-AAA	Moody's-Aaa	0.07	824	824	11/1/2024		0.636	2.23
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,091,323.00	S&P-AAA	Moody's-Aaa	0.08	1,189	1,189	11/1/2025		0.736	3.21
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,860.52	1,229,475.00	S&P-AA	Moody's-Aa1	0.09	824	824	11/1/2024		0.720	2.23
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	649,378.07	648,840.50	S&P-AA+	Moody's-Aa1	0.05	732	732	8/1/2024		3.375	1.95
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,826,964.66	21,503,286.00	S&P-AA+	Moody's-Aa1	1.57	763	763	9/1/2024		0.465	2.07
VA State College Building Auth 0.5 9/1/2023	92778WKP0	16,305,000.00	16,335,009.06	15,825,143.85	S&P-AA+	Moody's-Aa1	1.12	397	397	9/1/2023		0.330	1.08
Sub Total / Average Municipal		95,130,000.00	95,921,411.92	91,379,314.75			6.55	680	680			0.647	1.83
US Agency													
FFCBVar. FFCB 8/1/2022	3133EMAN2	25,000,000.00	25,000,000.00	25,000,000.00	S&P-AA+	Moody's-Aaa	1.72	1	1	8/1/2022		2.596	0.00
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,093,657.75	17,713,722.00	S&P-AA+	Moody's-Aaa	1.32	1,212	1,212	11/24/2025		0.610	3.28
FFCB Var. FFCB 1/31/2023	3133EMPG1	25,000,000.00	25,000,000.00	24,998,250.00	S&P-AA+	Moody's-Aaa	1.72	184	184	1/31/2023		2.591	0.00
FFCB Var. FFCB 11/7/2022	3133EK6W1	10,000,000.00	10,004,367.96	10,015,200.00	S&P-AA+	Moody's-Aaa	0.69	99	99	11/7/2022		2.956	0.00
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,999,217.73	14,298,300.00	S&P-AA+	Moody's-Aaa	1.03	606	606	3/28/2024		0.273	1.65
FHLB 1 11/15/2024-22	3130APRF4	22,500,000.00	22,514,730.47	21,431,025.00	Moody's-Aaa	S&P-AA+	1.55	838	15	11/15/2024	8/15/2022	0.971	2.26
FHLB 1 2/7/2024-22	3130AQLR2	5,000,000.00	4,998,090.66	4,845,100.00	S&P-AA+	Moody's-Aaa	0.34	556	556	2/7/2024		1.025	1.50
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	24,207,250.00	S&P-AA+	Moody's-Aaa	1.72	711	72	7/11/2024	10/11/2022	1.040	1.93
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,959,078.47	19,084,000.00	S&P-AA+	Moody's-Aaa	1.38	897	166	1/13/2025	1/13/2023	1.185	2.42
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	19,072,400.00	S&P-AA+	Moody's-Aaa	1.38	870	870	12/17/2024		1.125	2.35
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	25,723,815.00	S&P-AAA	Moody's-Aaa	1.83	691	82	6/21/2024	10/21/2022	1.200	1.87
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	19,237,200.00	S&P-AA+	Moody's-Aaa	1.38	1,046	72	6/11/2025	10/11/2022	1.280	2.82
FHLB 1.3 12/15/2025-22	3130AQU53	25,000,000.00	24,994,725.36	23,925,250.00	S&P-AA+	Moody's-Aaa	1.72	1,233	1,233	12/15/2025		1.306	3.30
FHLB 1.4 2/18/2025-22	3130AQXQ4	25,000,000.00	25,000,000.00	23,921,250.00	S&P-AA+	Moody's-Aaa	1.72	933	933	2/18/2025		1.400	2.49
FHLB 1.67 3/1/2024-22	3130AR6G1	26,000,000.00	26,000,000.00	25,506,000.00	S&P-AA+	Moody's-Aaa	1.79	579	579	3/1/2024		1.670	1.56

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
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	18,172,735.00	S&P-AA+	Moody's-Aaa	1.27	617	617	4/8/2024		1.780	2.06
FHLB 2.5 2/28/2024-22	3130ARQX2	25,000,000.00	25,000,000.00	24,842,750.00	S&P-AA+	Moody's-Aaa	1.72	577	577	2/28/2024		2.500	1.54
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,818,500.00	S&P-AA+	Moody's-Aaa	2.07	759	759	8/28/2024		2.640	2.02
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,009,222.92	14,388,900.00	Fitch-AAA	Moody's-Aaa	1.03	617	617	4/8/2024		0.338	1.68
FHLMC 2.57 1/22/2024-22	3134GXRZ9	28,500,000.00	28,500,000.00	28,330,710.00	S&P-AA+	Moody's-Aaa	1.96	540	540	1/22/2024		2.570	1.46
Sub Total / Average US Agency		426,100,000.00	426,073,091.32	414,532,357.00			29.35	691	492			1.632	1.84
US Treasury													
T-Note 1.625 5/31/2023	912828R69	21,000,000.00	20,786,884.27	20,769,420.00	Fitch-AAA	Moody's-Aaa	1.45	304	304	5/31/2023		2.867	0.83
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,930,586.11	19,846,200.00	Moody's-Aaa	None	1.38	639	639	4/30/2024		2.705	1.71
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,867,179.92	19,943,800.00	Moody's-Aaa	None	1.38	1,019	1,019	5/15/2025		3.000	2.69
Sub Total / Average US Treasury		61,000,000.00	60,584,650.30	60,559,420.00			4.20	648	648			2.857	1.73
Total / Average		1,451,784,603.02	1,454,098,601.33	1,422,932,731.23			100	515	453			1.393	1.38

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**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. This report was presented to the NVTa Finance Committee at their September 2022 meeting.
2. **Background:** The attached reports reflect funding received and distributed through FYE June 30, 2022. Please note these reports, while for the end of the fiscal year, are unaudited. The FY2022 Financial Statement audit is ongoing at this time.
3. **Comments:**
  - a. **FY2022 Revenues (Attachment A)**
    - i. The Authority has received and accrued approximately \$424.7 million through the fiscal year-end June 30, 2022, transfers from the Commonwealth.
    - ii. The Authority has received \$20 million from the annual Northern Virginia District Transfer; \$51.2 million in Regional Congestion Relief Fees (Grantor's Tax); and \$332.6 million in Sales Tax Receipts; \$20.9 million in Interstate Operations and Enhancement Program.
    - iii. Attachment A shows 18.2% positive variance between the actual and budgeted sales tax receipts. This same trend has been seen throughout the Commonwealth. The trend is attributed to the strong liquidity position of regional consumers and the continued growth in inflation-driven consumer spending.
    - iv. Headline inflation is approximately 9%, which includes food and fuel. NVTa sales tax is not applied to food and fuel sales. The inflation rate excluding food and fuel is approximately 6%.
    - v. Inflation will provide an unexpected revenue boost through sales tax with two caveats.
      1. Caveat One – Inflation will reduce revenue if the rate of consumer pull back due to financial stress on their pocketbooks exceeds the inflation rate.
      2. Caveat Two – Inflation diminishes the actual purchase power of all revenue classifications.



**b. FY2022 Distribution to localities (Attachment B)**

- i. As of the fiscal year-end June 30, 2022, all member jurisdictions have completed the required *Code of Virginia* Section 33.2-2510 annual certification and have received their FY2022 Local Distribution Funds (30%).
- ii. As of the fiscal year-end, \$127.4 million has been distributed in FY2022 Local 30% Distribution funds to member jurisdictions.

**c. FY2015 to FY2022 Year over Year Revenue Comparison (Attachment C)**

This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received and accrued as of June 30, 2022.

**Attachments:**

- A.** FYE June 30,2022 Sales Tax Revenues Received Compared to NVT A
- B.** FYE June 30, 2022, 30% Distribution by Jurisdiction
- C.** Month to Month Comparison of Sales Tax & Regional Congestion Relief Revenue and YTD Sales Tax Receipts for June 2015 to 2022

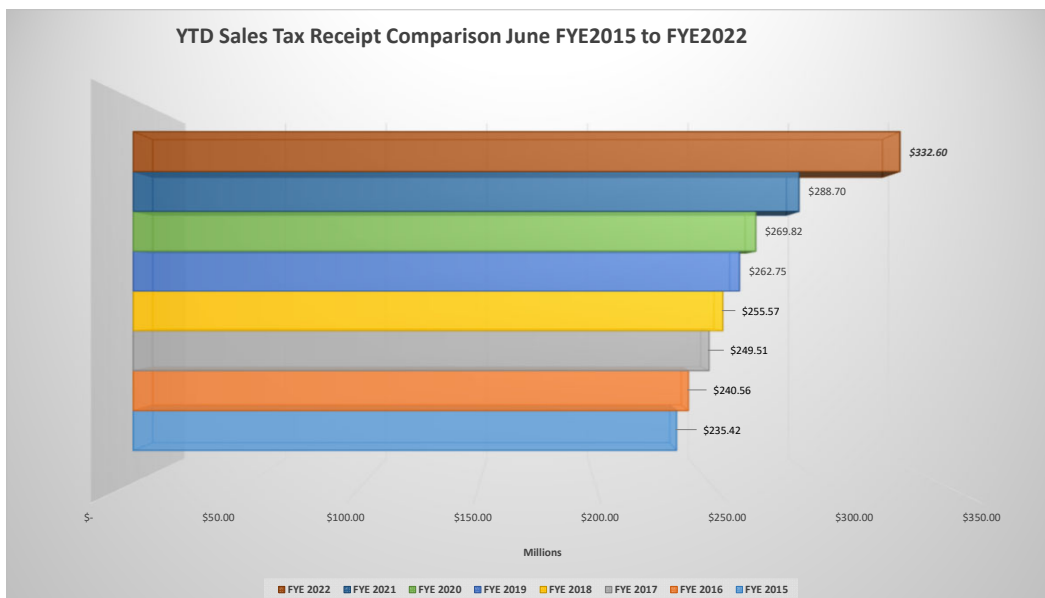
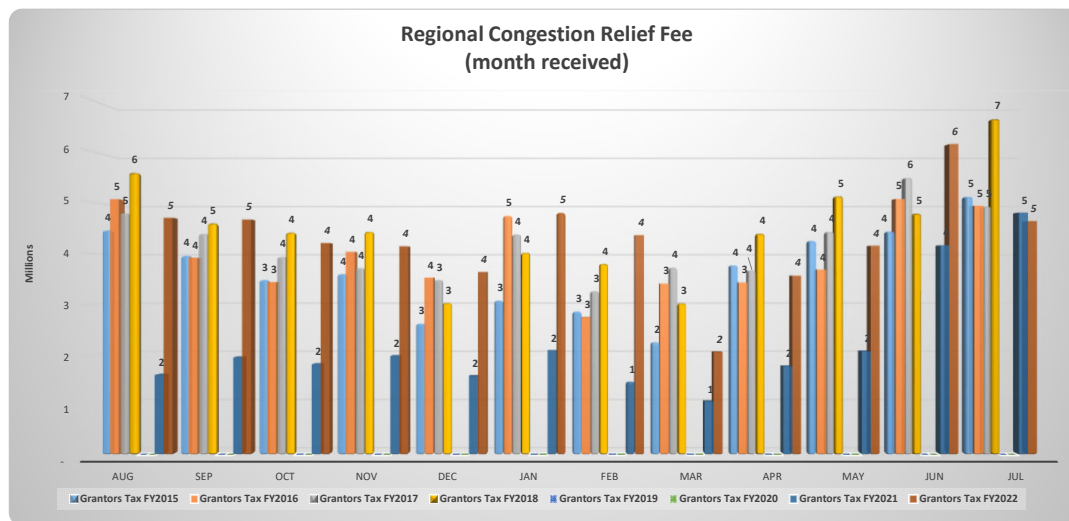
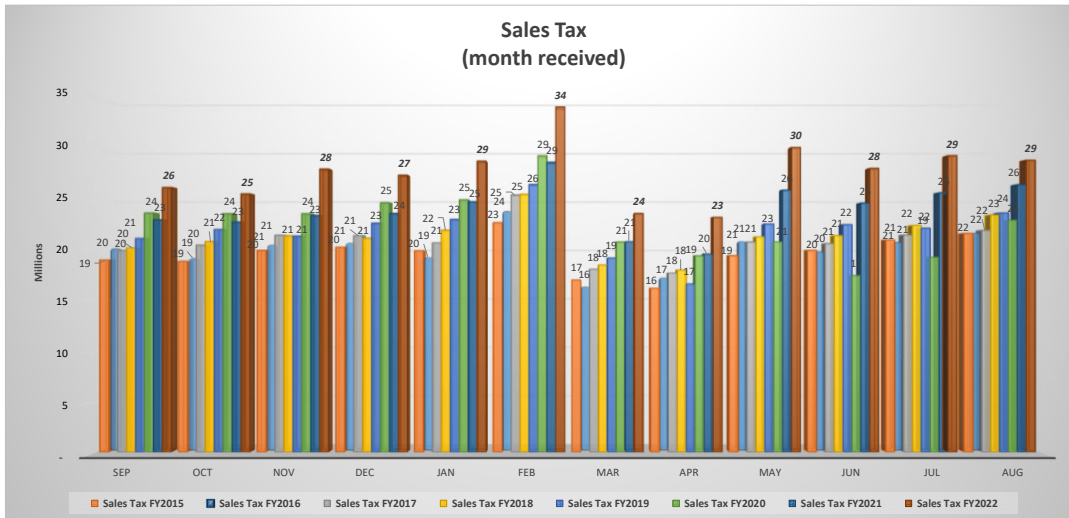
# Attachment A

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

<b>Regional Sales Tax</b>		<b>Annualized</b>		<b>FY2022</b>		<b>Annualized - Actual</b>		
<b>Transaction Months</b>	<b>12</b>	<b>Received To Date</b>	<b>Revenue based on YTD Receipts</b>	<b>Budget</b>		<b>To Budget</b>		
City of Alexandria		\$ 21,928,468	\$ 21,928,468	\$ 19,703,915		\$ 2,224,553		
Arlington County		29,486,678	29,486,678	22,518,760		6,967,917		
City of Fairfax		8,126,191	8,126,191	8,444,535		(318,344)		
Fairfax County		139,567,207	139,567,207	115,408,646		24,158,561		
City of Falls Church		3,060,514	3,060,514	2,814,845		245,669		
Loudoun County		68,435,224	68,435,224	59,111,746		9,323,478		
City of Manassas		7,773,119	7,773,119	5,629,690		2,143,428		
City of Manassas Park		2,121,803	2,121,803	2,814,845		(693,042)		
Prince William County		52,097,267	52,097,267	45,037,520		7,059,747		
Total Sales Tax Revenue		\$ 332,596,472	\$ 332,596,472	\$ 281,484,503		\$ 51,111,969		18.2%
<b>Interstate Operation Enhance Program</b>		<b>Annualized</b>		<b>FY2022</b>		<b>Annualized - Actual</b>		
<b>Transaction Months</b>	<b>1</b>	<b>Received To Date</b>	<b>Revenue based on YTD Receipts</b>	<b>Budget</b>		<b>To Budget</b>		
City of Alexandria		\$ 1,382,421	\$ 1,382,421	\$ 931,000		\$ 451,421		
Arlington County		1,777,700	\$ 1,777,700	1,064,000		713,700		
City of Fairfax		545,841	\$ 545,841	399,000		146,841		
Fairfax County		8,779,753	\$ 8,779,753	5,453,000		3,326,753		
City of Falls Church		238,798	\$ 238,798	133,000		105,798		
Loudoun County		4,242,860	\$ 4,242,860	2,793,000		1,449,860		
City of Manassas		474,456	\$ 474,456	266,000		208,456		
City of Manassas Park		133,317	\$ 133,317	133,000		317		
Prince William County		3,360,387	\$ 3,360,387	2,128,000		1,232,387		
Interstate Operation Enhance Program		\$ 20,935,532	\$ 20,935,532	\$ 13,300,000		\$ 7,635,532		57.4%
<b>Regional Congestion Relief Fee</b>		<b>Annualized</b>		<b>FY2022</b>		<b>Annualized - Actual</b>		
<b>Transaction Months</b>	<b>12</b>	<b>Received To Date</b>	<b>Revenue based on YTD Receipts</b>	<b>Budget</b>		<b>To Budget</b>		
City of Alexandria		\$ 4,172,158	\$ 4,172,158	\$ 2,386,800		\$ 1,785,358		
Arlington County		6,292,353	6,292,353	2,511,750		3,780,603		
City of Fairfax		474,466	474,466	242,250		232,216		
Fairfax County		20,491,475	20,491,475	10,409,100		10,082,375		
City of Falls Church		283,533	283,533	183,600		99,933		
Loudoun County		10,685,320	10,685,320	5,418,750		5,266,570		
City of Manassas		530,735	530,735	247,350		283,385		
City of Manassas Park		327,574	327,574	94,350		233,224		
Prince William County		7,901,647	7,901,647	4,006,050		3,895,597		
Total Regional Congestion Relief Fee		\$ 51,159,261	\$ 51,159,261	\$ 25,500,000		\$ 25,659,261		100.6%
<b>NVTD Transfer from COVA</b>		<b>Annualized</b>		<b>FY2022</b>		<b>Annualized - Actual</b>		
<b>Transaction Months</b>	<b>4</b>	<b>Received To Date</b>	<b>Revenue based on YTD Receipts</b>	<b>Budget</b>		<b>To Budget</b>		
City of Alexandria		\$ 1,319,292	\$ 1,319,292	\$ 1,400,000		\$ (80,708)		
Arlington County		1,655,474	\$ 1,655,474	1,600,000		55,474		
City of Fairfax		548,322	\$ 548,322	600,000		(51,678)		
Fairfax County		8,326,530	\$ 8,326,530	8,200,000		126,530		
City of Falls Church		232,571	\$ 232,571	200,000		32,571		
Loudoun County		4,086,226	\$ 4,086,226	4,200,000		(113,774)		
City of Manassas		464,569	\$ 464,569	400,000		64,569		
City of Manassas Park		125,296	\$ 125,296	200,000		(74,704)		
Prince William County		3,241,720	\$ 3,241,720	3,200,000		41,720		
Total NVTD Transfer from COVA		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000		\$ -		0.0%
Total Revenue Received		\$ 424,691,265	\$ 424,691,265	\$ 340,284,503		\$ 84,406,762		24.80%

# Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2020 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through August 2022											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	As of 6/30/2022 Accrued Interest (1)	7/31/2022 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 1,382,420.77	\$ 21,928,468.47	\$ 4,172,158.40	\$ 1,319,292	\$ 3,859.54	\$ 28,806,199.28	\$ 8,641,859.78	\$ 402.97	\$ 8,083,719.99	\$ 558,542.76	\$ 8,642,262.75
Arlington County	\$ 1,777,700.38	\$ 29,486,677.65	\$ 6,292,352.80	\$ 1,655,474	\$ 5,210.56	\$ 39,217,415.17	\$ 11,765,224.55	\$ 518.11	\$ 10,969,786.32	\$ 795,956.34	\$ 11,765,742.66
City of Fairfax	\$ 545,840.50	\$ 8,126,191.18	\$ 474,466.00	\$ 548,322	\$ 1,328.69	\$ 9,696,148.65	\$ 2,908,844.60	\$ 115.13	\$ 2,728,761.07	\$ 180,198.66	\$ 2,908,959.73
Fairfax County	\$ 8,779,752.50	\$ 139,567,207.48	\$ 20,491,474.55	\$ 8,326,530	\$ 23,627.55	\$ 177,188,592.38	\$ 53,156,577.71	\$ 2,360.26	\$ 49,603,705.82	\$ 3,555,232.15	\$ 53,158,937.97
City of Falls Church	\$ 238,797.75	\$ 3,060,514.09	\$ 283,533.10	\$ 232,571	\$ 573.50	\$ 3,815,989.20	\$ 1,144,796.76	\$ 57.59	\$ 1,061,071.86	\$ 83,782.49	\$ 1,144,854.35
Loudoun County	\$ 4,242,860.20	\$ 68,435,223.90	\$ 10,685,320.41	\$ 4,086,226	\$ 11,374.76	\$ 87,461,005.36	\$ 26,238,301.61	\$ 1,208.91	\$ 24,394,844.30	\$ 1,844,666.22	\$ 26,239,510.52
City of Manassas	\$ 474,456.06	\$ 7,773,118.54	\$ 530,735.10	\$ 464,569	\$ 1,173.47	\$ 9,244,051.80	\$ 2,773,215.54	\$ 115.13	\$ 2,539,249.56	\$ 234,081.11	\$ 2,773,330.67
City of Manassas Park	\$ 133,317.29	\$ 2,121,803.35	\$ 327,573.80	\$ 125,296	\$ 366.65	\$ 2,708,357.16	\$ 812,507.15	\$ 57.57	\$ 758,542.74	\$ 54,021.98	\$ 812,564.72
Prince William County	\$ 3,360,386.55	\$ 52,097,267.33	\$ 7,901,646.50	\$ 3,241,720	\$ 8,884.46	\$ 66,609,904.83	\$ 19,982,971.45	\$ 921.08	\$ 18,643,787.02	\$ 1,340,105.51	\$ 19,983,892.53
Total Revenue	\$ 20,935,532.00	\$ 332,596,471.99	\$ 51,159,260.66	\$ 20,000,000.00	\$ 56,399.18	\$ 424,747,663.83	\$ 127,424,299.15	\$ 5,756.75	\$ 118,783,468.68	\$ 8,646,587.22	\$ 127,430,055.90
Interest 6/30/2022						\$ 424,747,663.83	\$ 127,424,299.15			\$ 8,646,587.22	\$ 127,430,055.90



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**SUBJECT:** Monthly Operating Budget Report

---

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2022. This report was presented to the NVTa Finance Committee at their September 2022 meeting.
- 2. Background:** The Authority elected to fund the Operating Budget for FY2022 through transfers from the Regional Revenue Fund.
- 3. Comments:** Through fiscal year end (FYE) June 30, 2022, the FY2022 Operating Budget has produced the following:
  - a. The Operating Budget was fully funded through quarterly transfers of \$686,202 from the Regional Revenue Fund.
  - b. On November 18, 2021, the Authority adopted a mid-year budget adjustment increasing expenditures by \$148,984, to fund two additional staff positions (Communications and Executive Assistant to the CEO).
  - c. In June 2017, the Government Accounting Standards Board (GASB) issued Statement No. 87, *Leases*. The objective of the Statement was to better meet the information needs of financial statement users. It established a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset.
  - d. GASB 87 requires the total contractual amount of the office space and copier leases to be reported as a capital outlay and an offsetting 'Inception of Lease Agreement' under other revenue. It also requires the actual annual lease payments to be broken out and reported under Lease Principal and Interest.
  - e. As of FYE June 30, 2022, the attached Income Statement reflects the Authority utilized 110% of its FY2022 amended expenditure budget or was \$300,730 negative (overspent).
  - f. The required implementation of GASB 87 required the one-time capitalization of the office and copier machine leases of \$666,079.
  - g. Removing the impact of the one-time implementation of GASB 87 would show only 88% of the authorized adjusted budget was expended resulting in a positive FYE budget variance (underspent) of \$365,350.
  - h. As of the fiscal year-end, all expense categories remained within budget.

- i. The attached statement shows the total Operating Budget income and expenditure activity for FYE June 30, 2022 (unaudited).

**Attachment:** FY2022 Monthly Operating Budget through FYE June 30, 2022



## ATTACHMENT

08/29/22

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Page: 1 of 2

09:37:31

Income Statement

Report ID: LB170A

For the Accounting Period: 13 / 22

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	64,464.82	1,554,773.55	1,646,103.00	91,329.45	94
130	Health & Dental Benefits		150,038.47	256,478.00	106,439.53	58
131	Payroll Taxes	5,840.76	105,854.51	128,634.00	22,779.49	82
132	Retirement VRS	444.20	122,374.21	136,385.00	14,010.79	90
133	Life Insurance	27.62	20,071.99	20,807.00	735.01	96
134	Flex Spending/Dependent Care		553.71	881.00	327.29	63
135	Workers Comp		1,202.00	1,708.00	506.00	70
137	Disability Insurance		14,571.90	19,270.00	4,698.10	76
	Total Account	70,777.40	1,969,440.34	2,210,266.00	240,825.66	89
420000	Professional Services					
210	Audit & Accounting Services		46,500.00	48,000.00	1,500.00	97
220	Bank Service		-141.34	750.00	891.34	-19
230	Insurance		8,797.00	7,835.00	-962.00	112
240	Payroll Services		2,221.02	2,636.00	414.98	84
245	Consulting Services		25,200.00	25,000.00	-200.00	101
260	Public Outreach & Regional Event Support		32,678.92	49,925.00	17,246.08	65
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services		35,000.00	36,951.00	1,951.00	95
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services		84,473.51	78,690.00	-5,783.51	107
265	Investment Custody Svc		20,260.00	25,000.00	4,740.00	81
	Total Account		257,676.61	287,487.00	29,810.39	90
430000	Technology/Communication					
310	Acctg & Financial Report Systems		92,074.11	94,685.00	2,610.89	97
320	HW SW & Peripheral Purchase	2,925.46	26,877.00	5,000.00	-21,877.00	538
330	IT Support Svc Incl Hosting	-2,925.46	42,020.00	29,304.00	-12,716.00	143
335	GIS/Project Mgt/Modeling	23,200.00	124,285.84	211,728.00	87,442.16	59
340	Phone Service & Web Ex Chgs		14,779.21	13,160.00	-1,619.21	112
350	Web Develop & Hosting		7,004.01	9,185.00	2,180.99	76
	Total Account	23,200.00	307,040.17	363,062.00	56,021.83	85
440000	Administrative Expenses					
410	Advertisement		4,895.33	1,500.00	-3,395.33	326
411	Dues & Subscriptions		11,720.19	10,544.00	-1,176.19	111
412	Duplication & Printing	-2,358.45	6,613.45	13,610.00	6,996.55	49
413	Furniture & Fixture			14,000.00	14,000.00	
414	Hosted Meeting Expenses		6,494.19	4,500.00	-1,994.19	144
415	Mileage/Transportation		6,246.89	11,000.00	4,753.11	57
417	Office Lease	-181,597.24	836.41	193,976.00	193,139.59	
418	Office Supplies		10,210.28	7,100.00	-3,110.28	144
419	Postage & Delivery		50.67	700.00	649.33	7
420	Professional Develop & Training		10,865.21	23,650.00	12,784.79	46
	Total Account	-183,955.69	57,932.62	280,580.00	222,647.38	21
490600	Lease Pymnts					

08/29/22

09:37:31

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## Income Statement

For the Accounting Period: 13 / 22

Page: 2 of 2

Report ID: LB170A

## 1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
655	Lease Principal	182,123.86	182,123.86		-182,123.86	
660	Lease Interest	1,831.83	1,831.83		-1,831.83	
	Total Account	183,955.69	183,955.69		-183,955.69	
510300	Capital Outlay - Lease Agreements					
930	Office Lease Agreements	652,676.57	652,676.57		-652,676.57	
935	Equipment Lease Agreements	13,402.57	13,402.57		-13,402.57	
	Total Account	666,079.14	666,079.14		-666,079.14	
	Total Expenses	760,056.54	3,442,124.57	3,141,395.00	-300,729.57	110
	Net Income from Operations	-760,056.54	-3,442,124.57			
Other Revenue						
381050	Inception of Lease Agreement	666,079.14	666,079.14		666,079.14	
383000	Transfer Operating Budget from Regional Revenue		2,744,809.00	2,744,809.00		100
						124
	Total Other Revenue	666,079.14	3,410,888.14	2,744,809.00	666,079.14	124
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			574,710.00	574,710.00	
825	Transf to Equip Reserve			31,486.00	31,486.00	
	Total Account			606,196.00	606,196.00	
	Total Other Expenses	0.00	0.00	606,196.00	606,196.00	
	Net Income	-93,977.40	-31,236.43			

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**SUBJECT:** Planning and Programming Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on October 3, 2022. The meeting was held at the NVTA office. Four Committee members attended in-person and the meeting was livestreamed on YouTube.
3. **Action Item:**  
**Summary Notes of June 23, 2022, Meeting:** The meeting summary notes for the June 23, 2022, meeting was approved unanimously.
4. **Discussion Items:**
  - a. **TransAction: Status Update**

The Committee received an update on the status of the TransAction update. The public comment period on TransAction ran from August 1, 2022, to September 18, 2022, with a public hearing on September 8, 2022, and a total of 223 public comments were received. The Committee received a briefing on the major themes of comments received, and some high-level options on how to enhance the Draft Plan document and Project List to better communicate the nuances of different parts of the Plan and to correct some minor errors/duplications in the Project List. The Committee further discussed on the need for focusing on the multimodal choices (e.g. Bus Rapid Transit (BRT) network and technology adoption, including electric vehicle infrastructure) put forward by the Plan and NVTA.
  - b. **NVTA Update**

Ms. Backmon informed the Committee that the next Authority meeting will be on October 13<sup>th</sup>.
5. **Next Steps:** The PPC will continue to be engaged in the TransAction Plan update. Committee will consider recommending the adoption of the Plan to the Authority at the next Committee meeting scheduled on November 21, 2022, at 5:00 p.m.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** October 6, 2022

**SUBJECT:** Planning Coordination Advisory Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on September 28, 2022. The meeting was held virtually on an online collaboration platform, with 11 members in participation. The meeting was livestreamed on YouTube.
3. **Action Items:**  
**Summary Notes of June 22<sup>nd</sup>, 2022, Meeting:** The June 22, 2022, meeting summary notes was approved, with abstentions from members who did not attend the June 22, 2022, meeting.
4. **Discussion Items**
  - a. **Status of TransAction Plan Update**

Mr. Jasper introduced two presenters for the meeting – Dr. Nampoothiri, NVTa staff, and Mr. Harrington, consultant. First part of the presentation covered a summary highlight of all public comments received during the comment period and public hearing. In the second part, results from travel model for scenario analyses were presented. The presentation was concluded with next steps in the update process. At each section of this presentation, committee members clarified on several topics, and provided suggestions.
  - b. **NVTa Update**

NVTa Chief Executive Officer, Ms. Backmon, updated members on agenda items for the October Authority meeting.
5. **Next steps:** PCAC members will continue to be engaged in the update of NVTa's long-range transportation plan, TransAction.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mr. Armand Ciccarelli, Technical Advisory Committee Vice Chair

**DATE:** October 6, 2022

**SUBJECT:** Technical Advisory Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The Technical Advisory Committee met on September 21, 2022, at 7PM. The meeting was held in a fully virtual format via Zoom. Seven Committee Members attended, and the meeting was also livestreamed via YouTube.
3. **Action Item: Summary Notes of June 14, 2022, Meeting:** The meeting summary notes for the June 14, 2022, meeting was approved unanimously.
4. **Discussion Items:**
  - a. **Status of TransAction Plan Update**

Mr. Jasper began the presentation with an overview of the TransAction schedule and noted the public comment period has now concluded. Dr. Nampoothiri reviewed the structure of the public comment period and preliminarily analyzed results. There have been 223 total comments, with roadway comments being the most common mode discussed, followed by transit and bike/pedestrian projects. Dr. Nampoothiri mentioned that most comments, approximately 65%, were negative, with the remaining 35% being neutral or positive; that most (75%) of comments were comments on the Plan while the remaining 25% were action-based suggestions.

Mr. Harrington overviewed the different computer model-based analyses conducted in support of the TransAction update. These included future year (2045) analyses with (Build) and without (No-Build) TransAction projects, looking at one mode at a time, and by subregion. The results were summarized, and there are significant improvements on congestion, person-hours of delay and job accessibility when TransAction projects are considered. He also noted that vehicle miles traveled (VMT) is highly dependent on the deployment/adoption of electric vehicles.

Mr. Jasper then discussed the important yet challenging nature of dealing with uncertainty around the future and communicating it clearly, specifically the scenario analysis section of the Plan. Mr. Harrington mentioned that the three scenarios analyzed

included the Post-Pandemic New Normal, Technology, and the Incentives and Pricing scenario. Mr. Harrington discussed each of these scenarios under the No-Build future and under the Build future across the same metrics and the ensuing results were communicated to the Committee.

Mr. Jasper concluded the presentation by mentioning the next steps of the TransAction plan update. This includes a draft TransAction Technical Report and public comment summary report to be shared with the TAC in October. He also invited members of the Committee that may have suggestions on any part of the plan, as well as ideas for further analysis, to bring them to staff before the October TAC meeting so that they may be addressed before November when the Committee is expected to endorse the TransAction update.

**b. NVTA Update**

Ms. Backmon mentioned that NVTA anticipates conducting a Call for Regional Transportation Projects in May for the next Six Year Program. She noted that Staff is exploring legislative items, particularly regarding transportation technology to support NVTA's TransAction Technology Strategic Plan.

**Next Steps:** The TAC will continue to be engaged in the update of TransAction. The next meeting of the Committee will take place on October 19, 2022, at 7:00 PM in-person at the NVTA offices.

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

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

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

**DATE:** October 6, 2022

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

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

**A. Transportation Technology Strategic Plan (TTSP)**

The inaugural InNoVation Lunch and Learn will take place on Thursday, October 20th at 11:00am. It will focus on connectivity and automation in transit, with John Zarbo, Operations Section Chief for the Fairfax County Department of Transportation speaking about deployment of the Relay Shuttle in Merrifield. NVTA staff have contacted an array of practitioners across the region about attending these events, and staff will conduct a survey after the event to seek their feedback.

A few small updates have been made to the Transportation Technology Strategic Plan (TTSP), to reflect the adoption of TransAction Goals. These have been noted in the change log posted on the NVTA website. More substantive changes were endorsed by the Transportation Technology Committee (TTC) in July, and which will be presented to the Authority in the coming months. The TTC will also meet in late October or early November to discuss ongoing implementation of the TTSP.

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

Cathy McGhee, Chief Deputy Commissioner and RM3P Program Principal, recently participated in an annual event hosted by the Northern Virginia Chamber of Commerce that focused on the future of transportation. During that event she spoke about RM3P and provided information about the Dynamic Incentivization program element which will send travelers personalized incentives to change their behaviors to avoid problems RM3P identifies along their route with the goal to keep those traveling through the region moving. This is one of the three RM3P program elements that are currently under active procurement.

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

In September, staff worked with the consultant to finalize major enhancements and error fixes for Phase four of the development contract. As a reminder, there are several automated report functions developed in this phase for efficient financial oversight with enhanced Standard Project Agreement (SPA) administration. For example, staff from



multiple entities will have unique access to a SPA when it is being administered by these entities. Another notable enhancement is granting an administrator role with limited functionalities to a jurisdiction/agency staff where he/she can then manage staff access to various functions in PIMMS within that jurisdiction/agency. After all these enhancements are in production and available, staff will notify project sponsors with a list of instructions.

Project sponsors are now utilizing the system for all project administration tasks: reimbursement requests, cost/schedule updates (when necessary), and monthly project status updates. In the last two update cycles, all project status information was updated via PIMMS, making the process more efficient than manual email-based transactions.

#### **D. Federal Highway Administration (FHWA) Listening Session**

NVTA staff member Mackenzie Love, who is the staff lead for TTC, was recently invited to participate in a FHWA Listening Session. The objective of the meeting was to seek input from practitioners that could be useful in developing a framework for effectively integrating Emerging Trends and Technologies (ETT) into Transportation Systems Management and Operations (TSMO.) Other participants represented State DOTs, Transit Agencies, other FHWA entities (state and division offices), Transportation Authorities, and Mayor's Offices and Cities from across the country each of which had a demonstrated track record of planning for and/or implementing innovative transportation solutions.

Lessons learned through NVTA's co-sponsorship of the Regional Multi-Modal Mobility Program (RM3P) and development of its own Transportation Technology Strategic Plan (TTSP), were well received by attendees and FHWA staff. These included but were not limited to utilizing a goal-oriented approach that does not focus on specific technologies but instead on how any given technology could further pre-established needs, and the importance of evaluating any potential innovative solution through the lens of Core Values. Additionally, inputs shared by others throughout the session validated content and approaches used in NVTA's ongoing efforts to proactively prepare for innovation.

#### **E. APA Transportation Planning Division Elections**

NVTA staff member Mackenzie Love has been elected to serve as Vice Chair of Chapter Coordination for the American Planning Association's (APA) Transportation Planning Division (TPD.) This will be her third consecutive term on TPD's Executive Board, for which she is currently Secretary-Treasurer.

The primary responsibility of the Vice Chair of Chapter Coordination is to recruit and work with members of state chapters of APA to serve as Chapter Liaisons to represent TPD; encourage inclusion of transportation-related content at state-level functions; and host other transportation-related events. Through this work Mackenzie will have unique

opportunities to gain insights about transportation initiatives across the country that could be useful to NVTAs' ongoing research and to develop networks of connections that could be leveraged in seeking speakers for NVTAs events.

**F. Scenario Analysis for TransAction Presentation to Transportation Planning Board (TPB) Technical Committee's Travel Forecasting Subcommittee**

NVTA's Regional Transportation Modeler Harun Rashid and Feng Liu from Cambridge Systematics presented on current scenario analyses at NVTA to the Travel Forecasting Subcommittee. Mr. Rashid laid out the regional planning context of this analysis, the assumptions, and take-away from the results. Dr. Liu focused on NVTA modeling framework, with its enhancements over TPB's version 2.4 CUBE model, and shared results of the Plan's No-Build and Build conditions.

**G. Planning Coordination Advisory Committee (PCAC) Vacancy**

PCAC Member, Vice Mayor Martinez, representing the Town of Leesburg, has resigned from the PCAC. We thank him for his nearly two years of service. NVTA staff will contact the Town of Leesburg to fill the vacancy on the Committee.

**H. NVTA 20<sup>th</sup> and 10<sup>th</sup> Anniversary Celebration**

NVTA staff are anticipating hosting an anniversary celebration on June 8<sup>th</sup>, 2023, after the monthly Authority meeting, to celebrate NVTA's 20<sup>th</sup> anniversary and the 10<sup>th</sup> anniversary of the passage of HB2313. In the coming months, staff will coordinate a location, save the dates, and coordinate with past Authority members and key personnel.

**I. Virginia Municipal League Conference**

On October 3<sup>rd</sup>, I presented on a panel at the Virginia Municipal League Conference along with Mayor Wood; Hampton Roads Transportation Accountability Commission Executive Director Kevin Page; Northern Virginia Transportation Commission Executive Director Kate Mattice; Acting Executive Director of the Central Virginia Transportation Authority, Chet Parsons; and Virginia Senate Finance Committee Special Projects Deputy and Legislative Fiscal Analyst for the areas of Agriculture and Forestry, Natural Resources, and Transportation, Jason Powell. We discussed topics including the future of revenues, the current issues surrounding transportation and funding and how the authorities interact with other entities as well as each other.

**J. US Senator Mark Warner's Long Bridge Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Announcement**

On September 30<sup>th</sup>, I attended the ceremonial announcement of the \$20 million allocation from the RAISE program to support the Long Bridge Bike and Pedestrian Crossing Project. U.S. Senator Mark Warner; D.C. Mayor Muriel Bowser; Arlington County Vice Chair, Christian Dorsey; Alexandria Vice Mayor, Amy Jackson; and the

Executive Director of the Virginia Passenger Rail Authority (VPRA) DJ Stadtler, all spoke at the event and discussed the importance of providing more multimodal options for residents. The RAISE Grant was made possible by the Infrastructure Investment and Jobs Act (IIJA), passed in 2021.

**K. Committee for Dulles Luncheon**

On September 29th, I attended the Committee for Dulles Luncheon where Loudoun County Administrator, Tim Hemstreet; Prince William County Interim County Executive Elijah Johnson; and Fairfax County Executive, Bryan Hill, spoke on a panel addressing topics that included transportation and housing.

**L. Arlington County's Boundary Channel Drive Interchange Groundbreaking**

On September 28th, I spoke at the Boundary Channel Drive Interchange Groundbreaking, along with Chair Cristol and officials from VDOT. NVTA has invested more than \$4.3 million in regional revenues to advance the Boundary Channel Drive project, which was one of the first projects ever funded as part of the Authority's inaugural FY2014 funding program.

**M. Prince William Parkway and University Boulevard Intersection Improvements Project Groundbreaking**

On September 27<sup>th</sup>, I attended the Prince William Parkway and University Boulevard Intersection Improvements Project Groundbreaking where Chair Randall and Chair Wheeler provided remarks. NVTA has invested more than \$24 million on this project to reduce traffic congestion and increase vehicle and pedestrian safety.

**N. Jefferson Area Regional Transit Partnership Monthly Meeting Presentation**

On September 22<sup>nd</sup>, I was invited to present at the Regional Transit Partnership Monthly Meeting. The Charlottesville area is exploring creating a transit authority; asking if I could provide insights to NVTA's legislation, structure, funding, planning and programming, and coordination throughout the region.

**O. Northern Virginia Transportation Alliance Annual Meeting**

On Sept 21<sup>st</sup>, I attend Northern Virginia Transportation Alliance Annual Meeting. Chair Wheeler spoke on the importance of transportation in the region, and the President of OpinionWorks and pollster for the Baltimore Sun Steve Raabe, shared key findings from the Alliance's recent Regional Transportation Survey conducted this in September. The Alliance will share these findings with NVTA in the near future.

**P. LeadVA Transportation Panel**

On September 16th, the Lead Virginia Class of 2022 invited Richard Golinowski, senior vice president, Metropolitan Washington Airports Authority, and me to participate in a panel discussion on how transportation defines life in the Northern Virginia region. The panel was moderated by John Markowitz, Deputy Secretary of Finance, Commonwealth of Virginia. We discussed topics such as travel trends, the economic impact of

transportation investments, the state of transportation funding, and future plans for the transportation network.

#### Q. Opening Event for Western Segment of the New 66 Express Lanes

On September 12th, I attended the opening ceremonies for the Western Segment of the Transform I-66 Express Lanes where Virginia Secretary of Transportation Sheppard “Shep” Miller III, Chairman McKay and Chair Wheeler provided remarks. The opening of the nine-mile stretch of express lanes span from Route 29 (Lee Highway) in Gainesville to Route 28 in Centreville, providing mobility options to travelers in the region.

### 2. Monthly Factoid Talking Point:

- A. On December 9, 2021, the Authority adopted 10 weighted performance measures that align with NVTa’s Core Values of Equity, Safety, and Sustainability and achieve the goals of Mobility, Accessibility, and Resiliency. The weighted performance measures were calculated to keep with NVTa’s legislatively mandated charge to give priority to reducing congestion and also demonstrate a clear desire to ‘reward’ projects that support travel choices that go beyond driving alone.

Goal	Objective	Performance Measure	Weight	Alignment with Core Values
<b>Mobility:</b> Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10	
		A2. Total Person-Hours of Delay on Transit	10	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	
		B2. Transit person-miles in dedicated/priority ROW	10	
<b>Accessibility:</b> Strengthen the region’s economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	
<b>Resiliency:</b> Improve the transportation system’s ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	10	
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	

#### Core Values:

- Equitable
- Sustainable
- Safety

\* Measure included in HB 599 rating process.

- B. NVTa’s adopted FY2022-2027 Six Year Program included the full funding of 17 projects and partial funding of three projects. NVTa’s performance measure analysis of the 20 multimodal projects showed that the addition of the projects to the transportation network did not increase vehicle emissions.

### 3. Upcoming Events & Report Updates:

#### A. NVTa Standing Committee Meetings

- **Planning and Programming Committee:** The NVTa Planning and Programming Committee is scheduled to meet November 21<sup>st</sup>, 2022, at 5:00pm.

- **Governance and Personnel Committee:** The NVTa Governance and Personnel Committee is scheduled to meet Thursday, November 10th, 2022, at 5:30pm.
- **Finance Committee:** The NVTa Finance Committee is scheduled to meet Thursday, November 10th, 2022, at 6:00pm.

**B. NVTa Statutory Committee Meetings:**

- **Technical Advisory Committee:** The NVTa Technical Advisory Committee is scheduled to meet Wednesday, October 19th, 2022, at 7:00pm.
- **Planning Coordination Advisory Committee:** The NVTa Planning Coordination Advisory Committee's is scheduled for Wednesday, October 26th, 2022, at 6:30pm.

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

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

**Attachment:** Regional Funding Program Projects Status Report

**NVTA Funding Program Project Status**  
Summary Report

As of September 30, 2022.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$3,120,908,894	1. <b>Arlington County:</b> Virtual Public Information Meeting for CC2DCA Intermodal Connector project, October 25 at 7 p.m. 2. <b>City of Manassas:</b> Virtual Public Information Meeting for Liberia Avenue 3rd Lane Eastbound project, October 13 at 7 p.m.  <b>NOTE:</b> For latest information on project events, please refer to the "Events and Meetings" section on our home page - <a href="https://thenovaaauthority.org/">https://thenovaaauthority.org/</a> For full status information, please check NVTA web page on regional fund projects - <a href="https://thenovaaauthority.org/funded-projects/">https://thenovaaauthority.org/funded-projects/</a>
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$670,527,477	
Total Number of Individual Projects	122	
SPAs	162	
Currently Active	63	
Completed	55	
Not Yet Executed	44	
Substantive Status Updates (during August-September 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
<b>Arlington County</b>		
Crystal City Streets (FY2017)	Segment 1 of Transitway under construction.	28.0%
Boundary Channel Drive Interchange (FY2014)	A ground-breaking ceremony was held on September 8, 2022; construction activities are underway.	50.7%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	Virtual community meeting was held on September 6, 2022. 30% Design Plans expected to complete by December 2022.	63.5%
ART Operations and Maintenance Facilities (FY2018-23)	Construction Notice-To-Proceed issued to contractor on June 14, and a ground-breaking event was held on June 15. All construction related permits issued, contractor is planning various site activities.	7.1%
<b>Fairfax County</b>		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16/FY2017/FY2018-23)	Land rights have been acquired on eight parcels. In November 2021, Shirley Construction submitted revised plans to include four noise barriers. Project completion date has been delayed by these.	FY2015-16: 86.5% FY2018-23: 3.6%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	A public information meeting was held on May 3, to provide design updates. Community Charm Conversations for Stations is complete. 60% Design Plans ongoing.	5.6%
<b>Loudoun County</b>		
Route 15 Bypass Widening: Battlefield Parkway to Montresor Road (FY2018-23)	Phase 1: 100% design plans, and floodplain study alteration submitted to the Loudoun County B&D & VDOT in August.	0.0%
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	Phase 1 - Abutment Stem wall complete & bridge girders are installed.	6.5%
<b>Prince William County</b>		
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Survey and base plan preparation are being completed. A virtual Public Information Meeting was held on September 13. Soils and geotechnical investigations are scheduled for November 2022.	FY2015-16: 89.2% FY2018-23: 0.0%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Construction contract award approved by the Board on May 10, 2022. Construction Notice to Proceed was issued on July 11. A ground-breaking ceremony was held on September 27.	11.2%
North Woodbridge Mobility Improvements (FY2020-25)	50% Design Plans submitted in May. Public hearing was held on June 7, 2022 and comments are being addressed. County is coordinating with Service Authority for design accommodation of existing facilities.	0.0%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Construction is underway. Pedestrian bridge design is anticipated for completion August 2023.	26.2%
<b>City of Alexandria</b>		
Alexandria Duke St Transitway (FY2018-23)	Advisory group meetings were held on August 17/September 15, to review corridor concepts.	0.1%
West End Transitway (FY2015/FY2018-23)	Design contract has been executed. A kickoff meeting is being planned.	37.6%
<b>Town of Herndon</b>		
East Elden Street Improvements & Widening (FY2015-16)	VDOT rejected all bids (August 24), and is reviewing the cost estimate.	24.7%
<b>Town of Leesburg</b>		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	A Public Meeting was held on September 21, to provide project information, answer questions, and get written feedback from public. Presentation to Town Council planned for November to endorse preferred alternative.	24.7%

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

# NVTA Funding Program Project Status

## Summary Report

No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
<b>Arlington County</b>		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	June 2022.	10.0%
Intelligent Transportation System Improvements (FY2018-23)	July 2022.	14.7%
<b>VRE</b>		
Franconia-Springfield Platform Improvements (FY2015-16)	July 2022.	8.8%
<b>WMATA</b>		
Blue Line Traction Power Upgrades (FY2017)	July 2022.	70.1%

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