



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, September 9, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting to be conducted in person and Live Streamed via YouTube

1. **Call to Order** Chair Randall
2. **Roll Call** Margaret Duker, Clerk
3. **Minutes of the July 8, 2021 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

4. **Virginia Transit Equity and Modernization Study** Ms. Ciara Williams, DRPT

Action Items

5. **Approval of Town of Leesburg Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road - Regional Standard Project Agreement 2018-055-3**
Mr. Longhi, CFO
Recommended Action: Approval of Regional Standard Project Agreement
6. **Approval of CMAQ Reallocation for the Town of Vienna**
Ms. Backmon, Executive Director
Recommended Action: Approval of Reallocation
7. **Approval of Amendment to Bylaws – Subsequent Reading** Mr. Longhi, CFO
Recommended Action: Approval of Amendment

Discussion/Information Items

8. **TransAction Update - Public Engagement Activities**
Ms. Backmon, Executive Director
9. **RM3P Procurement Status Update** Ms. Backmon, Executive Director

10. Update on Travel Trends in Northern Virginia

Mr. Rashid, Transportation Planner

**11. Governance and Personnel Committee Report
2022 Legislative Program Discussion**

Chair Randall, Chair
Ms. Backmon, Executive Director
Ms. Baynard, McGuire Woods Consulting, LLC.

12. Planning and Programming Committee Report

Mayor Wilson, Chair

13. Planning Coordination Advisory Committee Report

Mayor Colbert, Chair

14. Technical Advisory Committee Report

Mr. Boice, Chair

15. Executive Director's Report

Ms. Backmon, Executive Director

16. Chair's Comments

Closed Session

17. Adjournment

Correspondence

18. Letter from Commissioner Brich

Next Meeting: October 14, 2021 at 7:00pm

NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, July 8, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted at NVTa Offices and Live Streamed via YouTube

1. Call to Order

Vice Chairman Snyder

- ✓ Vice Chairman Snyder (on behalf of Chair Randall) called the meeting to order at 7:05pm.

2. Roll Call

Margaret Duker, Clerk

- ✓ Voting Members: Vice Chairman Snyder; Supervisor Alcorn (for Chairman McKay); Chair Wheeler; Board Member Cristol; Mayor Wilson; Mayor Rishell; Councilmember Stehle (for Mayor Meyer); Mayor Davis-Younger; Senator Boysko (joined at 7:22pm); Delegate Watts; Delegate Roem; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Mr. Lynch; Ms. Mitchell (Participated remotely from Richmond due to inclement weather).
- ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Erica Hawksworth (Communications and Public Affairs Manager); Margaret Duker (Board Clerk).

Other Attendees: Rob Dickerson (Council of Counsel – Prince William County); MinhChau Corr (Council of Counsel – Arlington County).

3. Minutes of the June 10, 2021 Meeting

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

- ✓ Chair Wheeler moved for the acceptance of the June 10, 2021, meeting minutes; seconded by Delegate Roem. Motion passed by 10-0-2 (Supervisor Alcorn and Councilmember Stehle abstained as they were not at the last meeting.)

Consent

- 4. Approval of The City of Falls Church Downtown Multimodal Improvements- Regional Standard Project Agreement 2020-301-1**
- 5. Approval of The City of Falls Church West Falls Church Access to Transit and Multimodal Connectivity- Regional Standard Project Agreement 2020-302-1**
- 6. Approval of Prince William County North Woodbridge Mobility Improvements- Regional Standard Project Agreement 2020-303-1**

- ✓ Mayor Rishell moved approval of the proposed Standard Project Agreements 2020-301-1, City of Falls Church (Downtown Falls Church Multimodal Improvements); 2020-302-1 (West Falls Church Access to Transit and Multimodal Connectivity) and 2020-303-1 Prince William County (North Woodbridge Mobility Improvements), in accordance with NVTAs approved Project Description Sheet as appended to the Standard Project Agreement; and to authorize the Executive Director to sign on behalf of the Authority; seconded by Chair Wheeler. Motion passed 12-0-0.

Action Items

7. Approval of Audit Service for Duplicate Payments

Mr. Longhi, CFO

Recommended Action: Approval of Audit Service Agreement

- ✓ Mr. Longhi recapped discussions of known duplicate project reimbursements and requests at the last Finance Committee meeting, noting that it is the responsibility of project sponsors to monitor reimbursements and prevent duplications.
- ✓ He added that the Finance Committee recognized the risk to the Authority and the need to assess that risk and assist project sponsors in preventing duplicate reimbursement requests.
- ✓ As a result, the Finance Committee recommends having the Authority's independent external auditor (PB Mares LLP) conduct a limited agreed upon procedures audit of project reimbursements.
- ✓ This will be a data-driven approach and will consist of taking a sample set of 9 projects for this audit at a cost of \$18,500.
- ✓ Mr. Longhi noted that since this is a limited scope engagement, focused on high-risk projects, the finding of no duplicates does not mean none have occurred. However, that result will provide some assurance of the risk level.
- ✓ If approved, the Auditors will proceed with the audit and should have an update for the Finance Committee at the September meeting.
- ✓ Mayor Rishell moved approval of the attached Agreed Upon Procedures Audit Agreement with PBMares, LLP, and budget and appropriate \$18,500 from the Operating Budget Reserve for this purpose; seconded by Board Member Cristol. Motion passed unanimously.

8. Approval of Amendment to Bylaws

Mr. Longhi, CFO

Recommended Action: Approval of Amendment

- ✓ Mr. Longhi provided an update to the Authority noting that at the May meeting, the Governance and Personnel Committee was informed that there is an inconsistency with the Executive Director's title as presented in the Code of Virginia.
- ✓ He noted that changes to the Bylaws requires two readings at the Authority. The first reading occurred at the June Authority meeting.

- ✓ He added that if approved, action can be taken to make the amendment from Executive Director to Chief Executive Officer in the Bylaws and thus achieve consistency per the Code of Virginia.
- ✓ Delegate Watts inquired whether there was a generic reference to this Bylaws change, stating that she recommends the Council of Counsel determine if this is an optional or mandatory change. She noted the Commonwealth Department of Legislative Services also can provide this guidance.
- ✓ Mayor Wilson also recommended having the Council of Counsel provide an opinion.
- ✓ Vice Chairman Snyder deferred the motion for the Council of Counsel to review and provide an opinion.

9. Approval of Compensation Time Amendment to Employee Handbook

Mr. Longhi, CFO

Recommended Action: Approval of Amendment

- ✓ Mr. Longhi noted that Ms. Baynard, with McGuireWoods Consulting, had shared some legal notices from the law firm of McGuireWoods related to compensatory time.
- ✓ Changes to the Virginia Code passed during the 2021 General Assembly Session which changed the Virginia Overtime Wage Act disallowing employers to use compensatory time instead of overtime pay.
- ✓ Per Code, beginning July of this year, employers can no longer offer compensatory time (time off) as overtime pay to nonexempt employees.
- ✓ Mr. Longhi noted that this change has no fiscal or operational impact on the Authority as there are no non-exempt employees. However, he is requesting the policy change to maintain compliance with the Code of Virginia and in case the Authority did hire non-exempt staff in the future.
- ✓ Board Member Cristol inquired whether the Members of the General Assembly had any insight about this change and what had driven it. She noted that while this is apparently not an issue for the Authority, it does appear to be an issue for localities.
- ✓ Senator Boysko commented that as a former staffer of a public body, there were times when part-time staffers went above and beyond the regular hours of work and the right thing to do was to ensure that extra time was compensated for. Therefore, she was happy to look into it further.
- ✓ Delegate Roem noted that she could not recall if this Bill had come before any of the committees that Authority General Assembly Members sit on.
- ✓ Delegate Watts remarked that looking at the length of meetings at General Assembly Sessions, she believes this should be standard operating procedure.
- ✓ Vice Chairman Snyder moved the Authority approve the attached changes to Section 3.5 of the NVTA Employee Handbook as noted below; seconded by Board Member Cristol. Motion passed unanimously.

10. Chief Executive Officer Position Description and Compensation Consulting Engagement

Mr. Longhi, CFO

Recommended Action: Approval of Consulting Agreement

- ✓ Mr. Longhi noted that this item came before the Governance and Personnel Committee (GPC) earlier in the evening, and following discussions, the GPC came to agreement to modify the suggested motion to include language to make it subject to review by the Council of Counsel.
- ✓ He noted that after several efforts, over several months to come up with different options for the Chief Executive Officer (as the GPC requested the position be addressed in this process) position description and compensation study, the GPC requested at the June meeting that a Request for Proposals (RFP) be issued for an independent consultant to update the Chief Executive Officer position description and perform a compensation analysis.
- ✓ He noted that the GPC recognized the short timeframe to complete this effort prior to the September GPC meeting, explaining that the RFP was issued on June 16, 2021, with a deadline of noon on June 28, 2021. The RFP posted on eVA and NVTAs websites as well as distributed to various firms with a request to forward to interested parties. Notice of the RFP was also sent directly to 11 executive search consulting firms via their online portals.
- ✓ Mr. Longhi noted that three valid proposals were received by the due date.
- ✓ Out of the three firms, two scored high enough to advance to the negotiations/best and final stage.
- ✓ Vice Chairman Snyder noted that the Consultant firm put forward a very impressive proposal and as agreed, the GPC believes this will add value and recommends moving forward subject to review by the Council of Counsel.
- ✓ Board Member Cristol noted that she appreciates the great lengths taken to get to this point. Adding that she strongly supports this procurement process since it behooves the Authority to ensure the Executive Director is properly compensated.
- ✓ She noted, this study will serve the Authority in the long term and thus it will be expedient to move forward with the process.
- ✓ Board Member Cristol moved Authority approval of the attached Chief Executive Officer Position Description and Compensation Consulting Engagement Agreement with The Millennium Group International LLC, subject to the contract review by the Council of Council, and authorize the CFO to sign on behalf of the Authority. Additionally, she moved the Authority budget and appropriate \$25,000 from the Operating Budget Reserve for this purpose; seconded by Mayor Wilson. Motion passed unanimously.

11. Approval of Endorsement for Fairfax County's Application to the USDOT for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Ms. Backmon, Executive Director

Recommended Action: Approval of Letter of Endorsement

- ✓ Ms. Backmon informed the Authority that Fairfax County is seeking endorsement for its application for the Rebuilding American Infrastructure with Sustainability

and Equity (RAISE) Grant Program, for its Richmond Highway Bus Rapid Transit Project.

- ✓ Adding that this project is in TransAction and received \$250 million in funding from the Authority in the FY2018-2023 Six Year Program.
- ✓ Ms. Backmon noted that Fairfax County is seeking the maximum allowable amount of \$25 million from the RAISE Program and the deadline is July 12, 2021.
- ✓ Delegate Roem remarked that typically localities do not have to go through NVTa to apply for RAISE funding but since this project is already funded by NVTa, she is happy to support it. She did note that she hopes Authority Members will encourage localities to take advantage of this funding.
- ✓ Supervisor Alcorn moved Authority Endorsement of Fairfax County's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for the Richmond Highway Bus Rapid Transit Project; seconded by Senator Boysko. Motion passed unanimously.

Discussion/Information Items

12. Transportation Planning Board's Visualize 2045 Update (Verbal Report)

Ms. Backmon, Executive Director

- ✓ By way of background, Vice Chairman Snyder noted that at the last Authority meeting, an Alternate Resolution regarding the adoption of projects for inclusion in the Transportation Planning Board's (TPB) air quality conformity determination analysis for Visualize 2045, and how the region's climate change initiatives/greenhouse gas emissions reductions goals would be met, was discussed.
- ✓ Although the TPB made various commitments to address climate issues in the Long-Range Plan, there was the issue of some Maryland localities not being in agreement with the I-495/I-270 Traffic Relief Plan, which is inclusive of the American Legion Bridge Project, leading to debate amongst the TPB Members.
- ✓ The TPB voted to remove the I-270 Project from the air quality conformity analysis, a move which prompted various jurisdictions and agencies including VDOT, various Northern Virginia localities and the Maryland Department of Transportation (MDOT) to send letters to the TPB, regarding the importance of the project and a request to reconsider the removal.
- ✓ Ms. Backmon thanked Vice Chairman Snyder for his synopsis and noted that at the last meeting, there were many questions arising from the proposed Alternate Resolution. However, that Resolution was rescinded and a new resolution was brought forward.
- ✓ This compromise Resolution was in two parts:
 - First, no removal of projects from the air quality conformity analysis for the Visualize 2045 Long Range Plan.
 - Also addressing climate change mitigation starting with a zero-based budget with certain exceptions to start at the end of the Climate Change Study (which the TPB has underway and expected to complete by the end of this calendar year. The results of this Study will be used in updating Visualize 2024).

- ✓ She added that the new Resolution passed but was amended to remove the I-270 Project.
- ✓ Vice Chairman Snyder welcomed Mr. Lynch, Northern Virginia Department of Transportation's (VDOT) new District Administrator, to the Authority, asking what the position of VDOT is regarding the TPB issue and also what could be the impact on Virginia's projects with the removal of the I-270 project from the TPB's Long Range Plan.
- ✓ Mr. Lynch informed the Authority that since the removal of the I-495/ I-270 project from TPB's Long Range Plan, three letters (one from Virginia and two from Maryland) have been sent to the TPB requesting that those projects be reinstated.
- ✓ Adding that on July 1, 2021, VDOT sent a letter to the TPB asking that the proposal be amended to include Maryland's I-495/ I-270 project which extends towards I-395.
- ✓ Vice Chairman Snyder asked if Mr. Lynch could explain the impact on Virginia should the I-270 project be removed or included.
- ✓ Mr. Lynch responded that VDOT's I-495 NEXT project, is moving forward and has independent utility from the Maryland project.
- ✓ He added that although the I-495 NEXT project could still function, there are aspects of the Maryland I-270 plan which enhances the overall benefits of Virginia's projects.
- ✓ That is, it enhances transit and will help alleviate the congestion issues created by the bottleneck (experienced both ways) on the American Legion Bridge.
- ✓ He noted that the exclusion of the Maryland project further limits Virginia's capital investment of \$2.5 million (per year) in the road extension towards the American Legion Bridge.
- ✓ Board Member Cristol sought to clarify, noting that whilst listening to a presentation on a study of these projects, a presenter had recharacterized them by stating that the additional lanes and capacity for the projects were sufficient but not necessary and that improvements for single and high occupancy vehicles would be better, asking Mr. Lynch if this was the case.
- ✓ Mr. Lynch responded in the affirmative.
- ✓ Ms. Hynes added that without some form of widening at the American Legion Bridge, buses would get stuck in traffic. She added that Secretary Valentine sent a letter to the Fairfax County Board committing to move the project forward.
- ✓ Supervisor Alcorn noted that if Maryland does not widen the Bridge, travelers using the general-purpose lanes would spend an extra four minutes in traffic at those sections.
- ✓ Supervisor Alcorn encouraged Authority Members to talk to their TPB colleagues to try to secure the needed votes to get the project reinstated.
- ✓ Delegate Roem wanted to know would happen if the Maryland project does not move forward, who will be responsible for its maintenance and improvements.

- ✓ Mr. Lynch noted that if the Maryland project does not move forward, they are likely to pull some funding from other projects for the Bridge's rehabilitation but with no expansion.
- ✓ Delegate Roem commented that one vehicle flipping over on the American Legion Bridge has serious repercussions on the region.
- ✓ Mr. Lynch added that although the Bridge is in Maryland, VDOT has 20% stake in its maintenance and operations.
- ✓ Mayor Rishell expressed her hope to see the Maryland project restored; if not it may serve as an unfortunate precedent that would be revisited in future.
- ✓ Delegate Watts inquired from Supervisor Alcorn if he could provide some insight to what the TPB weighted voting is.
- ✓ Supervisor Alcorn responded this comprises of how many votes members of the TPB have based on their population size.
- ✓ Board Member Cristol noted her profound gratitude for the region's VDOT and Commonwealth Transportation Board's (TPB) representative's insight.
- ✓ Vice Chairman Snyder wrapped up the discussion, noting that there will more communication regarding the issue in the coming weeks.

13. 2020 Commuting Trends in Northern Virginia: Impacts of COVID-19- Update

Mr. Rashid, Transportation Planner

- ✓ Ms. Backmon proceeded to provide a high-level update on travel trends in Northern Virginia since the last presentation at the June Authority meeting. Some key points to note include the following:
 - Travel volumes for freeways and various transit systems indicate that travel is gradually trending up in the region. Travel volumes in the month of June reported about 92% of pre-COVID conditions compared to 89% in May.
 - Travel speeds remain high at 13% faster than it did at 12% in May.
 - Also, with more employers implementing telework policies, travel patterns by Time-of-Day indicate a decline in the traditional AM Peak as Peak times are now being experienced at middays since more people continue to work from home (per a special Census Survey by Online Household Pulse Survey). About 47% of the workforce in Washington D.C. Metro area worked from home in June.
 - Travel peaked on July 4th most likely due to the holiday and the Virginia Railways Express (VRE) has reinstituted its full travel schedule.
 - A comprehensive update with transit ridership data from providers in the Northern Virginia area is expected at the September meeting.
- ✓ Vice Chairman Snyder remarked that highway safety keeps getting worse.
- ✓ Ms. Hynes added that more speed cameras on highways with increased police patrol could help mitigate the issue, however that is a discussion to be had at the CTB.

- ✓ Senator Boysko and Delegate Watts commented on the need for more police patrols.
- ✓ Vice Chairman Snyder noted that the TPB approved certain recommendations for the local governments.
- ✓ Ms. Backmon responded that NVTa is looking to incorporate that information into the TransAction update.

14. Governance and Personnel Committee Report (Verbal Report)

Vice Chairman Snyder

- ✓ GPC update provided early on in the meeting by Vice Chairman Snyder.

15. Finance Committee Report

Mayor Rishell, Chair

- ✓ Mayor Rishell provided an update of the Finance Committee, noting that the Committee last met on June 17, 2021, and is scheduled to meet next on July 15th.
- ✓ She noted that the Committee received an update on the Reimbursement Parameter Study and discussed its purposes of ensuring transparency, equity, consistency and accountability of public funds entrusted to the Authority to fund projects.
- ✓ Additionally, the Finance Committee also reviewed and discussed the Duplicate Payment Audit Service and the monthly financial reports.

i. Investment Portfolio Report

Mr. Longhi, CFO

- ✓ No verbal report given.

ii. Monthly Revenue Report

Mr. Longhi, CFO

- ✓ No verbal report given.

iii. Operating Budget Report

Mr. Longhi, CFO

- ✓ No verbal report given.

16. Executive Director's Report

Ms. Backmon, Executive Director

- ✓ Ms. Backmon reminded the Authority that the Call for Regional Transportation Projects was approved at the June Authority Meeting.
- ✓ The application portal was opened on July 1st with a deadline of October 1, 2021.
- ✓ There are ongoing discussions with localities regarding the application process.
- ✓ Additionally, NVTa is in the process of updating TransAction with the approval of the Six Year Program and TransAction Update next year.
- ✓ Delegate Roem inquired that if a project applied to be added to TransAction, can that project be in the Six Year Program.
- ✓ Ms. Backmon responded that the project needs to be in the current TransAction before it can be added to the next Six Year Program.

17. Chair's Comments:

- ✓ Vice Chairman Snyder thanked everyone for attending the meeting.

18. Adjournment: The meeting adjourned at 8:11pm.

Next Meeting: September 9, 2021 at 7:00pm
NVTA Offices



Virginia Transit Equity & Modernization Study

September 9, 2021

Ciara Williams

NOVA Transit Planning Manager, DRPT

Outline

- Study Overview
- Study Development Process
- Topic Areas
- Questions

Study Overview

How did we get here?

HJ 542 (2021)

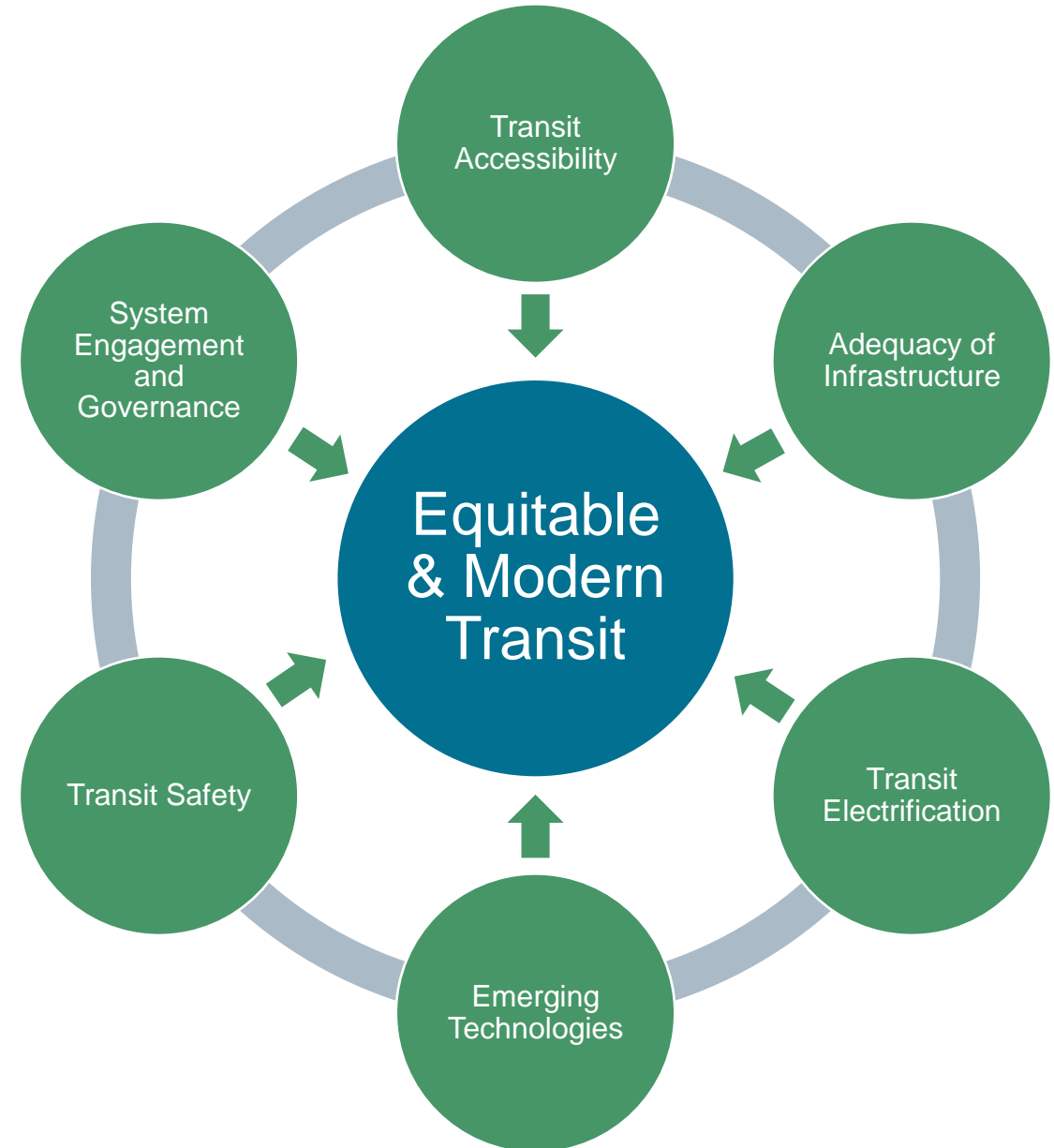
- DRPT to complete a needs assessment focusing on the equitable delivery of transit services and modernization of transit in the Commonwealth
- Emphasis on transit services and engagement opportunities for underserved and underrepresented communities



Study Overview

How did we get here?

- In addition to “equity” and “modernization” the resolution requires DRPT to explore a wide variety of topics
- Key deliverables
 - December 2021: Interim Report
 - August 2022: Final Report



Study Overview

What will this study accomplish?

- ✓ Will identify transit agency, rider, and stakeholder needs
- ✓ Will develop an action plan to address those needs

What will this study not accomplish?

- ✗ Will not be an asset inventory
- ✗ Will not single-out transit agencies for poor performance, conditions, etc.

Study Development Process

- Project Administrator: DRPT
- Prime Consultant: Kimley Horn & Associates
- Sub-consultants:

Powerful Pathways

Sharpe & Company

WBA Research

Virginia Navigator

Connetics Transportation Group

IBI Group

Center for Transportation and the Environment

Interactive Elements Inc.

Virginia Transit Association

Trillium

Study Development Process



Study Development Process

Data Collection

- TDPs & TSPs
- Public Participation Plans
- Title VI Plans
- GIS/GTFS data
- Bus stop amenities data
- Capital Improvement Programs/Plans
- Public Transportation Agency Safety Plans (PTASP)
- TransAM data and other fleet data
- Transit Asset Management (TAM) plans
- NTD data
- Census data
- ADA accessibility data
- Emergency preparedness procedures
- Employee safety training manuals
- COVID-19 strategies and cleaning protocols
- DRPT Multimodal System Design Guidelines

Study Development Process

Needs and
Opportunities
Assessment

Transit agency and public engagement activities will inform the development of a needs and opportunities assessment

Transit Agency Engagement Activities	Public Engagement Activities
Transit Agency Survey	Study Website
Transit Equity Committee (TEC)	Stakeholder Meetings
Four (4) Technical Working Groups (TWGs)	Virtual Transit Equity & Modernization Forum
Transit Equity Training	Transit Rider Focus Groups
Transit Agency Outreach Kit	Comment Database
Transit Agency Interviews	Board Briefings

Study Development Process

Action Plan

- Findings from the Needs and Opportunities Assessment will inform the development of a Study Action Plan
 - The Study Action Plan will include recommendations and implementation strategies that address barriers by topic area
 - The plan will describe specific actions, next steps, coordination required, timeline for implementation and responsible agencies.
-
- **IMPORTANT:** We anticipate that the Study Action Plan will advise changes to DRPT funding programs and policies, and the development of future plans.

Study Development Process

Final Report

- Due to General Assembly in August 2022
- Summary of the study process and findings, including an executive summary

Questions that we want answered:

What will it take to make the Commonwealth's transit networks equitable and modern?

What can DRPT and other partners do to achieve this goal?

Topic Areas

Four (4) Technical Working Groups (TWGs) will focus on the following topics:

**Accessibility &
Adequacy of
Infrastructure**

**Emerging
Technologies
&
Electrification**

Transit Safety

**System
Engagement &
Governance**

Questions?

Ciara Williams

Ciara.Williams@drpt.Virginia.gov

Project Manager:

Grant Sparks

grant.sparks@drpt.Virginia.gov



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 2, 2021.

SUBJECT: Regional Funding Project 2018-055-3 Town of Leesburg – Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road.

-
1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-055-3.
 2. **Suggested motion.** *I move approval of the proposed Standard Project Agreement 2018-055-3 Town of Leesburg (Route 15/Edwards Ferry Road Interchange), in accordance with NVTAs approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.*
 3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2022 appropriation approval on April 8, 2021, for an amount of \$5,400,000. In each of the previous programs of FY 2014 and FY 2015-16, this project received regional funds of \$1,000,000, for a total of \$2,000,000, in Study/Preliminary Engineering phases.
 - b. The attached SPA presented by Town of Leesburg is consistent with the project previously submitted by Town of Leesburg and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: SPA for NVTAs Project Number 2018-055-3 can be found [here](#).

Coordination: Council of Counsels

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

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
 for Town of Vienna

DATE: September 2, 2021

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval for the Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for the Town of Vienna.
2. **Suggested Motion:** *I move approval of the reallocation of \$351,800 in CMAQ funds from UPC 100489 and UPC 112482 to UPC 111471, for the Town of Vienna.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
 The Town of Vienna requested transfer of:
 - \$30,329 from UPC 100489 (Traffic Signal Reconstruction – a “Program UPC” not on a project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).
 - \$321,471 from UPC 112482 (Sidewalks to Metrorail – Kinsley Rd btw Fredrick & DeSale – set up as a duplicate project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).

The additional \$351,800 in CMAQ funds will help accommodate the current construction estimate deficit of \$401,114. The Town will cover the remaining \$49,314 in deficit. With this deficit addressed, UPC 111471 can proceed with the ROW process.

At its meeting on August 26, 2021, the RJACC recommended approval of the request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 9, 2021

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for The Town of Vienna

Dear Mr. Lynch:

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

The Town of Vienna requested transfer of:

- \$30,329 from UPC 100489 (Traffic Signal Reconstruction – a “Program UPC” not on a project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).
- \$321,471 from UPC 112482 (Sidewalks to Metrorail – Kinsley Rd btw Fredrick & DeSale – set up as a duplicate project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).

The additional \$351,800 in CMAQ funds will help accommodate the current construction estimate deficit of \$401,114. The Town will cover the remaining \$49,314 in deficit. With this deficit addressed, UPC 111471 can proceed with the ROW process.

On September 9, 2021, the Authority approved the requests noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Executive Director, NVTA
Michael Gallagher, Director, Public Works, Town of Vienna
Andrew Jinks, Transportation Engineer, Town of Vienna



August 24, 2021

Ms. Noelle Dominguez, Chair
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: Reallocation of CMAQ funds, UPC 112482 & UPC 100489 to UPC 111471

Dear Ms. Dominguez,

The Town of Vienna requests RJACC approval of the following transfer of Congestion Mitigation and Air Quality (CMAQ) Funds:

- \$30,329 from UPC 100489 (Traffic Signal Reconstruction – a “Program UPC” not on a project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).
- \$321,471 from UPC 112482 (Sidewalks to Metrorail – Kinsley Rd btw Fredrick & DeSale – set up as a duplicate project) to UPC 111471 (Route 123 and Route 243 Signal Upgrades).

The additional \$351,800 in CMAQ funds will help accommodate the current construction estimate deficit of \$401,114. The Town will cover the remaining \$49,314 in deficit. With this deficit addressed, UPC 111471 can proceed with the ROW process.

Please note that the recipient project, UPC 111471, was not previously approved by the Authority and so The Town of Vienna also requests the RJACC recommend approval from the Authority (September meeting).



TOWN OF
VIENNA
Public Works

My contact information is 703-255-6381 or email at andrew.jinks@viennava.gov .

Sincerely,

Andrew Jinks, PE
Transportation Engineer - Town of Vienna

Enclosure(s): CMAQ RSTP Transfer Request forms

cc: Mike Gallagher, TOV
 Marion Serfass, TOV
 Saif-ur Qargha, VDOT
 Carol Sinclair, VDOT
 Nassre Obeed, VDOT

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

Attachment.

Date: 7/28/2021

Name of Jurisdiction/Agency Requesting: Town of Vienna

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$30,329

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100489	TRAFFIC SIGNAL RECONSTRUCTION	CMAQ	Y		\$30,329.00	111471	ROUTE 123 AND ROUTE 243 SIGNAL UPGRADES	N					

TOTAL OF TRANSFER

\$30,329.00

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 7/28/2021

Name of Jurisdiction/Agency Requesting: Town of Vienna

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$321,471

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
112482	SIDEWALKS TO METRORAIL - KINSLEY RD BTW FREDERICK & DESALE	CMAQ	Y		\$321,471.00	111471	ROUTE 123 AND ROUTE 243 SIGNAL UPGRADES	N					

TOTAL OF TRANSFER

\$321,471.00

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, CFO

DATE: September 2, 2021

SUBJECT: Amendment to Bylaws – Subsequent Reading

1. **Background:** The Northern Virginia Transportation Authority (NVTa) Governance and Personnel Committee (GPC) is charged in the Authority Bylaws with the periodic review and procedural amendments to the Bylaws (Article V, C., 1., a.).
2. **Suggested Motion:** *I move Authority adoption of the proposed Bylaws position title changes presented below.*
3. **Discussion:** There is an inconsistency between the Code of Virginia chapter which created the NVTa and authorizes staff, and the NVTa Bylaws. The inconsistency is in the title of Executive Director (Bylaws) and Chief Executive Officer (Code of Virginia). Specific references are presented below.
 - a. **Code of Virginia, § 33.2-2503. Staff.** The Authority shall employ a chief executive officer and such staff as it shall determine to be necessary to carry out its duties and responsibilities under this chapter. No such person shall contemporaneously serve as a member of the Authority. The Department of Transportation and the Department of Rail and Public Transportation shall make their employees available to assist the Authority, upon request.
 - b. **NVTa Bylaws, Article VII, Administration. A. Executive Director.** The Authority shall employ an Executive Director who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The Executive Director shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The Executive Director shall propose activities to the Authority and shall carry out policies, programs and projects approved by the Authority, and shall be responsible for

preparing and presenting the annual budget. The Executive Director may not contemporaneously serve as a member of the Authority.

4. Next Steps: The Authority's Bylaws and the Code of Virginia should be consistent. Achieving this consistency will necessitate amending the Bylaws as presented below:

- a. NVTB Bylaws, Article VII, Administration. A. ~~Executive Director~~ Chief Executive Officer. The Authority shall employ an ~~Executive Director~~ Chief Executive Officer who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The ~~Executive Director~~ Chief Executive Officer shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The ~~Executive Director~~ Chief Executive Officer shall propose activities to the Authority and shall carry out policies, programs and projects approved by the Authority, and shall be responsible for preparing and presenting the annual budget. The ~~Executive Director~~ Chief Executive Officer may not contemporaneously serve as a member of the Authority.
- b. The Bylaws currently contain seven additional references to Executive Director which would be amended to Chief Executive Officer, for a total of 12 amendments.
- c. The position description/compensation consultant, The Millennium Group, is developing recommendations based on the title Chief Executive Officer.
- d. The NVTB Council of Counsels has advised that the title change is permissible but not legally required.
- e. All amendments to the Bylaws must be considered at two, or more Authority meetings prior to action, with Authority action permitted at a subsequent meeting after the first reading.

Coordination: NVTB Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

8.

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 2, 2021

SUBJECT: TransAction Update – Public Engagement Activities

- 1. Purpose.** To inform Northern Virginia Transportation Authority (NVTA) of the status of public engagement activities for the TransAction update. These activities will inform the development of goals, objectives, and performance measures for the evaluation of projects/packages of projects in TransAction.
- 2. Background.** The Authority adopted the current version of the TransAction Plan, the long-range transportation plan for Northern Virginia, on October 12, 2017. The Authority officially kicked off the update to TransAction Plan at its January 9, 2020 meeting with a public listening session. The Authority awarded the contract for consultant services for TransAction update to the Cambridge Systematics team at its meeting on March 11, 2021. TransAction will be updated in three phases, starting with a review of transportation needs and priorities. Each phase of the work comprises an integrated approach that includes planning and public engagement activities. Phase 1 is the most important phase for public engagement as it provides the greatest opportunity to shape the overall approach to the TransAction update at an early stage in the process. This memorandum describes the Phase 1 public engagement activities and supporting initiatives.
- 3. Public Engagement Activities.** During Phase 1, which continues until October 31, 2021, there are multiple public engagement opportunities. Mindful of the Authority's core values, especially the equity core value, NVTA staff and the consultant team have designed public engagement opportunities to target underserved populations that may otherwise feel excluded. The TransAction [website](#) provides full details of engagement activities, and a summary is provided below:
 - a. Online Survey** – offered in English, Spanish, and Korean, this survey is targeted at all who live, work, or have business in Northern Virginia, and those who visit or pass through. The survey is open until September 17, and is the primary opportunity to engage with NVTA and the consultant team.

- b. **Pop-up Events** –while distributed throughout the region, and open to all, the locations for these in-person events maximize the opportunity to intercept populations in equity emphasis areas. Translators are available at each location to minimize language barriers and help visitors to complete the online survey. In total, ten pop-up events will take place through September 15, complementing the online survey.
 - c. **Live Chat Sessions** – four separate sessions between August 26 and September 16 provide an opportunity to ‘chat’ with NVTa staff on a one-on-one basis via the TransAction website. Each session lasts for two hours on a Thursday afternoon while the online survey is open. In addition to these four publicized sessions, NVTa staff has randomly initiated live chat sessions on an unannounced basis.
 - d. **Focus Groups** – eight invite-only sessions held during the second half of July provided an opportunity to explore transportation topics in more detail than is possible through the online survey. Focus group segmentation considered access to transit and federal Title VI classification status, among a total sample size of 95 adult Northern Virginians.
 - e. **Stakeholder Group** – NVTa staff has created a stakeholder group comprising contacts from organizations that represent individual citizens and/or individual businesses. Initially based on the subscription lists for NVTa’s eBlasts, the stakeholder group currently includes more than 50 organizations, including advocacy groups, citizen associations, chambers of commerce, and associations representing businesses. NVTa staff will continue to add qualified organizations to this stakeholder group, prior to scheduling a meeting with the stakeholder group in October.
- 4. Supporting Initiatives.** To enable the extensive public engagement activities described in the previous section, NVTa staff and the consultant team have coordinated with regional partners on numerous supporting initiatives to promote the online survey, including:
- a. Refreshed TransAction website;
 - b. Resources and tools with message templates for use by:
 - Authority members;
 - Planning Coordination Advisory Committee members;
 - Chief Executives of member jurisdictions and the region’s five largest towns;
 - Local and regional Public Information Officers;
 - Stakeholder Group members; and
 - c. Social media messaging, including a new NVTa Instagram account to supplement existing Twitter and Facebook accounts.
- 5. Next Steps.** The online survey will close on September 17, 2021. NVTa staff will share findings from the online survey and focus groups during the October 2021 committee meeting cycle, and post these on the TransAction website and through social media. NVTa staff will announce future public engagement opportunities for phases 2 and 3 in due course. Phase 2 includes the next edition of NVTa’s public perception survey, scheduled for late 2021. Phase 3 includes formal public comment and a Public Hearing during 2022.

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 2, 2021

SUBJECT: RM3P – Procurement Status Update

1. **Purpose.** To inform Northern Virginia Transportation Authority (NVTa) of the status of procurement activities for the Regional Multimodal Mobility Program (RM3P).
2. **Background.** RM3P has a mission to *“leverage the collaborative use of real-time data by Virginia’s public and private sectors to improve travel safety, reliability, and mobility, and to give the public the tools to make more informed travel choices.”* As such, RM3P is highly consistent with NVTa’s vision for the Northern Virginia multimodal transportation system.

NVTa has been actively contributing to pursuit of this mission for the past two years, in partnership with its Co-sponsors the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), along with an array of local and regional partners and stakeholders.

RM3P is comprised of five Program Elements that utilize technology to address distinct needs, but will also work synergistically to address overarching travel challenges:

- a. Data-Exchange Platform;
- b. Artificial Intelligence-Based Decision Support System;
- c. Commuter Parking Information System;
- d. Multi-Modal Analytical Planner; and
- e. Dynamic Incentivization.

The RM3P website (<https://rm3pvirginia.org/>) describes each Program Element in more detail.

3. **Procurement Activities.** VDOT has recently released a Request for Qualifications (or RFQ), which will serve to pre-qualify vendors to reply to a future Request for Proposal (or RFP) to implement, deploy, and operate the Artificial Intelligence-Based Decision Support System Program Element. When deployed, this will *“help predict the impact of disruptions to the transportation network and provide coordinated response options to agencies.”* Interested

parties may learn more and reply to the request through the Commonwealth's eVA procurement platform:

https://mvendor.cgieva.com/Vendor/public/ADVSODetails.jsp?PageTitle=SO%20Details&DOC_CD=FQC&Details_Page=ADVSODetails.jsp&DEPT_CD=A501&BID_INTRNL_NO=52&BID_NO=52&BID_VER_S_NO=1

Earlier this summer it was also announced that the Regional Integrated Transportation Information System (RITIS) was selected to serve as the basis of another Program Element, the Data Exchange Platform, which will house and facilitate sharing of critical information on real-time and historic multi-modal travel conditions.

- 4. Next Steps.** It is anticipated that further procurement announcements will follow in the coming weeks, meaning that deployments will begin in 2022.

NVTA staff will continue to collaborate with VDOT and DRPT staff as RM3P advances.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

10.

MEMORANDUM

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

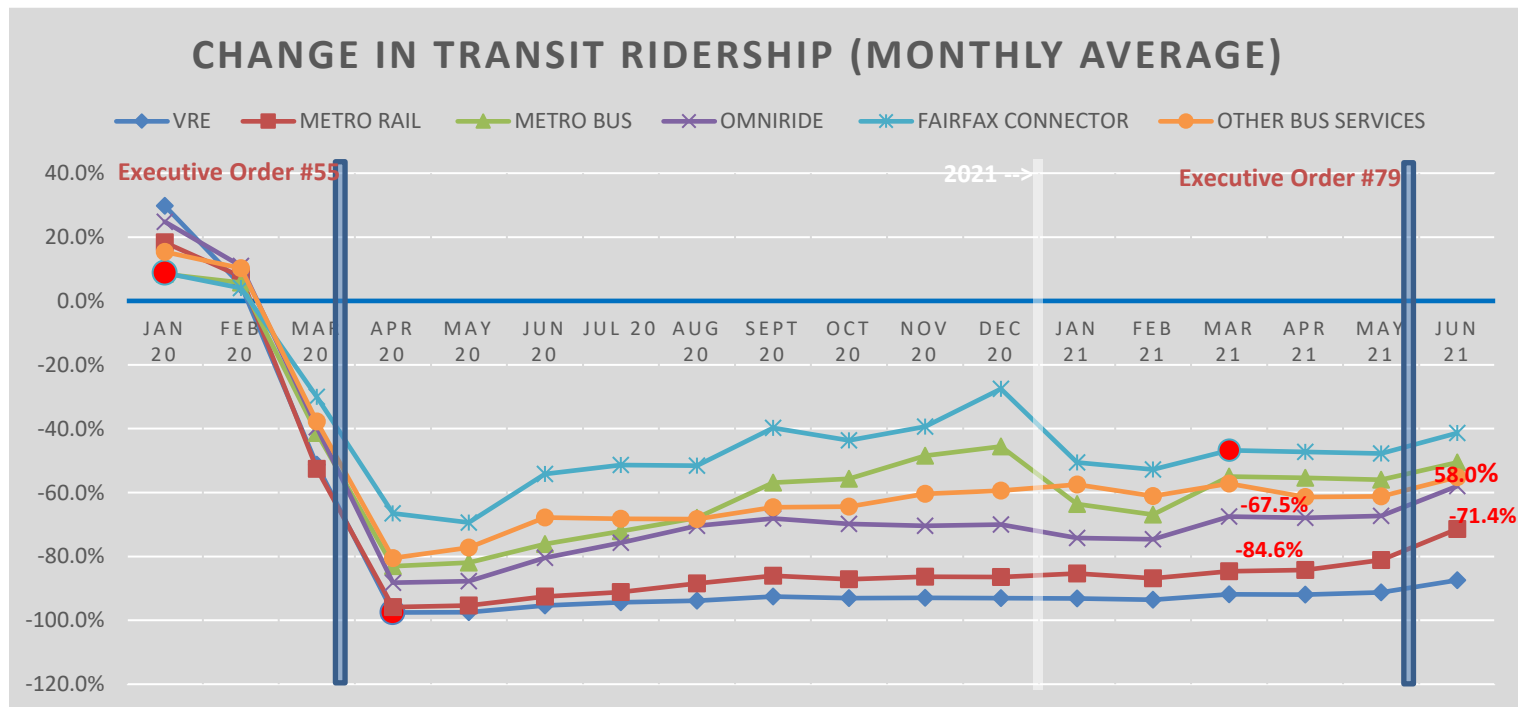
FROM: Monica Backmon, Executive Director, NVTa

DATE: September 2, 2021

SUBJECT: Update on Travel Trends in Northern Virginia

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent travel trends due to COVID-19 pandemic.
- 2. Background.** At the June 10, 2021 Authority meeting, staff presented a snapshot of travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020 and 2021, with corresponding weeks and months in 2019. For highway travels, traffic volumes and travel speeds were analyzed for the PM Peak periods. Staff has provided an update to most data metrics in the July meeting, except for transit ridership. Following is an update with transit ridership data in second quarter of calendar year 2021 (April – June, 2021), from all providers in Northern Virginia.
- 3. Telecommuting.** The region continues to show high percentage of workers working-from-home. According to a special Census survey (online Household Pulse Survey - <https://www.census.gov/data/experimental-data-products/household-pulse-survey.html>), about 44% of workers in Washington D.C. Metro area worked from home in July, compared to 47% in June. This is still the highest among its 14 large peer metro areas in the United States.

4. **Highway travels.** Volumes on freeways and major arterials in Northern Virginia continue to trend upward. In August, volumes are reported to be within 95% of pre-COVID conditions, compared to 92% in June. Travel speeds in August were about 7% faster, compared to 13% in June.
5. **Transit ridership.** At the June meeting, staff analyzed average monthly ridership data from all transit providers in Northern Virginia, comparing data from 2020 and 2021 to 2019 benchmark. In that analysis, data were available unto March 2021. In this update, staff extended the analysis with ridership data for the second quarter of calendar year 2021 (April--June, 2021). Below chart shows these trends. Although ridership levels are still well below 2019 benchmark, some providers have had a considerable gain since March 2021. In June 2021, Metrorail and OmniRide ridership showed increases of 13 and 10 percentage points over March ridership.



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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director
Tracy Baynard, McGuire Woods Consulting, LLC

DATE: September 2, 2021

SUBJECT: Potential Subjects for 2022 Legislative Program

Purpose: To update the Northern Virginia Transportation Authority (NVTa) Members of potential subjects for the 2022 Legislative Program.

NVTa Funding Gap Resolution – Updated Section

Issue: In 2018 the Authority and its member localities lost \$102 million in annual revenue to help provide Virginia's share of Metro SGR capital funding.

- Current NVTa position requires state funding as a part of any solution to filling the funding gap and to require specific timeline for replacement of any further diversion of Authority funding sources.
- Annual revenue sources lost:
 - 2% TOT (hotel, paid by guest)
 - \$.15/\$100 grantor's tax (paid by seller)
 - \$27.12 million of local revenue from WMATA Compact members

In the years since, the General Assembly has acted to partially restore the diverted funding.

- Revenue regained - \$63.5 million:
 - 2019 - Interstate Operations and Enhancement Fund
 - Predicted to provide \$20 million per year at full implementation
 - NVTa receives 8.4% of fund; VDOT projects annual average \$13.5 million FY 22-27 (VDOT May 2021)
 - 2020 - \$.10 grantor's tax = \$30 million
 - The total regional grantor's tax was raised from \$.15/\$100 to \$.20/\$100 (in May 2021). Of that:
 - \$.10/\$100 now goes to the NVTa fund
 - \$.10/\$100 now goes to the WMATA Capital Fund for state of good repair
 - 2020 - \$20 million from the Commonwealth Transportation Fund
- Remaining gap - \$38.5 million

- 2020 legislation also raised the regional TOT from 2% to 3% to avoid reduction in revenue for the Metro Capital Fund and non-WMATA Compact localities from the changes in the grantor's tax.

Transportation Technology Strategic Plan (TTSP) – NEW SECTION

The NVTA Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. The full TTSP is maintained as a living document, to reflect the continued evolution of transportation technologies and to allow NVTA staff the flexibility to update and refine it as necessary. It is comprised of an Action Plan and **eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure.**

TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability and safety.

Electric Vehicles

There has recently been significant movement towards and interest in Electric Vehicle (EV) technology at both the Commonwealth ([EV Readiness Study](#) and unfunded legislation to provide [rebates for purchases of personal EVs](#), and [grants for purchase of EV school buses](#)) and Federal ([Biden administration's commitment to 500,000 EV chargers](#)) levels. Several Authority member jurisdictions have adopted goals to reduce carbon emissions including conversion of transit and agency fleets to EVs. It is critical to ensure equitable access to EVs as early in adoption as possible, to avoid the need for retroactive efforts.

- Potential EV Subtopics
 - The Authority may advocate for the Commonwealth to adopt legislation to require at-station payment options, ensure equitable access and protect user privacy and cybersecurity. **(TTSP section 3.8.3)**
 - The Authority may advocate for legislation that prohibits price gouging. **(TTSP section 3.8.3)**
 - The Authority may advocate for legislation to regulate how energy providers charge residential customers for EV charging. **(TTSP section 3.8.3)**
 - Public funding of EV charging in low-income areas. **(TTSP section 3.8.5)**
 - The Authority may advocate for the creation of a statewide EV battery reclamation policy and reuse system (this may leverage or create public private partnerships.) One use of this system may be repurposing vehicle batteries as a component of EV charging stations. **(TTSP section 3.8.3)**
 - In the 2021 session the [General Assembly passed legislation](#) to create a program that would provide \$2,500 rebate to persons purchasing an EV. Additional rebates would be available to persons purchasing an EV who

have a household income that does not exceed 300 percent of the Federal poverty level. However, this program was not funded. **(Relative to TTSP Strategy #8)**

- The General Assembly created an [Electric Vehicle Grant Fund Program](#), to award competitive grants to school bus electrification efforts, and to provide guidance on installation of electric charging infrastructure and workforce training to support this. However, "No allocation of funds shall be made to the Fund or the Program unless federal or nonstate funds are available to cover the entire cost of such allocation." **(Relative to TTSP Strategy #8)**

Pilots/ Research

A proactive approach is critical to participation in the development and adoption of new technologies. Additionally, data from pilots, testing and research will be critical in localities' evaluation of technologies and in NVTAs' funding decisions.

- Potential Pilots/Research Subtopics
 - The Authority may advocate for state entities to continue to provide, and perhaps expand, funding for innovative pilot projects and/or research efforts. **(TTSP section 3.4.3)**

FOIA Council Activity – NEW and Specific to the 2022 Session

Issue: Recent court decision determined that only .gov websites meet the purpose of providing notice of meetings on “an official public government website.” The Council has decided to recommend legislation that will broaden the types of domains that qualify as official public government websites.

Studies that May Produce 2022 General Assembly Proposals (Bills or Funding Requests)

- Interim update of the Virginia Energy Plan – Report due October 2021
 - To include analysis of Virginia’s current EV charging infrastructure and what’s needed to support 2045 net-zero carbon target
 - Could result in strategy/funding to expand EV charging infrastructure
 - VDOT requested almost \$50 million in ARPA funds; was not included in the Governor’s 2021 Special Session proposal
- OIPI Multi-Use Trail Study – Report due October 2021
 - Prioritization process to identify new trails, a master planning process and funding needs assessment
 - VDOT requested \$50 million in ARPA funds; was not included in the Governor’s 2021 Special Session
- JLARC Transportation Funding Study – Report due November 2021
- DRPT Transit Modernization and Equity Study– Interim report due December 2021
- DEQ EV Grant Fund and Program Work Group – TBD
 - Fund was created but no money allocated
 - DEQ will develop guidelines, criteria, and process

- Expect funding request consideration during 2022 GA session
- DRPT Springfield to Quantico Enhanced Transit Study – report due December 2021



NVTA 2021 State and Federal Legislative Program

(Adopted: December 2020)

PREAMBLE:

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

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

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use.

2021 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:

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

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The 2% Transit Occupancy Tax and the \$.15/\$100

Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program, was reduced by \$275 million from initial projections resulting in partial funding for multiple projects with high scores of reducing congestion.

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

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

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

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

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multimodal solutions. The Authority and its member localities use these dedicated revenues to fill in funding needs the Commonwealth is unable to meet to keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region. The Authority will work with the General Assembly and the administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community.

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

III. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS OF PUBLIC BODIES (New Position)

In response to the COVID-19 health and safety emergency, the General Assembly and Governor approved budget language allowing public bodies to hold meetings virtually in times of health and safety concerns to conduct ordinary business. This flexibility has enabled the Authority to approve fund allocations that kept transportation improvements moving forward. We support permanent flexibility to hold meetings electronically during health and safety emergencies without adding new or additional requirements for public bodies. These meetings should be accessible to the public when health and safety concerns are present and should provide the public with the opportunity to comment at those meetings of the public body where public comment is customarily received. Further, we support stakeholder discussions to examine how to incorporate additional flexibility on the use of virtual meetings that enable public bodies to conduct their authorized activities in a manner accessible to the public and offering greater opportunities for citizen participation in public policy.

A. STATE LEGISLATIVE PROGRAM

I. STATE FUNDING

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

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

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

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

- i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region.

- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

- c) **Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure.** Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.
- d) **Smart Scale: The Authority supports allocation of state funds via objective and transparent data analysis.** In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost.

II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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

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

- a) **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**

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

resources and efficiencies are critical to ensuring that these needs are addressed. (*Reaffirms previous position*)

III. VIRGINIA RAILWAY EXPRESS (VRE)

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

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

IV. LAND USE PLANNING

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

V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

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

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

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

VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS

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

B. FEDERAL LEGISLATIVE PROGRAM

PROVIDE ADDITIONAL FEDERAL COVID-19 FUNDING SUPPORT FOR TRANSIT

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

I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:

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

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

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

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

Safety and security must continue to be an important focus of transportation projects. (*Reaffirms previous position*)

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

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.
 - i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and

infrastructure capital improvements in its system. The Authority calls for the federal government to provide at least \$200 million annually to address urgent capital needs of the region's critical transit backbone.

- ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
- iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. *(Reaffirms previous position)*

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

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. *(Reaffirms previous position)*

III. VIRGINIA RAILWAY EXPRESS (VRE):

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

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in

building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:

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

V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:

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

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

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

VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:

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

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



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

The Northern Virginia Transportation Authority's (NVTa) inaugural Transportation Technology Strategic Plan (TTSP) is comprised of eight strategies, each of which has been evaluated in terms of NVTa's three core values; **safety, equity and sustainability**.

The strategies were identified and defined with the guidance of the Executive Director's Transportation Technology Committee, and subsequently reviewed and vetted by NVTa's Statutory Committees (Planning Coordination Advisory Committee and Technical Advisory Committee) and the Planning and Programming Committee (an NVTa Standing Committee).

The strategies are listed below (please note that these are in no particular order and their numbering does not reflect prioritization or timing):

	Recommended Strategies	Intent of Strategy (long term)
1	Reduce congestion and increase throughput	Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system
2	Maximize access to jobs, employees and housing	Support deployment of transportation technologies that increase travel options and awareness of them
3	Maximize cybersecurity and privacy for members of the public	Monitor concerns on behalf of Northern Virginians, and leverage NVTa processes where appropriate and feasible
4	Minimize potential for Zero Occupancy passenger Vehicles	Identify measures to address avoidable increases in passenger vehicle miles traveled
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection
7	Enhance regional coordination and encourage interoperability in the transportation system	Leverage regional synergies in the deployment of transportation technologies
8	Advance decarbonization of the transportation system	Support deployment of transportation technologies that reduce greenhouse gas emissions



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

The TTSP describes strategies for advancing the beneficial use of technology in transportation, in alignment with NVTA Core Values, and identified roles the NVTA can take in pursuit of them. It also recognizes that the objectives of the TTSP cannot be achieved by NVTA alone, and relies on the strong coordination and partnerships that are foundational to NVTA's work in the region.

The TTSP Action Plan aims to map the strategies and roles to direct actions, and details any assumptions that were made in doing so. A potential trigger point and metrics for measuring success of each action are also suggested.

The TTSP Action Plan recommends the following actions be undertaken between May and October, 2021:

- Transportation technology evaluation ratings
- TransAction
 - Integration of technology-related strategies into the TransAction scenario analysis work
 - Public engagement under the TransAction umbrella
- Technology-related Outreach
 - Development of a more comprehensive approach to technology-related outreach and education that builds upon the 'Driven by Innovation' eBlast
 - Ongoing monitoring of market trends and trigger points
- Identify potential technology-related additions to NVTA's Legislative Program
- White Paper development
 - Collaborate on a process for development of future regional transportation policies
 - Identify and prioritize topics for potential future regional transportation policies
- Identify potential technology-related refinements to future NVTA SYP project selection process (post-TransAction update)

** As NVTA has not previously developed regional transportation policies, any such policies (whether they are in response to the TTSP or any other factor) will first require broad agreement on a collaborative process for policy development. As part of this policy development process, consideration will be given to a prioritized list of potential policy topics. Detailed regional transportation policy development will not commence prior to agreement on both a process and a list of prioritized topics.*

Updates and review:

NVTA Staff will provide regular updates on progress towards the above actions, which were derived from the TTSP Action Plan, through the NVTA Executive Director's monthly report to the Authority. The full TTSP will be maintained as a living document, to reflect the continued evolution of transportation technologies, and to allow NVTA staff the flexibility to update and refine it as necessary. That said, no significant changes or additions to the TTSP, as determined by the NVTA Executive Director, will occur without prior Authority Approval.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Wilson, Chair, Planning and Programming Committee

DATE: September 2, 2021

SUBJECT: Report from the Planning and Programming Committee

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

2. Background. The PPC met on July 12, 2021.

Due to the lifting of restrictions related to meeting in person, the meeting was held at the NVTA offices for the first time after the March 2, 2020 meeting. The Committee took action on the following item:

- **The May 3, 2021 meeting summary was approved unanimously.**

3. TransAction: Goals, Objectives, Performance Measures

- Mr. Jasper informed the Committee about the TransAction process underway and introduced the consultant team.
- Ms. Levine and Mr. Nampoothiri presented the NVTA-approved TransAction Vision and the proposed goals, objectives, and sample performance measures. They also introduced the directions for scenario analysis. The Committee discussed various aspects of goals and objectives and provided feedback.

4. NVTA update. Ms. Backmon noted that there is no August Authority meeting and the next meeting will be on September 9, 2021.

5. Next steps. The PPC will continue to be engaged in the update of TransAction, receiving public engagement feedback in September, and recommending goals, objectives, and performance measures in October.

The next Committee meeting will be on October 4, 2021.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: September 2, 2021

SUBJECT: Report from the Planning Coordination Advisory Committee

1. Purpose. To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).

2. Background. The PCAC met on July 28, 2021.

The meeting was held in NVTa offices, with options to participate remotely. 7 members were present in-person, and 5 members joined via an online meeting collaboration platform.

The April 28, 2021, meeting summary was approved, with abstentions from members who did not attend the April 28, 2021 meeting.

3. TransAction: Goals and Objectives.

Staff presented the overall approach to update NVTa's long range transportation plan (TransAction); broad definitions and guidelines to derive this plan's vision, goals, objectives; role of 3 core values in overall planning process and products; and a broad schedule for next 6 months. According to this schedule, this committee is to send its recommendations for goals/objectives/measures to Authority by this November.

Project consultant presented in details the three goals identified for the plan – Mobility, Accessibility, and Resiliency. A set of associated objectives, and potential performance measures to evaluate projects against these objectives were also discussed. Committee members shared their questions, comments and concerns for each of these goals and objectives. Highlight of this engaging conversation:

- Performance metrics should be robust enough to capture impacts of all modes of travels, including non-motorized options and micromobility devices.
- The issue of safety should be more explicitly identified in the framework of goals/objectives/measure, especially in the light of emerging transportation technologies, e.g., penetration of automated vehicles in upcoming travel markets. Also, safety of transportation facilities, and security of its users need to be properly identified.
- As a part of the scenario analyses, for post-pandemic "new normal" conditions, changes in travel patterns and associated land usage need to be considered.

4. NVTA Update.

NVTA Executive Director, Ms. Backmon, stated the ongoing call for regional transportation projects for the next funding program update (FY 2022-2027). She covered topics of project eligibility, available revenues to allocate, application deadlines, and stressed on the need for coordination among jurisdictions for projects that span multiple jurisdictions.

5. Next Steps.

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: September 2, 2021

SUBJECT: Report from the Technical Advisory Committee

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 July 21, 2021. The meeting was held at the NVTA office. Six committee members attended in-person and one person joined virtually. The meeting was also livestreamed on YouTube.
3. **The Committee took action on the following items:**
 - a. **Summary Notes of April 27, 2021 Meeting:**
The meeting summary for the April 27, 2021, meeting was approved unanimously.
4. **The Committee discussed the following information items:**
 - a. **TransAction**
The Committee provided feedback on the draft frameworks of TransAction Long-Range Plan's goals and potential objectives and measures. These were presented by NVTA's primary consultant for TransAction update, Cambridge Systematics.
 - b. **NVTA Update:**
Ms. Backmon relayed that the Authority will not be meeting in August and the next meeting will be on September 9, 2021. The Committee was also informed that the draft session proposal for the Transportation Technology Strategic Plan was accepted by the Association of Metropolitan Planning Organizations to be presented at their annual conference in October. Ms. Backmon also stated that the Call for Regional Transportation Projects for the FY 2022-2027 Six-Year Program (SYP) was issued July 1, 2021 and will be the last SYP based on the current TransAction.

5. Next Meeting:

The next meeting date is scheduled for September 15, 2021, at 7:00 pm.

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 2, 2021

SUBJECT: Executive Director's Report

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

- 1. OmniRide Western Bus Maintenance & Storage Facility Ribbon-Cutting Celebration** – On Wednesday, August 11th, OmniRide, in partnership with the Northern Virginia Transportation Authority, hosted a ribbon cutting, celebrating the completion of OmniRide's Western Bus Maintenance and Storage Facility. Remarks were provided by several elected officials, including Authority members, Chair Phyllis Randall and Delegate Danica Roem. Additionally, Bo Machayo, U.S. Senator Mark Warner's Northern Virginia Regional Director, spoke during the event, and Authority member, Mayor Jeanette Rishell, was in attendance. The event wrapped up with a tour of the facility.

The new facility will allow OmniRide to improve and expand transit services for western Prince William County, Manassas and Manassas Park residents and the Northern Virginia business community, and will help to reduce congestion in the I-66 corridor by housing new commuter buses for the new commuter bus service, as part of the Transform 66 Outside the Beltway Project, impacting the region at large.

- 2. NOVA Chamber of Commerce's Annual Northern Virginia Elected Leaders Summit** – On Tuesday, August 24th, the NOVA Chamber of Commerce hosted its 6th Annual Northern Virginia Elected Leaders Summit, and for the first time, all the panelists were members of the Authority. Loudoun County Board of Supervisors Chair Phyllis Randall; Fairfax County Board of Supervisors Chairman Jeffrey McKay; Prince William County Board of Supervisors Chair Ann Wheeler; City of Alexandria Mayor Justin Wilson; and Arlington County Board Vice Chair Katie Cristol, discussed a variety of topics, including regional transportation priorities and investments and how each jurisdiction can work together to improve our regional economy.

3. **Route 28 Widening Groundbreaking in Fairfax County** – On Friday, September 17th, Fairfax County, in partnership with NVTA, will be hosting a groundbreaking on the Route 28 Widening: Prince William County Line to Route 29 project. Due to COVID-19 safety precautions, the event will not be open to the public and will be socially-distanced. A recap of the event and project will be provided in a post-event press release.
4. **Regional Joint Public Information Officer (PIO Meeting)** – The Regional Joint Public Information Officer Meeting, which the NVTA coordinates on a quarterly basis, will meet virtually on Tuesday, September 14th. The PIOs will be provided an update from NVTA staff on TransAction public engagement activities, and the group will discuss collaborative communications efforts, helpful marketing tools to keep the public informed, transportation initiatives, and upcoming events being hosted by jurisdictions and agencies across Northern Virginia.
5. **FY2022-2027 Six Year Program (SYP)** – The Call for Regional Transportation Projects (CfRTP) for the FY2022-2027 Six Year Program (SYP) Update was approved by the Authority on June 10, 2021 and posted on July 1, 2021. The deadline for submitting applications is October 1, 2021 at 5:00 pm. The deadline for submitting Governing Body and any supporting resolutions is December 3, 2021 at 5:00 pm.
6. **Program Implementation Management and Monitoring System (PIMMS)** – The kick-off meeting for Phase 4 is expected soon. This phase will include additional enhancements to support back-end project cash-flow analyses and additional dashboard functionalities such as project list creation based on sorting and more project details.
7. **Transportation Technology Strategic Plan (TTSP)** – Since the Authority took action on the Transportation Technology Strategic Plan (TTSP) in May 2021, NVTA staff have been working to develop the items called for in its Action Plan. This includes drafting evaluations of emerging technologies, and compiling white papers on broader topics, which could be used to inform other TTSP-related deliverables like regional policy development. Additionally, staff have continued to strengthen the connection between the TTSP and TransAction by including technology-related questions for the TransAction focus groups and online survey. NVTA staff have also provided input on technology topics that may be included in NVTA's 2022 Legislative Program.

The adoption of the strategies and Action Plan that comprise the TTSP also continues to inspire external discussions of innovation in transportation. In fact, staff have been invited to speak on these topics at the Virginia Transit Association's Annual Conference & Expo,

taking place September 28th and 29th, and at the Association of Metropolitan Planning Organization's (AMPO) Annual Conference, scheduled for October 4th – 8th.

NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for Thursday, September 9, 2021, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, September 16, 2021, at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is scheduled to meet on Monday, October 4, 2021, at 5:00pm.

NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, September 29, 2021, at 7:00pm. Please note that the meeting may be held electronically.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled to meet Wednesday, September 22, 2021, at 6:30pm. Please note that the meeting may be held electronically.

CMAQ-RSTP Transfers:

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

Regional Projects Status Report:

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

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

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

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

DATE: September 2, 2021

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

On July 22, 2021, Fairfax County requested the following reallocation:

- Transfer of \$1,273,852 of allocated RSTP funds from NOVA Balance Entry account to Route 28/Nokesville Widening project (UPC 96721).

The funds in Balance Entry account are not allocated to any specific project and these funds will help cover a deficit for the Route 28/Nokesville Widening project.

At its meeting on July 22, 2021, the RJACC approved this request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Attachment.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

September 9, 2021

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

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

Dear Mr. Lynch:

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

On July 22, 2021, Fairfax County requested the following reallocation:

- Transfer of \$1,273,852 of allocated RSTP funds from NOVA Balance Entry account to Route 28/Nokesville Widening project (UPC 96721).

The funds in Balance Entry account are not allocated to any specific project and these funds will help cover a deficit for the Route 28/Nokesville Widening project.

The RJACC approved the request on July 22, 2021, and the NVTA was informed at their September 9, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Executive Director, NVTA
Bryan Foster, Deputy City Manager



July 22, 2021

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

RE: Request to Transfer Regional Surface Transportation Program Funds

Dear Ms. Backmon:

The City of Manassas requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) for the transfer of \$1,273,852 in Regional Surface Transportation Program (RSTP) funds.

The funds will be transferred from the NOVA Balance Entry Account to the Route 28/Nokesville widening project (UPC 96721). The funds in the Balance Entry Account are not allocated to any specific projects and this transfer with help cover a deficit for the Route 28/Nokesville widening project.

If you have any questions or concerns about this request, please contact Chloe Delhomme at (703) 257-8235.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan D. Foster". The signature is fluid and cursive, with the first name "Bryan" and last name "Foster" clearly visible.

Bryan D. Foster
Deputy City Manager

cc. Matt Arcieri, City of Manassas
Sung Chung, City of Manassas
Michelle Brickner, VDOT
Carol Bondurant, VDOT

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

Date: 7/22/2021

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,273,852

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
102903	NOVA Balance Entry Account	RSTP	Y		\$1,273,852	96721	Route 28/Nokesville Widening	Y	2009				

TOTAL OF TRANSFER \$1,273,852

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status
Summary Report

Attachment.

As of August 31, 2021.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,491,195,952	1. Arlington County - Transitway Extension to Pentagon City (FY2018-23) - Public Information Meeting is scheduled on September 1 (virtual). NOTE: For latest information on project events, please refer to the " Events and Meetings " section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Amount Reimbursed	\$596,272,342	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	63	
Completed	51	
Not Yet Executed	28	
Substantive Status Updates (during June 2021 - August 2021)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
ART Operations and Maintenance Facilities (FY2018-23)	Notice-to-proceed for the next phase published on June 10, 2021; Public Information Meetings were held on June 15,16.	0.7%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	The WMATA Compact Public Hearing was held in July 2021.	13.2%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, FY2017, FY2018-23)	VDOT and FHWA concurred with the revised Final Noise analysis. A Community information meeting was held on June 17, 2021 to present the noise analysis. Ballots for a vote on the noise barriers were mailed to benefitted property owners and residents on June 24, 2021.	FY2015-16: 85.5% FY2017: 0.0% FY2018-23: 0.0%
Fairfax County Parkway Widening Rte. 123 to Rte. 29 (FY2015-16, FY2017, FY2018-23, FY2020-2025)	Field Inspection Plans for Segment II (Nomes Court to Route 29) submitted June 2021 to VDOT.	FY2015-16: 70.0% FY2017: 0.0% FY2018-23: 0.0%
Loudoun County		
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard (FY2018-23)	A virtual Public Information Meeting was held on April 29, 2021. Staff is expected to seek Design Endorsement from the Board of Supervisors at an upcoming Board Meeting on 7/6/21. Consultant has submitted updated 90% plans for review on 7/9/21 to VDOT and	3.7%
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Construction completion is delayed by a year for both phases. Phase I: 90% Design Plans are delayed, now anticipated in February 2022. A public comment period opened from Monday, July 26, 2021 through August 13, 2021.	5.5%
Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072) (FY2018-23)	Staff hosted a Public Information Meeting on July 26, 2021.	56.9%
Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road (FY2018-23)	60% Design Plans have been submitted to VDOT and County on May 28, 2021, for review. Comments were received, under review by consultants.	3.0%
Prince William County		
Construct Interchange at Prince William Parkway and university Blvd (FY2018-23)	100% Design Plans have been submitted for VDOT review; ROW acquisition anticipated to be completed in summer 2021.	8.1%
Construct Route 28 Corridor Roadway Improvements (Manassas Bypass) (FY2015-16, FY2018-23)	A public information meeting on the ROW process was held on June 2, 2021.	FY2015-16: 78.4% FY2018-23: 0.0%
City of Alexandria		
DASH Transit Service Enhancements and Expansion (FY2018-23)	Phase I of Zero Emission Fleet Implementation plan is completed.	1.8%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	All NVTA-funded tasks are completed, and NVTA SPA was closed out in August 19, 2021.	100.00%

**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

Town of Leesburg		
Route 7 (East Market Street)/Battlefield Parkway Interchange (FY2015-16, FY2017, FY2018-23)	Battlefield Parkway was open to vehicular traffic on June 28, 2021, and a ribbon-cutting ceremony was held. Construction continues for bike/ped facilities, final completion in fall 2021. Pedestrian access will be opened in September/October, with final completion scheduled for November 2021.	FY2015-16: 100.0% FY2017: 100.0% FY2018-23: 60.0%
VRE		
Manassas Park Station Parking Expansion (FY2015-16, FY2017)	60% Design Plans are complete.	FY2015-16: 100.0% FY2017: 41.5%



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

CORRESPONDENCE



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.
COMMISSIONER

August 25, 2021

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

RE: Funding for Transportation Emissions Reduction Measures (TERMS Program)

Dear Ms. Backmon,

This is to follow-up on my February 24, 2021 letter regarding the TERMS Program. With the adoption of the FY2022-2027 Six-Year Improvement Program (SYIP), the Commonwealth Transportation Board (CTB) approved funding to support the TERMS Programs through FY2026. This is the final allocation of funds for this purpose. NVTA should work to identify other funding mechanisms to support these important programs beginning in FY2027.

Sincerely,

A handwritten signature in blue ink, reading "Stephen C. Brich".

Stephen C. Brich, P.E.
Commissioner of Highways

C: The Honorable Mary Hynes, Northern Virginia CTB member
Ms. Jennifer Mitchell, DRPT Director
Mr. John Lynch, P.E., VDOT Northern Virginia District Engineer
Ms. Laura Farmer, Chief Financial Officer
Ms. Kimberly Pryor, Director, Infrastructure Investment Division