



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, October 14, 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 September 9, 2021 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

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

Action Items

- 5. Approval of Forward Appropriation - Widen Route 1(Fraley Boulevard) to Six Lanes between Brady's Hill Road and Dumfries Road (2018-053-2)** Mr. Longhi, CFO
Recommended Action: Approval of Forward Appropriation
- 6. Approval of Prince William County – Widen Route 1(Fraley Boulevard) to Six Lanes between Brady's Hill Road and Dumfries Road (Rt 234) Regional Standard Project Agreement – 2018-053-2** Mr. Longhi, CFO
Recommended Action: Approval of Forward Appropriation
- 7. Approval of Town of Vienna Additional Concessionaire Funding Recommendation** Ms. Backmon, CEO
Recommended Action: Approval of Funding Request
- 8. Approval of Call for Projects for FY2028 CMAQ/RSTP** Ms. Backmon, CEO
Recommended Action: Approval of Call for Projects
- 9. Approval of Chief Executive Officer's Position Description** Chair Randall, Chair
Recommended Action: Approval of Position Description

Discussion/Information Items

10. 2021 Joint Commission on Transportation Accountability Annual Report
Ms. Backmon, CEO
11. Governance and Personnel Committee Report
2022 Draft Legislative Program (Verbal Report)
Chair Randall, Chair
Ms. Backmon, CEO
Ms. Baynard, McGuire Woods Consulting, LLC.
12. Finance Committee Report
i. Investment Portfolio Report
ii. Monthly Revenue Report
iii. Operating Budget Report
Mayor Rishell, Chair
Mr. Longhi, CFO
Mr. Longhi, CFO
Mr. Longhi, CFO
13. Planning and Programming Committee Report
Mayor Wilson, Chair
14. Planning Coordination Advisory Committee Report
Mayor Colbert, Chair
15. Technical Advisory Committee Report
Mr. Boice, Chair
16. Chief Executive Officer's Report
Ms. Backmon, CEO
17. Chair's Comments

Closed Session

18. Adjournment

Correspondence

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

NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

MINUTES

Thursday, September 9, 2021

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting conducted in person and Live Streamed via YouTube

Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:02pm.

2. Roll Call

Margaret Duker, Clerk

- ✓ Voting Members: Chair Randall; Councilmember Snyder; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Wilson; Mayor Rishell; Mayor Davis-Younger; Senator Boysko; Delegate Roem; Ms. Hynes; Mr. Kolb.
- ✓ Non-Voting Members; Ms. Sinner (for Mr. Lynch); Mr. Horsley (for Ms. Mitchell)
- ✓ Staff: Monica Backmon (CEO); 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); Daniel Robinson (Council of Counsel – Fairfax County), Joanna Anderson (Remote Participant; Council of Council- City of Alexandria); Tracy Baynard (McGuire Woods Consulting LLC).

3. Minutes of the July 8, 2021 Meeting

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

- ✓ Mayor Rishell motioned for the acceptance of the July 8, 2021, meeting minutes; seconded by Delegate Roem. Motion passed by 10-0-2 (Chair Randall and Chairman McKay abstained as they were not at the last meeting).

Presentation

4. Transit Equity and Modernization Study

Ms. Ciara Williams, DRPT

- ✓ Ms. Williams from the Department of Rail and Public Transport (DRPT) proceeded with a presentation on the Transit Equity and Modernization Study.
- ✓ She stated that this study was instituted through Resolution HJ 542 at the 2021 General Assembly Session, where DRPT was asked to create a needs assessment which focused on the equitable delivery and modernization of transit services in the Commonwealth, with emphasis on transit services and engagement opportunities for underserved and underrepresented communities.

- ✓ In addition, the Resolution requires DRPT to explore a variety of topics ranging from transit accessibility, adequacy of infrastructure, transit electrification, emerging technologies, transit safety and system engagement and governance.
- ✓ The interim report for this study is due in December 2021, with the final report due August 2022.
- ✓ Ms. Williams noted that the study will seek to identify the needs of transit agencies, riders and stakeholders, and develop an action plan to address those needs.
- ✓ She highlighted that this study is not about conducting an asset inventory, nor singling out transit agencies for poor performance, conditions and so forth.
- ✓ Noting that the study only applies to transit agencies which apply for DRPT funding, she added that DRPT is the project administrator for the study with Kimley Horn and Associates as the prime consultant.
- ✓ Other sub-consultants include Sharpe and Company, Powerful Pathways, Virginia Transit Association among others.
- ✓ Ms. Williams noted that this study involves a pretty aggressive timeline, and the development process is as follows:
 - Data collection in Summer 2021
 - Needs and Opportunities Assessment in Fall 2021
 - Developing an Action Plan in Winter 2021-2022
 - Submitting the Final Report in Spring 2022
- ✓ The Data Collection phase will cover a wide range including Public Participation Plans, Bus Stop Amenities Data, Capital Improvement Programs/Plans, Census data, Transit Asset Management (TAM) plans, COVID-19 strategies, and cleaning protocols, DRPT Multimodal System Design Guidelines among others.
- ✓ She added that the transit agency and public engagement activities will help inform the development of the Needs and Opportunities Assessment.
- ✓ The Transit Agency Engagement Activities will consist of a Transit Agency Survey, a Transit Equity Committee (TEC), Four Technical Working Groups, Transit Equity Training, Transit Agency Outreach Kit and Agency Interviews.
- ✓ On the other hand, the Public Engagement Activities will comprise of a Study Website, Stakeholder Meetings, Virtual Transit Equity and Modernization Forum, Transit Rider Focus Groups, Comment Database and Board Briefings.
- ✓ Findings from the Needs and Opportunities Assessment will further inform the development of a Study Action Plan which will include recommendations and implementation strategies which will address specific barriers.
- ✓ The Action Plan will describe specific actions, next steps, required coordination and timeline for implementation noting agencies which will be responsible.
- ✓ It is worth noting that the Study is not to satisfy legislative requirements, rather DRPT anticipates the Study Action Plan will advise changes to DRPT funding programs and policies, and the development of future plans.
- ✓ The final report will be submitted to the General Assembly in August 2022, together with a summary of the study process, findings, an executive summary

and the following key questions which the General Assembly would like to have 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?*
- ✓ Ms. Williams highlighted that the four topic areas which the four Technical Working Groups (TWGs) will focus on include the Accessibility and Adequacy of Infrastructure, Emerging Technologies and Electrification, Transit Safety, System Engagement and Governance.
- ✓ For example, regarding Accessibility and Adequacy of Infrastructure, the TWG will review why a bus-stop does not meet the minimum ADA requirement.
- ✓ The TWG will also look at electrification and emerging technologies, ways to bridge variances in electrification and infrastructure; what it will take to fully electrify Northern Virginia.
- ✓ With regards to Transit Safety, the TWG will review to include lessons learned from COVID-19 in terms of rider and employee safety protocols.
- ✓ On System Engagement and Governance, the TWG will analyze transit agencies engagement with the public and also seek to answer questions like 'how disadvantaged and underrepresented populations are represented on transit advisory boards or government agencies and how transit agencies define this population.
- ✓ Delegate Roem noted that as the State transitions back to pre-COVID-19 ridership levels, it is important to keep encouraging people to have an alternative to driving on I-66. She however noted that the high cost of transit fares pose a challenge, citing that a round-trip from Spotsylvania to Crystal City costs no less than \$24 and wanted to know if that could be addressed as part of the study.
- ✓ Ms. Williams responded that affordability is one of the key areas which the Study seeks to address.
- ✓ Chairman McKay asked whether the Resolution creating the Study provided any parameters regarding the underrepresented and underserved communities. He pointed out that if this is measured by income or accessibility to transit, Northern Virginia has various transit systems in place but there are still communities which are underserved. He added that there are also people with high income levels, but have no accessibility to transit, so it will be helpful to know what the parameters are for the purpose of this study.
- ✓ Ms. Williams responded that the resolution did define how the underserved or underrepresented communities are determined but she will look into it.
- ✓ Chairman McKay continued that his reason for asking is because he has seen different studies where the goal of such studies was to take money in Northern Virginia and distribute it in different parts of the State, noting that there are many underserved and underrepresented communities in Northern Virginia but when compared to other parts of the State on paper, may not appear as underserved.

- ✓ He stated that as a strong believer in transit and equity, he wants to ensure that this study does not do the opposite of what it is intended to accomplish.
- ✓ Ms. Williams responded that she would look into the issue of the parameters for the Study and update the Authority.
- ✓ Chairman McKay thanked her in advance noting that since this Study is of regional significance, it will be greatly appreciated.
- ✓ Mr. Horsley also pointed out that although the legislation did not specifically denote the parameters for the Study, Northern Virginia is well represented on DRPT's Transit Equity Committee which serves as the steering committee for the study and the issue of parameters came up at their recent committee meeting.
- ✓ Senator Boysko remarked that many members of the House and Senate are from Northern Virginia and since the goal for this study is to ensure transit equity across the region, will be following the process closely.
- ✓ Board Member Cristol remarked that she has had the opportunity of seeing some of the considerations surrounding zero-fare. She noted that between 40% - 50% of riders pay for their rides with subsidies. Adding that there are a lot of logistical challenges involved in trying to figure out who really needs, it and has to be approached in a way that does not stigmatize riders nor leave money on the table as well.
- ✓ Chair Randall also asked if there are any action plans under the Study overview and to whom will the report be submitted to.
- ✓ Ms. Williams responded that there are no action plans at this point of the Study, and that the final report will be submitted to the General Assembly.
- ✓ Delegate Roem added that it will be expedient for the report to be submitted to the General Assembly in advance so that any necessary steps can be taken.
- ✓ Chair Randall asked Senator Boysko whether she knew which committees the final report would be presented to.
- ✓ Senator Boysko responded that she was unsure at this time.
- ✓ Chair Randall asked whether DRPT envisaged whether anything could be impacted based on the results of the gubernatorial elections.
- ✓ Mr. Horsley responded that he did not think so since the interim report due in December will mainly be a progress report for the General Assembly.
- ✓ With regards to stakeholder participation, Councilmember Snyder wanted to know how NVTAs as a body, would provide input towards the study.
- ✓ Ms. Backmon responded that NVTAs participated in the initial discussions and will continue to do so over the course of the study.

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

- ✓ Mr. Longhi noted that since this was the only Standard Project Agreement on the agenda, there was no consent agenda.

- ✓ He proceeded to inform the Authority that this project was adopted as part of the FY2018-2023 Six Year Program and received FY2022 appropriation last April for an amount of \$5.4 million.
- ✓ Prior to that, the project also received a total of \$2 million in the FY2014 and FY2015-16 programs for the study and preliminary engineering phase.
- ✓ He added that the SPA has been reviewed by NVTA's Council of Counsel and presents no legal issues.
- ✓ Chair Randall moved approval of the proposed Standard Project Agreement 2018-055-3 Town of Leesburg (Route15/Edwards Ferry Road Interchange), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer to sign on behalf of the Authority; seconded by Senator Boysko. Motion passed unanimously.

6. Approval of CMAQ Reallocation for the Town of Vienna Ms. Backmon, CEO

Recommended Action: Approval of Reallocation

- ✓ Ms. Backmon informed Members of the Authority that the Town of Vienna requested to transfer \$351,800 in Congestion Mitigation and Air Quality (CMAQ) funds from UPCs 100489 and 112482 to UPC 111471, to bridge a funding gap in the construction estimate deficit of \$401,114.
- ✓ She noted that the Town of Vienna is committed to covering the remaining deficit of \$49,314.
- ✓ She added that this transfer will enable the Town of Vienna to proceed with the Right of Way (ROW) phase, noting that the RJACC recommended approval of this request at its August meeting.
- ✓ Chairman McKay moved approval of the reallocation of \$351,000 in CMAQ funds from UPC 100489 and UPC 112482 to UPC 111471, for the Town of Vienna; seconded by Board Member Cristol. Motion passed unanimously.

7. Approval of Amendment to Bylaws – Subsequent Reading Mr. Longhi, CFO

Recommended Action: Approval of Amendment

- ✓ Mr. Longhi informed the Authority Members that the GPC voted earlier today to recommend Authority approval of the attached Bylaw changes.
- ✓ He noted this is the third read of the proposed changes.
- ✓ Mr. Longhi also noted that feedback from the Commonwealth to Delegate Watt's question as well as from the Council of Counsels indicated that the proposed change was permissible but not required.
- ✓ Chair Randall noted as Board Member Cristol infers, 'Ms. Backmon is peerless in her group' (metaphorically speaking). Adding that there are similarities with top level positions, but it is important to note that each one has specialized skillsets which are very unique to each position.
- ✓ Board Member Cristol moved Authority adoption of the proposed Bylaws position title changes presented below; seconded by Chair Randall. Motion passed unanimously.

Discussion/Information Items

8. **TransAction Update - Public Engagement Activities**

Ms. Backmon, CEO

- ✓ Ms. Backmon reminded the Authority that TransAction, which is the region's long range transportation plan is updated every five years and that update is currently ongoing.
- ✓ She noted that NVTA is committed to ensuring public comment is fluid throughout this update process.
- ✓ She expressed her deep appreciation to the Authority Members and their localities for all their support and feedback with the ongoing TransAction update noting that a core part of the TransAction update is the planning and public engagement activities, which makes it possible to shape the overall approach to the update early on in the process. NVTA has reached out to all localities and appreciates all the feedback received thus far.
- ✓ Ms. Hawksworth, NVTA's Communications and Public Outreach Manager who has been the point of contact for public engagement activities, coordinating with consultants and stakeholders, continued with the update. She started with a note of appreciation to all jurisdictions for their participation and contribution and proceeded to highlight several key components of the public engagement process.
- ✓ She noted that since we are still in the midst of the pandemic, a lot of the following engagement efforts are on-line.
 - On-line Survey: Ms. Hawksworth spoke to the ongoing transportation priorities on-line survey which began August 6, 2021, and continues through September 19, 2021. She noted that for the first time, this survey is being offered in a variety of languages (English, Spanish and Korean) and requested of localities to continue to spread the word and encourage people to participate as it will help inform the process of planning towards the TransAction update. She noted that the results of these findings would be shared at the September and October Committee Meetings.
 - Pop-Up Events: Ms. Hawksworth continued that there are also a number of Pop-Up Events planned across the region. The PopUps are in-person community events stationed at different locations and aimed at reaching a diverse group of people in populated areas to provide feedback for this important update. She added that there are translators who can help people with providing their input at these events.
 - Live-Chat Sessions: In addition, there are a series of Live-Chat Sessions being hosted by NVTA staff (for the first time) on the TransAction website every Thursday between 1pm and 3pm with the last one on September 16, 2021.
 - Virtual Focus Groups: A total of eight focus groups were held during the second half of July and focused on different genders, age groups, income levels etc. Overall, 95 people in Northern Virginia participated via an online survey. She again noted that the results of these findings would be shared at the September and October Committee Meetings.

- She continued to elaborate on how NVTA is reaching out to other stakeholder groups like advocacy groups, citizen associations among others across the region, alongside ongoing social media campaigns which are aimed at driving people to NVTA and TransAction websites.
- ✓ Mayor Rishell inquired about the deadline for the on-line survey.
- ✓ Ms. Hawksworth responded that the survey has been extended until September 19, 2021, to enable more people to provide feedback.
- ✓ Delegate Roem asked if Ms. Backmon could walk her through the process of projects which could be funded and are already part of the existing TransAction, and also highlight items which will be added to TransAction and when those would be eligible for funding.
- ✓ Ms. Backmon responded that NVTA issued the Call for Projects for the FY2022-2027 Six Year Program (SYP) on July 1, noting that it closes on October 1, 2021. She added that this call for projects applies to projects which are in the current TransAction adopted in October 2017. Once the current update of TransAction is adopted in November 2022, subsequent SYPs will be based off of the projects included in the newly updated TransAction.
- ✓ She further elaborated that some projects are quite broad in scale, as such, project sponsors tend to apply for segments of those projects instead of the project in its entirety which is allowed so long as the projects are in TransAction.

9. RM3P Procurement Status Update

Ms. Backmon, CEO

- ✓ Ms. Backmon proceeded to provide an update of the status of procurement activities for the Regional Multimodal Mobility Program (RM3P).
- ✓ She noted that since the Commonwealth approved the Authority funding for the RM3P through the use of funds through the ITTF program, NVTA has been working diligently in partnership with its Co-sponsors, the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT) and other local and regional partners and stakeholders in pursuit of its mission.
- ✓ That is 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.
- ✓ She added that the RM3P is comprised of five Program Elements, namely the Data-Exchange Platform, Artificial Intelligence-Based Decision Support System, Commuter Parking Information System, Multi-Modal Analytical Planner and Dynamic Incentivization.
- ✓ These utilize technology to address certain needs and will work in collaboration to address overarching travel challenges across the region.
- ✓ Ms. Backmon noted that VDOT has released a Request for Qualifications which will pre-qualify vendors to apply for a future Request for Proposal (RFP) to implement, deploy and operate the Artificial Intelligence-Based Decision Support System Program Element.
- ✓ Ms. Backmon added that Ms. Cathy McGhee (Director of Research and Innovation, VDOT) and herself, serve as the program managers for RM3P and

they will be presenting an update at the Commonwealth Transportation Board (CTB), and the deployment of the AI based program is slated for 2022.

- ✓ More details regarding this procurement can be found on the Commonwealth eVA procurement platform.

10. Update on Travel Trends in Northern Virginia

Ms. Backmon, CEO

- ✓ Ms. Backmon provided an update regarding travel trends in Northern Virginia noting that travel volumes on highways continued to trend upwards in August, showing about 95% of pre-COVID levels compared to 92% in June.
- ✓ Metrorail showed an increase of 13% in ridership together with Omniride which shows an increase of 10% since March.
- ✓ She noted that for the next travel update, back-to-school and vaccine deployment data will be included to show its impact on travel trends.
- ✓ Mayor Wilson remarked that having had the transit equity discussion earlier, he would like to note that this is a very important, adding that he has been following travel trends and it is interesting to see how the region is almost back to pre-pandemic levels in terms of highway travel. One thing to watch is which jobs are still being done remotely versus those that are not as these scenarios present some very interesting trends.
- ✓ Chairman McKay also added that with regards to road travel, one thing to watch out for are tolls, are they going up or down. Also, when the pandemic began, certain local transit agencies suspended fares. However, as commuting in the region gets back to pre-pandemic levels, some localities have reinstated those fares whereas others have not. As such, it will be worth noting whether these factors made any impact on travel trends.
- ✓ Chair Randall inquired of Ms. Backmon whether there were any notable reasons for the differences between metro rail and metro bus ridership.
- ✓ Board Member Cristol responded that Metrobus serves transit centers both in Maryland and Virginia. Chairman McKay added that this includes routes in jurisdictions which sometimes fall in the transit equity zone.
- ✓ Councilmember Snyder asked whether there is access to other granular data which could explain why highway travel is trending up compared to transit which is not.
- ✓ Ms. Backmon responded that she spoke with Dr. Schneider, Executive Director of Omniride, who informed her that feedback obtained from their riders was that the truncated transit schedule did not work for their commuting needs.
- ✓ Councilmember Snyder asked that since transit data still shows low ridership, is there any way that Staff could look into more data to better inform everyone.
- ✓ Mayor Rishell commented that there maybe a complex array of factors contributing to this trend. One of such could stem from the constant negative information broadcasted by the media/news channels which could make people hesitant to ride transit.
- ✓ Councilmember Snyder noted that as transportation planners, it is important to get access to the necessary data for policymaking/adjustment reasons.

- ✓ Ms. Backmon responded that NVTA Staff will certainly look into it.

11. Governance and Personnel Committee Report 2022 Legislative Program

Chair Randall, Chair
Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC.

- ✓ Chair Randall provided an update of the Governance and Personnel Committee meeting noting that one of the topics discussed during the meeting was NVTA's remaining funding gap of \$38.5 million which needs to be restored.
- ✓ She added that this priority has been added to NVTA's 2022 Legislative Program and urges all members in the counties and towns to make this a priority in the legislative programs for their respective jurisdictions.
- ✓ Chair Randall also shared with Authority Members, the need to add language to the Legislative Program, which makes it increasingly harder for any entity to take money away from the NVTA in future.
- ✓ Chair Randall also noted legislation regarding the purchase of new electric vehicles (EVs), stating that the purchase comes with a host of benefits, whereas the EV is purchased used, there are no benefits. As such, she noted the need to address this in order for buyers to still gain those benefits of purchasing EVs, regardless of whether the vehicle is new or used.
- ✓ Ms. Baynard continued with the update, adding that a Transportation Technology Strategic Plan (TTSP) section has been added to the draft legislative program.
- ✓ Another item to be added is to coordinate with Northern Virginia Transportation Commission regarding additional funding for transit.
- ✓ Looking ahead at the number of study results coming out of General Assembly initiated endeavors, there is the need to make sure that Northern Virginia has opportunity to access future funding programs created from these studies. Ms. Baynard noted that a few of such studies include the following:
 - OIPI Multi-Use Trail Study (due October 2021)
 - DRPT's Transit Modernization and Equity Study (Interim report due December 2021)
 - JLARC Transportation Funding Study (Report due in November 2021)
 - She mentioned VDOT has an ongoing study on the Transportation Sector and that should be ready towards the end of the year.
- ✓ Ms. Hynes added that the Commonwealth is concerned about how SmartScale projects impact greenhouse gases emissions in the region hence the study to look into it.
- ✓ Chairman McKay pointed out that one important point mentioned by Chair Randall at the GPC which he did not hear being recounted was that depending on the outcome of the gubernatorial elections, there might be a change in the order of priorities on the legislative program.
- ✓ Ms. Backmon reaffirmed this adding that there are two required readings of the legislative program noting by the second reading, the gubernatorial

results would be known and will help determine how to order the priorities in the legislative program before it is adopted.

12. Planning and Programming Committee Report Mayor Wilson, Chair

- ✓ Mayor Wilson informed the Authority that the PPC continued their lively discussion regarding how climate policies inform the TransAction goals during the update process.

13. Planning Coordination Advisory Committee Report Mayor Colbert, Chair

- ✓ No verbal report given.

14. Technical Advisory Committee Report Mr. Boice, Chair

- ✓ No verbal report given.

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

- ✓ Ms. Backmon notified Authority Members about the upcoming Groundbreaking for the Route 28 Project next week, noting that a 'Save the Date' was previously sent to the members.
- ✓ She added that this event will observe all social distancing protocols and encouraged Authority Members to let her know if they plan to attend.
- ✓ Ms. Backmon called attention to the Correspondence item on the agenda noting it would be discussed next month.

16. Chair's Comments

- ✓ Mayor Rishell mentioned that she recalls that there was a JLARC Transportation Funding Study from 2019 and wanted to know what happened with the Study.
- ✓ Ms. Baynard informed her that this was a discussion which did not go far. She added that an advisory group was set up to advise the Governor regarding it but as of now, nothing else has come up.
- ✓ Chair Randall thanked everyone for their attendance and participation.

17. Adjournment

- ✓ The meeting adjourned at 8:17pm.

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

NVTA Offices

I-66 Outside the Beltway Concession Fee Projects Annual Update Northern Virginia Transportation Authority

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

October 14, 2021

Concession Fee Project Requirements

Projects must:

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

Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
 - Widen Poplar Tree Road Bridge to 4 lanes: *Open to traffic November 2020*
 - Expand I-66 Median Replace I-66 Bridge over US 29: *Construction underway, traffic shifted to new bridges.*
 - Widen Jermantown Road Bridge to 4 lanes: *Construction underway. Traffic shifted to new bridge.*
 - Widen Monument Drive Bridge to add pedestrian facility: *Design underway.*
- **Transit Improvement Projects:**
 - Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build procurement underway.*
 - East Falls Church Metrorail Station Bus Bay Expansion: *Design is underway. Construction in 2022.*
 - PRTC Western Bus Maintenance and Storage Facility: *Project complete. Facility began operations in 2021.*
 - VRE Manassas Line Capacity Expansion and real-time traveler information project: *5 Distinct project components, in various stages of development. Project completion date in 2025. Rail cars ordered, delivery in 2025. Other sources if funds (\$20,726,388).*
- **Pedestrian Improvement Projects:**
 - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Final design underway.*
 - George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Construction plan to begin fall 2023.*
 - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Right of way underway, construction in 2022.*

Concession Fee Project Categories and Status *(continued)*

- **Roadway Projects:**

- Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design-Build project, construction underway. On schedule to open to traffic in late 2022.*
- Devlin Road Widening, Balls Ford to University Blvd.: *Design underway*
- Balls Ford Road widening from Groveton Road to Route 234 Business: *Construction contract awarded 8/3/2021.*
- US 50 and Waples Mill Road intersection improvements: *Right of Way acquisition initiated. Final design underway.*
- Route 29 Widen 1.5 miles: *Design underway. Right of Way acquisition underway. Construction start in 2024.*

I-66 Concession Fee Projects

Project Description	Responsible Organization	Concession Fee Amounts Approved Through 9/21	Potential Shortfall/Surplus
Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	\$ 2,620,000	
I-66 Median Widening at Route 29	VDOT/66 OTB	\$ 48,050,736	
Jermantown Road Bridge Widening	VDOT/66 OTB	\$ 9,500,000	
Monument Drive Pedestrian Improvement	VDOT/66 OTB	\$ 3,800,000	
Rte 234 At Balls Ford Road Interchange	Prince William	\$ 105,000,000	
Balls Ford Road and Devlin Road	Prince William	\$ 25,000,000	\$ (7,372,414)
Balls Ford Road Widening from Groveton Road to Rte 234	Prince William	\$ 67,405,000	\$ 19,642,150
Commuter Parking Structure at Government Center	Fairfax County	\$ 43,400,000	\$ 3,600,000
George T. Snyder Trail	City of Fairfax	\$ 17,265,000	
Nutley Street SW Shared Use Path	Town of Vienna	\$ 295,000	\$ (200,000)

I-66 Concession Fee Projects

Project Description	Responsible Organization	Concession Fee Amounts Approved through 9/21	Potential Shortfall/Surplus
Route 50/Waples Mill Road Intersection	VDOT	\$ 2,510,746	
Lee Highway Pedestrian Improvements – Nutley St to Vaden Dr	VDOT	\$ 2,585,000	
Route 29 Widening – Phase I (Pickwick to Union Mill)	VDOT	\$ 1,210,904	
#Smart 18 Route 29 Widening Phase II (Union Mill – Buckley’s Gate	VDOT	\$ 21,700,597	
Route 29 Widening – Legato to Shirley Gate	Fairfax County	\$ 4,762,000	
East Falls Church Metro Bay Expansion	DRPT/Arlington	\$ 4,841,000	
Western Bus Maintenance & Storage Facility	DRPT/PRTC	\$ 11,070,000	
VRE Manassas Line Upgrade	DRPT/VRE	\$ 105,013,000	
VRE Manassas Park Parking Garage and Bridge	DRPT/VRE	\$ 23,483,000	
TOTAL		\$ 499,511,983	\$ 483,842,257
Funds Available		\$ 488,017	\$ 16,151,743

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



September 2021, Route 28 Interchange

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



September 2021, Route 29 Interchange

New Prince William PRTC Western Bus Maintenance and Storage Facility

In Operation in 2021





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

Attachment

Expenditures through 6/30/21; Status as of Fall 2021

UPC	State Project Number	I-66 Concession Payment Projects Description	Management Agreement	Estimated Completion	Current Concession Fee Amount	Current Estimate*	Other Funding Sources	Potential Shortfall/Surplus	Concession Fee Expenditure Thru 6/30/21**	Status Through Fall 2021	
112779	4831-029-411	Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	2022	\$ 2,620,000	\$ 2,620,000	\$ -	\$ -	\$ 2,600,000.00	Open to traffic November 2020.	
112778	0066-029-410	I-66 Median Widening at Rte 29 for WMATA Orange Line Accomodation	VDOT/66 OTB	2022	\$ 48,050,736	\$ 57,500,000	\$ 9,449,254	\$ (10)	\$ 43,822,285.00	Construction underway. Traffic shifted to new bridges.	
112781	0655-029-409	Jermantown Road Bridge Widening	VDOT/66 OTB	2022	\$ 9,500,000	\$ 9,500,000	\$ -	\$ -	\$ 6,508,455.00	Construction underway. Traffic shifted to new bridge.	
112780	7969-029-412	Monument Drive Pedestrian Improvements	VDOT/66 OTB	2022	\$ 3,800,000	\$ 3,800,000	\$ -	\$ -	\$ 613,935.00	Design underway.	
112815	6234-076-266	Rte 234 At Balls Ford Road Interchange	Prince William County 8/30/2018	2022	\$ 105,000,000	\$ 105,000,000	\$ -	\$ -	\$ 26,098,505.62	Design-Build Project, construction underway. On schedule to open to traffic in late 2022.	
118253	0621-076-310	Devlin Widening 2 to 4 Lanes Balls Ford Interchange to University Blvd	Prince William County	2025	\$ 25,000,000	\$ 32,372,414	\$ -	\$ (7,372,414)	\$ 3,364.17	Design underway	
112813	0621-076-265	Balls Ford Road Widening from Groveton Road to Rte 234	Prince William County 5/7/2018	2023	\$ 67,405,000	\$ 47,762,850	\$ -	\$ 19,642,150	\$ 6,075,243.62	Construction contract awarded 8/3/21. Note: Estimate, etc. Include UPC 118892 Ductbank relocation work that is part of overall project.	
112817	FXCP-029-413	Commuter Parking Structure at Government Center	Fairfax County 10/23/2018	2023	\$ 43,400,000	\$ 39,800,000	\$ -	\$ 3,600,000	\$ 2,446,460.19	Design-Build contract awarded 8/16/21	
112816	U000-151-216	George T. Snyder Trail	City of Fairfax 7/2/2018	2025	\$ 17,265,000	\$ 17,265,000	\$ -	\$ -	\$ 1,110,009.62	Construction planned to begin in 2023.	
112818	0243-153-212	Nutley Street SW Shared Use Path	Town of Vienna 6/21/2018	2021	\$ 295,000	\$ 495,000	\$ -	\$ (200,000)	\$ 61,100.99	Final design underway.	
113517	0050-029-415	Route 50/Waples Mill Road Intersection	VDOT	2023	\$2,510,746	\$ 2,510,746	\$ -	\$ -	\$ 503,526.52	Right of Way acquisition initiated. Final design underway.	
113518	0029-029-414	Lee Highway Pedestrian Improvements - Nutley St to Vaden Dr	VDOT	2022	\$2,585,000	\$ 2,585,000	\$ -	\$ -	\$ 813,405.85	Right of way underway, construction in 2022.	
110330	0029-029-351	Route 29 Widening - Phase I Pickwick Road to Union Mill	VDOT	2019	\$1,210,904	\$ 1,210,904	\$ -	\$ 0	\$ 1,210,903.69	Project final closeout 3/20/19.	
110329	0029-029-350	#Smart 18 Route 29 Widening Phase II Widen 1.5 Miles Union Mill Road to Buckley's Gate	VDOT	2027	\$21,700,597	\$ 97,020,683	\$ 75,320,086	\$ -	\$ 4,507,144.08	Design Underway. Right of Way acquisition underway. Construction start in 2024.	
105397	0029-029-R54	Route 29 Widening Legato to Shirley Gate	Fairfax County 3/26/2018	2020	\$ 4,762,000	\$ 14,056,454	\$ 9,294,454	\$ -	\$ 4,762,000.00	Project Completed in November 2019. In financial closure	
113527	EFCM-000-871	East Falls Church Metro Bus Bay Expansion	DRPT/Arlington In process	2024	\$ 4,841,000	\$ 7,328,000	\$ 2,487,000	\$ -	\$ -	Design is underway. Construction in 2022	
113528	PRTC-076-267	Western Bus Maintenance & Storage Facility	DRPT/PRTC 2/6/2019	2020	\$ 11,070,000	\$ 47,680,000	\$ 36,610,000	\$ -	\$ 11,070,000.00	Project complete. Facility began operations in 2021.	
113526	VREM-155-313	VRE Manassas Line Upgrade	DRPT/VRE In process	2025	\$ 105,013,000	\$ 105,013,000	\$ -	\$ -	\$ -	5 Distinct project components, in various stages of development. Project completion dates in 2023, with final component complete in 2025. Other sources of funds (\$20,726,388). New rail cars ordered, delivery in 2025.	
113525	VREM-152-284	VRE Manassas Park Parking Garage and Bridge	DRPT/VRE 4/2/2019	2023	\$ 23,483,000	\$ 25,983,000	\$ 2,500,000	\$ -	\$ -	Project in final design. Construction start in 2022.	
113539	0066-96A-527	Balance Entry Account - MONITORING FUNDS			\$ 488,017						
TOTAL					\$ 500,000,000	\$ 483,842,257			\$ 15,669,726	\$ 112,206,339.35	
									\$ 16,157,743	Potential Concession Fee Balance	

Note: *Orange highlight indicates estimate change with potential Concession Fee implication; **Blue highlight indicates Concession Fee Expenditure complete.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 7, 2021

SUBJECT: Forward Appropriation of the Widen Route 1 Fraley Blvd. to Brady's Hill -
Dumfries Road Project

- 1. Purpose:** To seek the Northern Virginia Transportation Authority approval of a forward appropriation for the Widen Route 1 - Fraley Blvd to Brady's Hill and Dumfries Road Regional Revenue Fund Project. The Finance Committee reviewed the recommended appropriation at their September 2021 meeting and unanimously recommended Authority approval.
- 2. Suggested Motion:** *I move Authority approval of the FY2022 Regional Revenue Fund appropriation of \$44,860,000 for the Widen Route 1 - Fraley Blvd. to Brady's Hill and Dumfries Road Project. Project ID 2018-053-2.*
- 3. Background:**
 - a. Regional Revenue Fund appropriations are presented for Finance Committee recommendation and Authority approval as part of the annual budget adoption process in advance of the start of each fiscal year.
 - b. The deadline for project sponsors to request FY2022 appropriations was January 29, 2021. At the time of the deadline, this project was managed by the Town of Dumfries through a previously approved Standard Project Agreement (SPA) and appropriation.
 - c. The Town of Dumfries (Town) and Prince William County (County) mutually agreed in March 2021 to transfer management of the overall project from the Town to the County.
 - d. The purpose of transferring the project from the Town to the County was to take advantage of the County's extensive experience in widening and improving other parts of the Route 1 corridor, much of which has also been funded by the Authority.
 - e. On March 11, 2021, the Authority took action to transfer the project from the Town to the County by cancelling the existing SPA with the Town and approving a new SPA with the County. This action only covered the previously approved SPA and appropriated funds.
 - f. The Authority approved an additional \$44,860,000 in funding for this project as part of the FY2018-2023 Six Year Program.
 - g. County staff report that they have been able to accelerate project and are in need of funds in FY2022 to maintain project momentum.

- h.** The total amount of the FY2018-2023 Six Year Program (SYP) is \$1.85 billion. This amount was planned to be appropriated over the six years of the program. Appropriation requests for FY2022 were \$33.3 million, which is the lowest amount of requests in the SYP to date. Those requests were supported by the Finance Committee and authorized by the Authority in passing the Regional Revenue Fund Budget on April 8, 2021.
- i.** Due to the timing of the appropriation deadline (January 2021) and project transfer (March 2021), and the relatively small amount of the original FY2022 project appropriations, NVTA staff support this out of cycle appropriation.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, CFO

DATE: October 7, 2021.

SUBJECT: Regional Funding Project 2018-053-2 Prince William County – Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234).

-
1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the attached Standard Project Agreement (SPA) 2018-053-2.
 2. **Suggested motion:** *I move approval of the proposed Standard Project Agreement 2018-053-2, Prince William County (Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Chief Executive Officer to sign on behalf of the Authority.*
 3. **Background.**
 - a. This project was originally adopted as part of the FY2018-2023 Six Year Program with \$44,860,000 in funding, and subsequently was transferred from the Town of Dumfries to Prince William County during the March 2021 Authority meeting.
 - b. The FY2022 forward appropriation was recommended by the Finance Committee on September 23, 2021.
 - c. The attached SPA presented by Prince William County is consistent with the project previously submitted by Town of Dumfries and approved by the Authority.
 - d. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: Link to the SPA for NVTA Project Number 2018-053-2, can be found [here](#) .

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

7.

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

FROM: Monica Backmon, CEO

DATE: October 7, 2021

SUBJECT: Recommendation to Allocate Additional Transform 66 Outside the Beltway
Concession Payment Funds to the Town of Vienna

- 1. Purpose.** To seek Northern Virginia Transportation Authority recommendation to allocate Transform 66 Outside the Beltway Concession Payments for Town of Vienna.
- 2. Suggested Motion:** *I move Authority recommendation to the Commonwealth Transportation Board, to allocate an additional \$200,000 in I-66 Concession funds to Nutley Street Shared Use Path: Virginia Center Boulevard to Tapawingo Road (UPC112818) project.*
- 3. Background:**
 - As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment).
 - Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
 - On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. Nutley Street Shared Use Path project was included in the Authority's recommendation. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part the project in the Town of Vienna. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority including the Town of Vienna project.

- On September 23, 2021, the Town of Vienna requested an additional \$200,000 in I-66 Concession funds for the said project.
- Additional funding is needed to accommodate the increased construction cost estimate at the 30% design level. The increase in estimated cost is due a retaining wall and handrail that was extended longer than initially anticipated. The Town does anticipate that the cost will reduce as the design is advanced but needs to address the current deficit in order to close out the scoping phase.
- The RJACC recommended approval of the request at the September 23, 2021, meeting.

4. Next Steps. Upon Authority recommendation of approval, the fund request will be sent to the Commonwealth Transportation Board for final action.

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*

October 14, 2021

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

Reference: Allocate additional Transform 66 Outside the Beltway Concession Payment funds for Town of Vienna

Dear Mr. Lynch:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On September 23, 2021, Town of Vienna requested an additional \$2000,000 in I-66 Concession funds for the Nutley Street Shared Use Path: Virginia Center Boulevard to Tapawingo Road (UPC112818) project. The additional funds are needed to accommodate the increased construction cost estimate at the 30% design level. The increase in estimated cost is due a retaining wall and handrail that was extended longer than initially anticipated. The Town does anticipate that the cost will reduce as the design is advanced but needs to address the current deficit in order to close out the scoping phase.

On October 14, 2021, the Authority recommended approval of the additional fund allocation. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Mike Gallagher, Director of Public Works, Town of Vienna



TOWN OF
VIENNA
Public Works

September 15, 2021

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

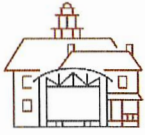
RE: Request for additional I-66 Concession funds for UPC 112818 (Nutley Street SUP)

Dear Ms. Backmon,

The Town of Vienna was awarded \$295,000 in I-66 Outside the Beltway concessionaire funds for a Shared-Use Path along the west side Nutley St from Virginia Center Blvd to Tapawingo Road. The project is currently at the 30% design level and on August 4th, 2021 the Town hosted a CIM (Citizen Information Meeting) to review the proposed project with residents and address any comments.

The Town of Vienna requests NVTVA's recommendation to the Commonwealth Transportation Board for the approval for an additional \$200,000 for the construction phase of the Town's Nutley Street SUP project (UPC 112818).

The additional funds are needed to accommodate the increased construction cost estimate at the 30% design level. The increase in estimated cost is due a retaining wall and handrail that was extended longer than initially anticipated. The Town does anticipate that the cost will reduce as the design is advanced but needs to address the current deficit in order to close out the scoping phase.



TOWN OF
VIENNA
Public Works

My contact information is 703-255-6380 or email at Michael.Gallagher@viennava.gov.

Sincerely,

Mike Gallagher, PE
Director of Public Works

Enclosure(s): N/A

cc: Andrew Jinks, TOV
 Marion Serfass, TOV
 Sree Nampoothiri, NVT
 Susie Lue, VDOT
 Carol Sinclair, VDOT
 Nassre Obeed, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: October 7, 2021

SUBJECT: Approval of the Issuance of the Call for Projects for the FY 2028 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the issuance of the Call for Projects for the FY 2028 CMAQ and RSTP Funds.
- 2. Suggested Motion:** *I move Authority approval of the issuance of the Call for Projects for the FY 2028 CMAQ and RSTP Funds.*
- 3. Background.** The NVTA coordinates Northern Virginia's annual programming of the federal Congestion Mitigation and Air Quality Program (CMAQ) and the Regional Surface Transportation Program (RSTP). CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia.

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

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

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

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

The application process includes submitting an application form, TEEM worksheet and/or FHWA's emission calculators for air quality benefit calculation, and resolution of support from the respective governing bodies.

The deadlines for the FY 2028 programming cycle are noted below:

Application submittal:	January 14, 2022
TEEM worksheet submittal:	January 28, 2022
Resolution of support submittal:	January 28, 2022

Next Steps: Authority approval of the proposed FY 2028 funding recommendations is anticipated at the March 2022 Authority meeting. Upon Authority approval, the recommended projects will be submitted to the CTB for funding consideration.

Attachments: Project Application Form

Coordination: Regional Jurisdiction and Agency Coordinating Committee (RJACC)

FY2028 NVRTA CMAQ/RSTP REQUEST FORM

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

1. BACKGROUND

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

2. PROJECT INFORMATION

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

2.6 Type of Project/Action (Select one below)

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

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

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

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

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

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

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

3. FEDERAL/STATE DOCUMENTATION

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

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

If No, quantification of benefits **must be submitted by January 29, 2020** to be eligible for funding consideration.

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

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

3.3 Environmental Review:

Type: (select one)

Status: (select one)

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

4. SCHEDULING INFORMATION

4.1 Project Delivery Schedule for Federal Obligation

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

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

Table 1: Cost Estimates by Year for a Construction Project

	Total Project Cost Estimate	Previous Funds Prior to FY2023	FY2023 Allocated	FY2024 Allocated	FY2025 Allocated	FY2026 Allocated	FY2027 Allocated	FY2028 Requested
Design/PE/Environmental								
ROW Acquisition/Utility Relocation								
Construction								
TOTAL								

Table 2: Cost Estimates for a Non-Construction Project

	Total Project Cost Estimate	Previous Funds Prior to FY2023	FY2023 Allocated	FY2024 Allocated	FY2025 Allocated	FY2026 Allocated	FY2027 Allocated	FY2028 Requested
Study Cost								
Acquisition								
Operating Costs								
TOTAL								

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

Yes No N/A

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

5. PLANNING CONSIDERATIONS

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

5.2 Is the project included in TransAction?

Yes, specifically included in TransAction. Specify TransAction ID: _____
 Yes, included as part of a larger project, group of projects or Category.
 Specify TransAction ID: _____
 No, project not included but it is still a jurisdiction/agency priority.

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

Yes No TBD.

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

Project Name receiving HB 2313 Funds: _____

Fiscal Year of HB 2313 Funding: _____

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

Form Completed by:	
Date:	

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, CFO

DATE: October 7, 2021

SUBJECT: Chief Executive Officer Position Description

1. **Background:** The Northern Virginia Transportation Authority (NVTA) engaged the services of an independent consult to revise the Chief Executive Officer (CEO) position description and undertake a compensation analysis with recommendations. At their September 2021 meeting the Governance and Personnel Committee (GPC) reviewed the draft position description and unanimously voted to recommend Authority approval.
2. **Suggested Motion:** *I move Authority approval of the attached draft Chief Executive Officer Position Description.*
3. **Discussion:**
 - a. After examining several options, the GPC directed staff in June 10, 2021 to make a best effort to develop and issue a Request for Proposal (RFP) for an independent consultant to examine and make recommendations on the Chief Executive Officer position description and perform a compensation analysis.
 - b. The target was to bring forward proposals to be considered by the GPC in July for a possible recommendation to the Authority at its July meeting.
 - c. The Authority approved the contract award on July 8, 2021, conditioned on Council of Counsels (C of C) review of the procurement. The C of C reviewed the procurement and determined there were no legal issues. The contract award was finalized on July 14, 2021.
 - d. The Millennium Group (TMG) has been working since the award date to redraft the position description.
 - e. TMG efforts have included researching the Authority and the Chief Executive Officer position and conducting interviews with:
 - i. Chair Randall
 - ii. Board Member Cristol
 - iii. Mayor Rishell
 - iv. Chair Wheeler
 - v. Mr. Hal Parrish

- vi. Ms. Backmon
- f. TMG used other research and resources, at its independent determination to develop the draft position description.
- g. TMG sought information from private sector representatives who are familiar with NVTA for public sector organizations to survey.
- h. NVTA staff have provided support as requested by TMG.
- i. The current Executive Director Position Description is attached for reference.
- j. The draft Chief Executive Officer Position Description is attached for review and consideration.
- k. Track change versions of the evolved position description are available upon request. They are not presented here due to the number and breadth of changes, by multiple parties, making the documents very difficult to follow.
- l. Chair Randall directed staff to distribute the draft position description to all Authority Members at the September Authority meeting for review and comment in preparation for the October Authority meeting.
- m. No comments on the draft position description were received. Thus, the current draft is exactly the same as recommended for Authority by the GPC.

4. Next Steps:

- a. Based on the current draft of the position description TMG started the compensation analysis stage of the consulting work.

Attachments:

- A. Current - Executive Director Position Description
- B. Draft – Chief Executive Officer Position Description

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

POSITION TITLE: Executive Director

REPORTS TO: NVTA [Board]

BACKGROUND:

The Northern Virginia Transportation Authority (NVTA) is a regional transportation authority established by the Virginia General Assembly in 2002. In 2013, the General Assembly passed legislation authorizing that certain taxes and fees will be levied in Northern Virginia jurisdictions¹ for the funding of transportation improvements in the heavily congested region of Northern Virginia. The Authority will be responsible for allocating approximately \$300 million in revenue per year for transportation improvements, of which 30% will be allocated to jurisdictions and 70% will be programmed by NVTA in accordance with statutory guidance focused on regional congestion reduction. Although permitted by statute, currently NVTA intends to allocate funds to jurisdictions and regional transportation agencies for implementation of proposed projects; therefore at this time it is not an operating agency.

At least initially, it is envisioned that the Authority will have a small office staff, consisting of an executive director, a chief financial officer, two (2) program coordinators (planning, programming and oversight of jurisdictional/agency implementation), an accountant and an administrative assistant who will also serve as executive assistant to the executive director, staff assistant to other members of staff, and human resources coordinator. In FY2015 (beginning July 1, 2014), it is anticipated that a part-time public information officer (PIO) will be added to staff.

Organization of the Authority:

- The Authority functions similar to a board of directors, responsible for general policy and decision-making with respect to planning, programming and implementation of regional transportation improvements; additionally, it has fiduciary responsibility for revenue transferred to it by the Commonwealth to include compliance with statutory guidance on Authority and member jurisdictional use of funds.
- Key committees:
 - Finance Committee. Advises Authority on all financial matters and oversees NVTA's financial activities.
 - Technical Advisory Committee (TAC). Advises and provides recommendations on the development of projects, funding strategies and other matters as directed by Authority.

¹ Northern Virginia jurisdictions are the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

- Program Planning Advisory Committee (PCAP). Advises Authority on broad policy issues related to periodic update of NVTA's Long Range Transportation Plan and Six-Year Plan, with specific consideration to regional transportation, land use and growth issues.
- Jurisdiction and Agency Coordinating Committee (JACC). Advises Authority on transportation projects and services, regional transportation planning, long range planning, air quality and legislation; functions as NVTA's lead committee for coordination of regional transportation plans and programs.
- Council of Counsels. Provides legal counsel and advice to Authority.
- Staff. Executive Director and staff as described above.

As the key member of the Authority's management team, the executive director is responsible for day-to-day operations of the Authority, to include:

- Leadership
 - In collaboration with committees and local jurisdictions, sets the strategic vision for the NVTA and ensures planning and programming of NVTA directed investment that supports achievement of its Long Range Plan.
 - Oversees administration of NVTA.
 - Ensures that a coordinated annual operational plan and calendar is drafted for Authority approval.
 - Recommends an annual operations budget and debt service (capital) budget and, in concert with CFO, manages NVTA's resources.
 - Provides leadership to NVTA staff.
- Building working relationships
 - Develops and maintains relationships with Authority [board] members.
 - Works in close, frequent, and occasionally confidential collaboration with Authority [board] to identify problems, needs, opportunities, and to coordinate responsibility for achieving both near-term and long-term goals.
 - Reports monthly to Authority on specific tasks and responsibilities.
 - Forges effective, mutual relationships with elected officials and key jurisdictional/agency staffs at all levels of government, private sector partners, and members of community groups and the general public.

SPECIFIC RESPONSIBILITIES:

- Is principal staff advisor to the Authority and its members on all matters related to responsibilities and functioning of NVTA.
- Is principal NVTA staff coordinator with jurisdictions and relevant agencies, recognizing that various committee staff leads work directly with counterpart staff members.
- In collaboration with appropriate committee, takes a leading role in drafting strategic vision and plans to Authority.
- Ensures coordination amongst the various committees and Council of Counsels so that Authority receives coordinated recommendations, while also ensuring that advisory committee advice is also directly received by the Authority.

- Ensures that financial responsibilities and accountability are fulfilled.
- Drafts staff coordinated agenda for Chairman’s consideration and ensures that meeting informational packets are prepared and distributed in a timely fashion in advance of meetings.
- Selects and supervises NVTa staff.
- Presents annual proposed operations budget to Authority.

PREFERRED CHARACTERISTICS:

- Self-starter comfortable working with broad [board] guidance and minimal oversight.
- Professional demeanor that “presents well” to public officials (elected and appointed).
- Accustomed to working with multiple agencies and engendering a cooperative relationship.
- Ability to brief and speak to elected and appointed officials and the general public in an easily understood manner.
- Ability to prepare briefings, charts and information papers readily understood by the general public.
- Ability to cast and exercise broad leadership vision, while demonstrating willingness to engage with hands-on participation necessary in a small office environment.
- Accustomed to representing an organization in front of various media (e.g., print, radio and television).

QUALIFICATIONS:²

- Master’s degree preferred in business administration, public policy, transportation planning or a related, relevant discipline.
- Demonstrated knowledge/experience:
 - ✓ working in a complex political and policy environment where consensus building is critical to organizational success.
 - ✓ of regional transportation planning and programming in the context of a Metropolitan Planning Organization (MPO) environment.
 - ✓ of the general principles and practices related to public financial systems, ideally to include capital financing and budgeting.
 - ✓ large regional multi-year capital transportation infrastructure projects.
 - ✓ coordination of presentation and project deadlines across jurisdictions and agencies.
- Knowledge of
 - ✓ federal rules relating to transportation planning in an MPO with non-attainment of air quality standards.

² It is not anticipated that candidates will be experts or experienced in every listed qualification. The list is intended to provide the scope and breadth of the challenges and work that will engage the Executive Director.

- ✓ large transportation/transit service project management oversight standards, tools and techniques.
 - ✓ financial planning and best approaches to oversight of funds.
 - ✓ methods for transportation/transit performance evaluation (from regional perspective) and measurement tools.
 - ✓ Board meeting/presentation organization and time management.
- Ability to
 - ✓ define goals and develop plans/mechanisms to achieve them.
 - ✓ establish and maintain effective working relationships with peers and colleagues.
 - ✓ exercise effective time management, balance multiple priorities and consistently meet time lines and due dates.
 - ✓ develop, implement and monitor internal controls.
 - ✓ use and apply typical office software programs.
 - ✓ work/interact effectively and professionally with Authority and key jurisdictional staff.

ADDITIONAL CONSIDERATIONS:

- Executive Director will travel often (normally with his/her vehicle) in Northern Virginia; will be provided a monthly travel allowance.
- Executive Director is expected to live in Northern Virginia.

WORK ENVIRONMENT:

Work will typically be performed in a quiet, office environment. Support to Authority (and potentially, committee) meetings will be in a public meeting environment that may be crowded and sometimes noisy. Considerable travel within the region is to be expected.

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

POSITION TITLE: Chief Executive Officer

REPORTS TO: NVTA – Authority Board Members

BACKGROUND:

The Northern Virginia Transportation Authority (NVTA) is a regional transportation authority established by the Virginia General Assembly in 2002. In 2013, the General Assembly passed legislation authorizing that certain taxes and fees will be levied in Northern Virginia jurisdictions¹ for the funding of transportation improvements in the heavily congested region of Northern Virginia. The Authority will be responsible for allocating approximately \$350 million in revenue per year for transportation improvements, of which 30% will be allocated to jurisdictions and 70% will be programmed by NVTA in accordance with statutory guidance focused on regional congestion reduction. Although permitted by statute, currently NVTA intends to allocate funds to jurisdictions and regional transportation agencies for implementation of proposed projects; therefore at this time it is not an operating agency.

Organization of the Authority:

- The Authority functions similar to a board of directors, responsible for general policy and decision-making with respect to planning, programming and implementation of regional transportation improvements; additionally, it has fiduciary responsibility for revenue transferred to it by the Commonwealth to include compliance with statutory guidance on Authority and member jurisdictional use of funds.
- Key Committees:
 - Planning and Programming Committee (PPC). Advises the Authority of planning and programming recommendations including TransAction, the Six Year Program, and the Project Selection Process on projects within the Authority's adopted revenues.
 - Finance Committee. Advises Authority on all financial matters and oversees NVTA's financial activities.
 - Technical Advisory Committee (TAC). Advises and provides recommendations on the development of projects, funding strategies and other matters as directed by Authority.
 - Program Coordination Advisory Committee (PCAC). Advises Authority on broad policy issues related to periodic update of NVTA's Long Range Transportation Plan

1. Northern Virginia jurisdictions are the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

- and Six-Year Plan, with specific consideration to regional transportation, land use and growth issues.
- Governance and Personnel Committee (GPC). Directs the development of the annual Legislative Program (Federal and State). Advises on personnel and governance issues. Develops related policies and provides guidance on procedures.
 - Transportation Technology Committee (TTC). Advises the NVTA CEO on multi-modal transportation technologies and related transportation trends that support (or endanger) the vision of the Authority as stated in its current Five-Year Strategic Plan. Develops an evidence-based body of knowledge that will educate and inform regional policy makers on multi-modal transportation technologies and related transportation trends.
 - Regional Jurisdiction and Agency Coordinating Committee (RJACC). Advises the NVTA CEO on transportation projects and services, regional transportation planning, long range planning, air quality and legislation; functions as NVTA CEO's lead committee for coordination of regional transportation plans and programs.
 - Council of Counsels (CoC). Provides legal counsel and advice to Authority.

Key Functions:

- Develops a strategic vision for NVTA for Board approval based on governing legislation and regional transportation needs as well as economics.
- Serves as the public face of the Authority to ensure understanding and support for NVTA programs in the community, with stakeholders and the Commonwealth at large.
- Builds working relationships with key partners such as local officials, chambers of commerce, business and interest groups to enhance understanding of NVTA's programs, gain support and safeguard the Authority's funding and legislation.
- Leads the policy, planning and monitoring efforts for NVTA through the lifecycle of projects.
- Develops and implements an operational plan, budget, investment program and calendar to ensure the Authority's activities are being implemented in an efficient and timely manner. Oversees the development of a detailed debt capacity, utilization and service plan. Provides oversight on the NVTA investment portfolio to achieve maximum return while providing funding liquidity for NVTA's projects.
- Collaborating with local jurisdictions and agencies, oversees the development of the Long Range Transportation Plan (TransAction) and the Six Year Program to accomplish NVTA's strategic vision and statutory direction for Board approval. Applies judgment to assure a balanced portfolio meeting economic competitiveness and mandates while providing for fairness and statutory requirements.
- Directs the process of researching multi-modal transportation trends and needs.
- Ensure that jurisdictions separate the local vs. regional needs for transportation funding.
- Provides Authority Board and Committees complete, accurate and timely information facilitating decision-making.
- Represents and advocates on behalf of the Authority with key Commonwealth groups such as departments, agencies, legislative committees and individual General Assembly members to coordinate activities, advocate for the safeguarding of the Authority's

funding and overarching mission and advance the interest of NVTA. Monitors relevant bills and committee actions.

- Maintains contact with Virginia's congressional offices and federal agencies to identify new opportunities, advocate for funding and ensure effective working relations. Protect funding from being reallocated demonstrating NVTA value to other entities and organizations.
- Coordinates with other transportation planning organizations and metropolitan planning organizations to ensure regional transportation needs are met.
- Works within statutory limitations, ensuring all NVTA activities, particularly project rating analysis and funding decisions are consistent with enabling legislation and are undertaken with transparency and integrity.
- Understand the complexities of NVTA's funding sources, public finance and monitors to ensure accuracy of receipts.
- Directs the process of reviewing projects performance for reimbursement. Ensures that funds are used appropriately through monitoring, tracking and oversight of projects for statutory compliance, contractual compliance, quality and timeliness.
- Establishes an organization structure, staffing and assignment of duties intended to facilitate accomplishment of NVTA's goals. Oversees staff performance and operations.
- Oversees direct and indirect grant applications to increase resources available to the Authority and Northern Virginia region. Advocate for federal and state transportation funding.
- Develops federal, state and regional transportation policy recommendations.
- Represents NVTA and the region in statewide and national transportation initiatives.
- Performs related duties as assigned.

PREFERRED CHARACTERISTICS:

- Self-starter comfortable working with broad [Board] guidance and minimal oversight.
- Professional demeanor that "presents well" to public officials (elected and appointed).
- Accustomed to working with multiple agencies and engendering a cooperative relationship. Possession of strong negotiating skills and diplomacy.
- Ability to communicate to elected and appointed officials and the general public in an easily understood manner.
- Ability to cast and exercise broad leadership vision, while demonstrating willingness to engage with hands-on participation necessary in a small office environment. Hire top quality staff.
- Accustomed to representing an organization in front of various media (e.g., print, radio and television).

QUALIFICATIONS:

- Master's degree preferred in business administration, public policy, transportation planning or a related, relevant discipline.
- Demonstrated knowledge/experience:

- ✓ working in a complex political and policy environment where consensus building is critical to organizational success.
- ✓ of regional transportation planning and programming in the context of a Metropolitan Planning Organization (MPO) environment.
- ✓ of the general principles and practices related to public financial systems, ideally to include capital financing and budgeting.
- ✓ large regional multi-year capital transportation infrastructure projects.
- ✓ coordination of presentation and project deadlines across jurisdictions and agencies.
- Knowledge of
 - ✓ transportation planning principles and practices, multi-modal transportation planning and congestion mitigation.
 - ✓ grant application procedures.
 - ✓ federal rules relating to transportation planning in an MPO with non-attainment of air quality standards.
 - ✓ large transportation/transit service project management oversight standards, tools and techniques.
 - ✓ financial planning and best approaches to oversight of funds.
 - ✓ methods for transportation/transit performance evaluation (from regional perspective) and measurement tools.
 - ✓ Board meeting/presentation organization and time management.
- Ability to
 - ✓ define goals and develop plans/mechanisms to achieve them.
 - ✓ establish and maintain effective working relationships with peers and colleagues.
 - ✓ exercise effective time management, balance multiple priorities and consistently meet timelines and due dates.
 - ✓ develop, implement and monitor internal controls.
 - ✓ use and apply typical office software programs.
 - ✓ work/interact effectively and professionally with Authority and key jurisdictional staff and Commonwealth entities.
 - ✓ develop creative/innovative options for Authority members to consider
 - ✓ anticipate consequences of various options, unintended, positive or negative while presenting possibilities and strategies to Authority members. This includes actions considered by the Authority as well as those actions taken by federal, state or other regional bodies.
 - ✓ understand technical aspects of transportation planning
 - ✓ listen to needs of different stakeholders and formulate recommendations in the interest of all parties

ADDITIONAL CONSIDERATIONS:

- The Chief Executive Officer will travel often (normally with his/her vehicle) in Northern Virginia; will be provided a monthly travel allowance.
- The Chief Executive Officer is expected to live in Northern Virginia.

WORK ENVIRONMENT:

Work will typically be performed in a quiet, office environment. Support to Authority (and potentially, committee) meetings will be in a public meeting environment that may be crowded and sometimes noisy. Considerable travel within the region is to be expected.

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Chief Executive Officer

Date

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, CEO

DATE: October 7, 2021

SUBJECT: FY2021 Report to the Joint Commission on Transportation Accountability

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of the FY2021 Report developed to the Joint Commission on Transportation Accountability (JCTA).
- 2. Background.** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability on the usage of funding generated pursuant to the provisions of Title 33.2-2500, of the *Code of Virginia*, as amended. To meet this requirement, the NVTA staff has prepared a report to inform the JCTA of the FY2021 revenues, allocations, and an update on the use of the 70% Regional Revenue Funds for FY2022-2025, which focuses on the revenues programmed and appropriated for the Authority's FY2018-2023 and FY2020-2025 Six Year Programs, and 30% Local Distribution Revenue Funds for FY2014 to FY2021, which the NVTA jurisdictions used for various transportation projects and programs. The report also provides updated revenue estimates for the period FY2022-2025.

Attachment. FY2021 Annual Report to the Joint Commission on Transportation Accountability

Planning For Evolving Needs



Fiscal Year 2021 Annual Report to the Joint Commission on Transportation Accountability

October 7, 2021

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031
Phone: (703) 642 4652
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NVTA Jurisdictions and Major Transportation Facilities in Northern Virginia

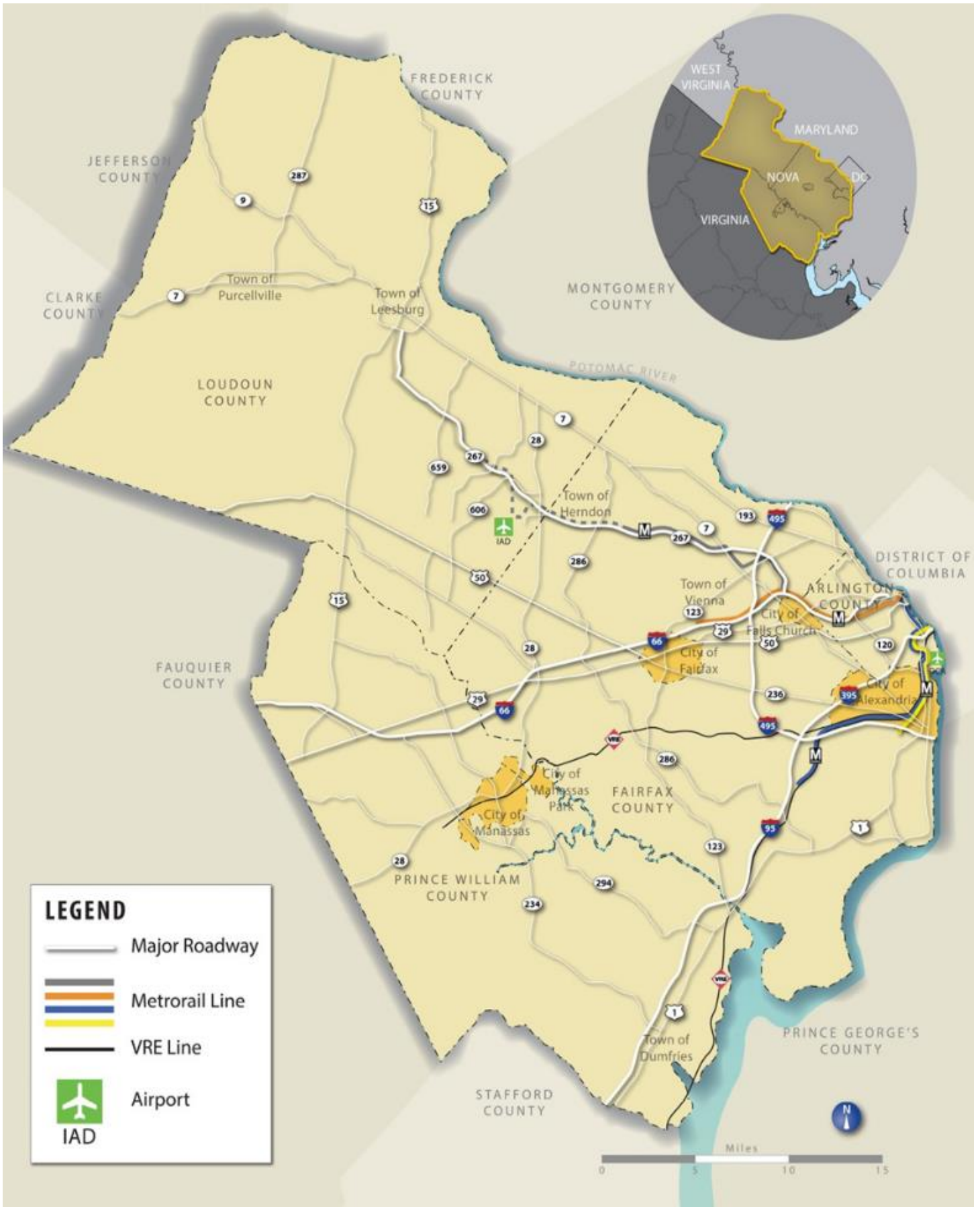


Table of Contents

1. Background.....	1
2. What is New?.....	2
3. Fiscal Year 2021 – Overall Revenue and Allocation.....	3
4. 70 Percent Regional Revenue Funds.....	4
5. 30 Percent Local Distribution Revenue Funds.....	5
6. Fiscal Year 2022-2025 Revenue Estimates.....	14
7. NoVA Gateway.....	15

2021 NVTA Members

List of Tables

Table 1: NVTA’s Funding Programs.....	4
Table 2: Projects that Received Regional Fund Appropriations in FY 2021.....	4
Table 3: 30 Percent Local Distribution Revenue Funds for FY2021 (as of June 30, 2021).....	5
Table 4: Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds from FY2014 through FY2021.....	6
Table 5: NVTA Revenue and Distribution Estimates for FY2022–2025.....	14

List of Figures

Figure 1: NVTA FY2021 Revenue Breakdown.....	3
Figure 2: NVTA FY2021 Revenue Allocations.....	3
Figure 3: NVTA FY2022-2025 Estimated Revenue Breakdown.....	Error! Bookmark not defined.
Figure 4: NVTA FY2022-2025 Estimated Revenue Allocation.....	Error! Bookmark not defined.

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1. BACKGROUND

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

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313). This legislation established a funding stream for transportation in Northern Virginia and allowed the Authority to begin fulfilling its mission to address regional transportation challenges. Title 33.2-2500, of the *Code of Virginia* requires the separation of these funds into "70% Regional Revenue", which is allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenue", which is distributed to jurisdictions for their transportation projects and purposes. Revenues began to flow to the Authority on July 1, 2013. Subsequently, on July 24, 2013, the Authority approved its first project list, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. The Authority has updated its Six Year Program (SYP) on July 9, 2020, with 21 projects totaling \$539 million in funding. This brings the total number of projects adopted by NVTA to 122 (104 unique projects) and the funds to \$2.496 Billion. See more details in Table 1.

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

Per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313. To meet this requirement, the NVTA has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2021.

2. WHAT IS NEW?

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

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

In addition, the Omnibus Transportation Bill provided a \$20 million transfer from the Commonwealth Transportation Fund to the Authority (the NVTD Fund Transfer). In addition, the Interstate 81 Improvement Fund (SB1716/HB2718, 2019) revenue was changed. The General Assembly moved this revenue from a monthly basis, based on revenues such as heavy truck registrations, highway use and diesel fuel taxes; to an annual allocation of 8.4% of funds available in the Interstate Operations and Enhancement Program. These actions have resulted in the return of \$68.5 million of the \$102 million diverted to the Washington Metropolitan Area Transit Authority (WMATA) for state of good repair capital funding in 2018.

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

3. FISCAL YEAR 2021 – OVERALL REVENUE AND ALLOCATION

HB 2313 generated approximately \$348.4 million in FY2021. These funds were then distributed, as per Title 33.2-2500, of the *Code of Virginia*, with 30% to the member jurisdictions and 70% to the selected regional transportation projects. An additional \$2.8 million was generated through regional revenue fund interest making the total funds \$351.2 million. See Figures 1 and 2 below.

Figure 1: NVTA FY2021 Revenue Breakdown

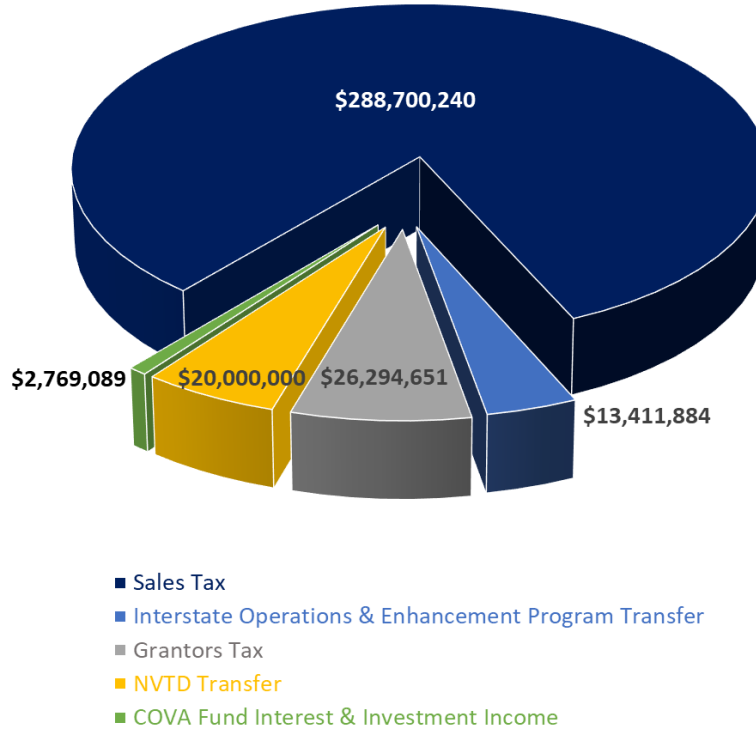
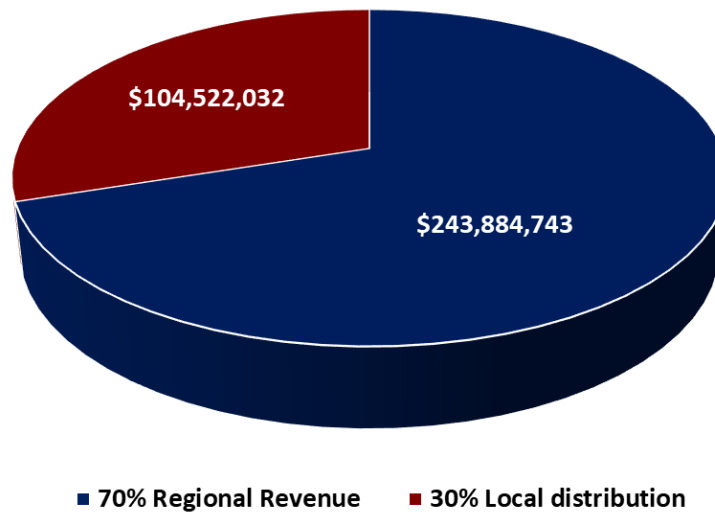


Figure 2: NVTA FY2021 Revenue Allocations



Source: NVTA FY2021 Financial Reports (Unaudited)

4. 70 PERCENT REGIONAL REVENUE FUNDS

In July 2020, the Authority adopted its Six Year Program update for FY2020-2025 approving \$539 million for 21 multimodal projects across the region. Together, this brings the total number of projects approved by the NVTA to 144 and the funding to \$2.5 billion. See details of each program on Table 1 below.

Table 1: NVTA's Funding Programs

Program	Adoption Date	Number of projects approved	Total funds approved
FY2014*	7/24/2013	32	\$ 178,784,455
FY2015-2016*	4/23/2015	36	\$ 326,983,482
FY2017*	7/14/2016	11	\$ 166,043,951
FY2018-2023 SYP	6/14/2018	44	\$ 1,285,273,281
FY2020-2025 SYP	7/9/2020	21	\$ 539,110,783
Total		144	\$ 2,496,195,952

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

Additionally, the Authority appropriated \$178,000,000 for five projects from the FY2018-2023 SYP in FY2021. Details of these projects are provided in Table 2 below.

Table 2: Projects that Received Regional Fund Appropriations in FY 2021

Jurisdiction / Agency	Project Title	NVTA Funding Amount	Phases Funded
County			
Fairfax	Route 28 Widening: Route 29 to Prince William County Line	\$16,000,000	CN
Fairfax	Fairfax County Pkwy Widen from Ox Rd to Lee Hwy w/ separated interchange at Popes Head Rd	\$67,000,000	ROW, CN
Prince William	Construct Route 28 Corridor Roadway Improvements	\$89,000,000	PE, ROW, CN
Town			
Town of Leesburg	Construct Interchange at Route 15 Bypass and Battlefield Parkway	\$2,000,000	PE
Agency			
VRE	VRE Crystal City Station Improvements*	\$4,000,000	PE
Total		\$178,000,000	

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

5. 30 PERCENT LOCAL DISTRIBUTION REVENUE FUNDS

Title 33.2-2500, of the *Code of Virginia* provides that 30% of the revenues received by the NVTa shall be distributed to the member jurisdictions, on a pro-rata basis, after the Authority completes the annual certification for each jurisdiction, ensuring that the funds were only used under legislated requirements¹ Counties are required by law to work cooperatively with towns (with a population of 3,500 or more) to ensure the towns receive their respective share of the 30% local distribution revenue funds.

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

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

Each jurisdiction annually certifies to the NVTa that the funds were used as required by statute. The distribution of FY2021 30% Local Funds is noted in Table 3 below.

Table 3: 30 Percent Local Distribution Revenue Funds for FY2021 (as of June 30, 2021)

Jurisdiction	30% Local Funds
Arlington County	\$ 8,596,012
Fairfax County	\$ 43,309,909
Loudoun County	\$ 21,710,536
Prince William County	\$ 16,948,265
City of Alexandria	\$ 7,039,664
City of Fairfax	\$ 2,794,666
City of Falls Church	\$ 1,190,626
City of Manassas	\$ 2,363,957
City of Manassas Park	\$ 622,325
Total Disbursements	\$ 104,575,960

Source: NVTa FY2021 Financial Reports (Unaudited)

Note: Distribution includes interest accrued on the Local Distribution Fund

All member jurisdictions received their proportional share of the 30% Local Funds in FY2021. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 4 shows the projects which jurisdictions are advancing with 30% local funds through FY2021. It is important to note that 30% funds can be accumulated over multiple years to advance projects.

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

Table 4: Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds from FY2014 through FY2021

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Arlington County		\$ 43,849,546	
Arlington Transit Vehicle Facility and Satellite Parking	Design, CN	\$ 5,761,722	Funded and ongoing
Capital Bikeshare (multiple locations)	Operations, Expansion	\$ 8,169,491	Funded and ongoing
Transit Operations (incremental cost for new routes)	Operations	\$ 5,593,829	Funded and ongoing
Improvements Outside Major Corridors (multiple locations)	Design, CN	\$ 6,123,220	Funded and ongoing
Bus Stops and Shelters, including accessibility improvements (multiple locations)	Design, CN	\$ 2,101,899	Funded and ongoing
Intelligent Transportation Systems (includes TMC and CCTV upgrades)	Design, Acquisition, CN	\$ 1,907,660	Funded and ongoing
Traffic Counts (multiple locations)	Other	\$ 1,225,050	Funded and ongoing
Transit Development Plan & ART Asset Management Plan	Study	\$ 275,247	Completed
Program Administration	Other	\$ 1,371,263	Funded and ongoing
Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (multiple locations)	Design, CN	\$ 3,849,931	Funded and ongoing
ART Bus Procurement	Acquisition	\$ 2,891,163	Funded and ongoing
Arlington Blvd Intersections (multiple locations)	Design	\$ 387,783	Completed
Court House Metrorail Station Second Elevator	Design	\$ 60,894	Funded and ongoing
Ballston-MU Metrorail Station West Entrance	Design	\$ 16,958	Funded and ongoing
STAR Call Center Office Space	Other	\$ 187,045	Completed
Bus Bay Expansion - East Falls Church Metro Station	Design, CN	\$ 240,850	Funded and ongoing
Bicycle and Pedestrian Facilities	Design, CN	\$ 1,704,884	Funded and ongoing
Carlin Springs Road Bridge over George Mason Drive	CN	\$ 526,800	Completed
Transit ITS and Planning (Includes TSP)	Other	\$ 1,146,987	Funded and ongoing
Transportation Demand Management	Other	\$ 306,870	Funded and ongoing
Fairfax County		\$ 146,242,892	
Fairfax Connector Service	Operations	\$ 51,717,305	Service in effect
Town Center Parkway DTR Underpass Rail Support	PE, CN	\$ 8,659,067	Project incorporated into Dulles Rail project
Fairfax County Parkway/Popes Head Road Interchange	PE, Design	\$ 4,000,000	Ongoing
Frontier Drive Extension	PE, Design	\$ 3,000,000	Design/PE ongoing
Various Project Implementation Works	Other	\$ 8,732,079	Ongoing
Braddock Road Multimodal Study	Study	\$ 1,622,687	Completed. Design/Construction by VDOT
Richmond Highway Bus Rapid Transit – Phase I & II	PE, Design	\$ 714,025	Environmental study/design ongoing
Herndon Metrorail Parking Garage	PE, Design, CN	\$ 1,934,291	Completed
Traffic Studies/Planning (7 individual projects)	Other	\$ 2,975,110	Various stages
Spot Roadway Program (17 individual projects)	All	\$ 5,974,759	Various stages

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Innovation Center Metrorail Parking Garage	PE, Design, CN	\$ 767,658	Substantially complete; Facility will open to public when Silver Line Phase 2 service begins
Route 1 Study (Pohick to Occoquan)	Study	\$ 651,424	Completed
Soapstone Drive DTR Overpass	PE, Design	\$ 8,286,676	Environmental study continuing
Shirley Gate Road from Braddock to Fairfax County Pkwy	PE, Design, CN	\$ 545,088	In Design/Ongoing
Springfield Parking Garage	PE, Design	\$ 223,648	Ongoing
Seven Corners Interchange Improvements	PE, Design	\$ 196,602	Ongoing
Tysons Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$ 87,318	Completed
Braddock Road Improvement Ph 2	Other	\$ 5,400,000	Ongoing
Route 7 widening: Colvin Forest Drive to Jarrett Valley Drive	PE, Design, CN	\$ 12,409,921	Ongoing - part of 70% FY 17 Project
I-66/ Random Hills Road	Other	\$ 178,236	In Design/Ongoing
Balls Hill Road & Old Dominion Drive	PE, Design	\$ 756,568	In design; ongoing
WMATA Capital Funding	Transfer to WMATA Capital Fund	\$ 27,376,984	County transfer to the WMATA Capital Fund, per VA Code.
Rt 28 Widening: Prince William County Line to Route 29	PE, Design, CN	\$ 32,522	In construction/Ongoing
Telegraph Road Walkway	PE, Design, CN	\$ 924	In construction/Ongoing
Loudoun County		\$ 111,920,702	
Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 12,315,652	Funded and ongoing (Design)
Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$ 6,000,000	Funded and ongoing (Construction)
Northstar Blvd 79 (Route 50 to Shreveport)	CN	\$ 14,282,000	Funded and ongoing (Design)
Contingency - Sidewalks (Countywide)	Design	\$ 1,279,759	Funded and ongoing
Northstar / Belmont Ridge Rd Traffic Signal	CN	\$ 620,000	Funded and ongoing (Construction)
Contingency - Traffic Signal (Countywide)	Design	\$ 82,568	Funded and ongoing
Mooreview Pkwy (Croson to Old Ryan Rd)	CN	\$ 324,608	Funded and ongoing (Construction)
Contingency - Traffic Calming (Countywide)	Design, CN	\$ 43,422	Funded and ongoing
Farmwell Rd (Smith Switch to Ashburn Rd)	Design, CN	\$ 3,500,000	Funded and ongoing (Design)
Northstar Blvd 79 (Route 50 to Tall Cedar)	Design, ROW, CN	\$ 7,350,000	Funded and ongoing (ROW)
Project Management Consulting Services	Design	\$ 238,750	Funded and ongoing
Braddock Riding Center Drive Signal	Design, ROW, CN	\$ 45,367	Complete
Woodgrove & Fields Farm Road	Design, ROW, CN	\$ 4,000,000	Funded and ongoing (ROW)
Belmont Ridge Road South	Design, ROW, CN	\$ 2,400,000	Funded and ongoing (PE)
Marblehead Drive & Gloucester Traffic Study	Design, ROW, CN	\$ 50,000	Funded and ongoing (PE)
Crosstrail Phase A2 Claudia Dr & Sycolin Road	Design, ROW, CN	\$ 1,594,493	Funded and ongoing (Construction)
Loudoun County Parkway and Beaumeade Circle Signal	Design, ROW, CN	\$ 460,123	Funded and ongoing (Construction)
Oak Grove Road Route 824	PE, Design	\$ 60,000	Funded and ongoing (Design)
Route 9 & Route 287 Roundabout	Design, CN	\$ 1,213,000	Funded and ongoing (Design)
Shaw Road Improvements	CN	\$ 322,339	Funded and ongoing (ROW)
Braddock Summerall Supreme	CN	\$ 2,421,000	Funded and ongoing (Design)

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Edgewater Street Sidewalk	PE, Design	\$ 300,000	Funded and ongoing (Construction)
Montresor Road Sidewalk	PE, Design	\$ 255,200	Funded and ongoing (Design)
West Poplar Road Traffic Study	PE	\$ 38,420	Complete
Traffic Calming Signs	CN	\$ 54,256	Funded and ongoing (Construction)
Moorefield Parkway to Moorefield Station	CN	\$ 4,340,000	Funded expected to start Oct 2018
Westwind Drive State St to Ladbrook Drive	CN	\$ 3,064,125	Funded expected to start
Leesburg Tuscarora Creek Trail	CN	\$ 1,800,000	Funded expected to start (FY 2021)
Hillsboro Route 9 Improvements	CN	\$ 3,361,000	Complete
Route 7 & Route 690 Interchange	CN	\$ 3,845,000	Funded and ongoing (Design)
Crosstrail Phase B	CN	\$ 1,490,000	Funded
Sterling Sidewalks	Design	\$ 10,000	Complete
River Creek Sidewalks	Design	\$ 23,305	Funded and ongoing (Design)
Broadlands Blvd Sidewalk	CN	\$ 4,500	Funded and ongoing (Construction)
LC Parkway Dulles Landing to Route 50	CN	\$ 1,173,687	Funded
Belmont Ridge Road & Freedom Trail Sidewalk	CN	\$ 140,429	Funded
Belmont Ridge Road Improvements (Gloucester to Hay)	Design, CN	\$ 10,805,386	Funded
W&OD Crossing Improvements	Design	\$ 595,500	Funded and ongoing (Design)
Route 7 Improvements(Route 9 to Dulles Greenway)	Design, CN	\$ 3,620,000	Funded
Prentice Lockridge Loudoun County Parkway	Design	\$ 7,319,000	Funded and ongoing (Design)
Leesburg Bus Shelters	Design, CN	\$ 238,200	Funded
Metro Capital Contribution	Other	\$ 8,622,912	Funded
Evergreen Mills Road – Reservoir Road and Watson Road	ROW	\$ 617,000	Funded and ongoing (ROW)
Route 7 – Blue Ridge Mountain / Raven Rocks Intersection Improvements	PE	\$ 35,000	Funded and ongoing (Design)
Route 15 Improvements, Phase 2: Montresor to Point of Rocks, Segment 2	PE	\$ 61,000	Funded and ongoing (Design)
Ryan Road - Evergreen Mills Road to Beaverdam Drive	PE	\$ 138,000	Funded and ongoing (Design)
Route 7 Pedestrian Improvements	ROW	\$ 63,000	Funded
Sidewalk and Trail Program	PE	\$ 45,000	Funded
Ashbrook Pl & Atwater Drive Intersection	PE	\$ 3,902	Funded
Harmony School Sidewalk	PE	\$ 1,253,800	Funded
Prince William County		\$ 99,206,051	
Minnieville Road (Spriggs Rd to Route 234)	PE, ROW, CN	\$ 19,950,000	Completed
Neabsco Mills Road Widening (Route 1 to Smoke Court)	ROW, CN	\$ 9,378,750	Design ongoing
Virginia Railway Express (VRE) Subsidy	Transit Subsidy	\$ 35,475,388	\$5,968,406 in FY17, \$5,363,372 in FY18, \$6,183,745 in FY19, \$6,098,311 in FY20, \$5,930,777 in FY21, \$5,930,777 in FY22
Prince William Parkway (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project Management	\$ 1,467,368	Completed
Route 28, Phase 2 (Relocated Vint Hill Road to Fitzwater Drive)	CN	\$ 1,500,000	Completed

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Route 1 Jefferson Davis Hwy (Neabsco Mills to Featherstone)	ROW	\$ 1,200,000	Completed
Potomac and Rappahannock Transportation Commission (PRTC) Subsidy	Transit Subsidy	\$ 1,298,017	One-time payment in June of 2017 (FY 17) to PRTC to make up the shortfall between our subsidy obligations to PRTC and fuel tax revenue
University Blvd Extension (Sudley Manor Dr to Edmonston Dr)	PE, ROW, CN	\$ 10,000,000	Design Completed. Construction bidding Fall 2021.
Telegraph Road (Horner) Traffic Signal Project	PE, ROW, CN	\$ 650,000	Completed - Signal operational
Dumfries Road Shared Use Path/Trail (Country Club Drive to Exeter Drive)	CN	\$ 91,552	Completed
Potomac and Neabsco Parking Garage	ROW	\$ 5,246,000	Funded and ongoing (PE)
Old Bridge Road at Gordon Boulevard (Route 123) Intersection Improvements	PE	\$ 1,500,000	Project will be further evaluated by VDOT prior to beginning PE
Devlin Road Widening (Linton Hall Rd to Wellington Rd)	PE	\$ 4,000,000	Design ongoing
Minnieville Road/Prince William Parkway Interchange	PE	\$ 2,500,000	PE (30% Design)
Van Buren Road Extension (Route 234 to Cardinal Drive) NEPA Study	PE	\$ 2,000,000	NEPA study ongoing
Transportation & Roadway Improvement Program (New)	Discretionary / Various Improvements	\$ 2,587,000	Ongoing
Route 1: Neabsco to Featherstone	PE, ROW, CN	\$ 361,976	Ongoing
City of Alexandria		\$ 34,434,138	
DASH Bus Fleet Replacement	Bus Procurement	\$ 16,454,000	Funded and ongoing
WMATA Capital Contribution	Design, CN	\$ 10,596,911	Funded and ongoing
Additional WMATA Subsidy (Base Ops)	Support for WMATA subsidy	\$ 4,256,000	Completed
Bus Shelters and Benches	CN	\$ 519,227	Completed
Seminary Rd at Beauregard St Ellipse	Design	\$ 325,000	Funded and ongoing
Route 1 at E Reed Intersection Improvements	CN	\$ 350,000	Completed
Cameron & Prince Pedestrian and Bicycle Facilities	CN	\$ 300,000	Completed
Access to Transit - City Sidewalk Connections	CN	\$ 60,000	Completed
WMATA Operating Subsidy	Support for WMATA subsidy	\$ 1,573,000	Ongoing
City of Fairfax		\$ 14,607,114	
CUE Operations	Operations	\$ 11,569,565	Ongoing
Jermantown Road	CN	\$ 869,302	Complete
Traffic Signal Preemption	CN	\$ 405,060	Complete
Roadbed Reconstruction (Route 50 Kamp Washington to Fairchester Dr)	CN	\$ 430,306	Complete
George Snyder Trail	CN	\$ 93,329	Complete
Emergency Power Battery Backup	CN	\$ 93,067	Complete
Old Town Sidewalk Spot Widening	Study, PE	\$ 55,391	PE ongoing
Traffic Signal Upgrades	CN	\$ 35,214	Complete
Burke Station Road Sidewalk	PE, ROW, CN	\$ 33,329	Complete
Chain Bridge Road Sidewalk	PE, CN	\$ 32,823	ROW ongoing

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Northfax West Planning	PE	\$ 21,712	Complete
Railroad Avenue Sidewalk	PE	\$ 19,515	Complete
Old Town Traffic Study	Study	\$ 14,841	Complete
Orchard Drive Sidewalk Design	PE	\$ 14,775	PE ongoing
Government Center Parkway Extension	PE	\$ 12,715	Complete
Orchard Street/CBR Intersection Evaluation	PE	\$ 11,517	Complete
Cobbdale Traffic Calming	PE	\$ 9,107	Complete
University Drive Road Diet	PE	\$ 48,262	Complete
Mason to Metro Bike Route	PE	\$ 13,884	Complete
University Drive Extension	PE	\$ 6,211	Complete
Fairfax Boulevard Sidewalk Improvements	PE	\$ 715	Complete
Eaton/CBR Intersection	PE	\$ 130,175	PE for Smart Scale application complete; awaiting funding
Pickett Trail Connector	PE	\$ 37,559	Complete
Warwick/Fairfax Blvd	PE	\$ 78,751	PE for Smart Scale application complete; awaiting funding
University Drive Traffic Calming	CN	\$ 373,889	Ongoing
Transportation Project Evaluation for Smart Scale Applications	Other	\$ 195,930	Ongoing
Downtown Electronic Parking Signage	Other	\$ 170	Ongoing
City of Falls Church		\$ 6,291,496	
South Washington POA Multimodal Improvements	PE, RW, CN	\$ 1,145,000	Funded and in CN
WMATA Subsidy (Citywide)	Operations & Capital	\$ 1,542,457	Annual spending
Van Buren Bridge Improvements	PE, CN	\$ 275,000	Completed
Funds Match DRPT Bus Shelter (Route 7, various locations)	PE, RW, CN	\$ 220,772	Completed
Bikeshare Connections to Metro (Citywide)	PE only	\$ 51,708	Completed.
Downtown Area Pre-scoping	PE Only	\$ 60,000	Funded and ongoing
W&OD Trail Improvements (Various locations)	PE, RW, CN	\$ 40,000	Funded and expected to start in July 2023
N Wash & Columbia Signal & Intersection Improvements	PE, RW, CN	\$ 163,517	Funded and ongoing. Ad date: 2/28/2022.
N West & Great Falls Signal	PE, RW, CN	\$ 75,000	Completed/ in close-out.
Infrastructure Programs - Signals- S Maple Ave and W Annandale Rd Signal	PE, RW, CN	\$ 679,051	Funded and ongoing. Ad date: 1/31/2023.
Transportation Program Management (DRPT match)	Operating expense	\$ 16,000	Completed FY2021
NVTA Expense (Annual)	Operating expense	\$ 50,573	Annual spending in the past
Broad Street Ped Crossing	PE, RW, CN	\$ 87,179	Funded and ongoing. Ad date: 4/7/2022.
W&OD Trail Crossings	PE, RW, CN	\$ 164,400	Funded and ongoing. Ad date: 2/10/2022.
N West Pedestrian Improvements	PE, CN	\$ 101,397	Completed
Veterans Commons Park	PE, RW, CN	\$ 60,000	Funded and expected to start in July 2023
South Washington POA - Maple Ave & S Wash Intersection	PE, RW, CN	\$ 579,227	Funded and ongoing. Ad date: 7/31/21

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
South Washington POA - S Wash & Annandale Intersection	PE, RW, CN	\$ 412,500	Funded and ongoing. Ad date: 1/20/25
Envision Route 7	PE only	\$ 23,000	Funded and ongoing
Neighborhood Traffic Calming	PE, RW, CN	\$ 200,000	Funded and ongoing
Berman Park	PE,RW,CN	\$ 8,291	Funded, design/PE to start in FY21
Streetlight LED Conversion	PE	\$ 180,000	Funded and ongoing, PE only
BikeShare Founders Row	PE only	\$ 53,000	Funded and ongoing, PE only
City-wide Multimodal Connectivity Improvements	Capital	\$ 103,424	Multimodal projects
City of Manassas		\$ 11,343,713	
Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,659,000	Completed
Dean Dr Extended (Route 28 to existing Dean Drive)	PE, ROW, CN	\$ 2,233,000	Design - Construction expected to start Fall 2021 (funded)
Battle St (Portner Street to Quarry Road)	PE, ROW, CN	\$ 381,646	Completed
Grant Avenue (Lee Avenue to Wellington Rd)	PE, ROW, CN	\$ 900,000	Design - Construction expected to start spring 2022 (funded)
Sidewalk & Bicycle Infill Initiatives (Citywide)	PE, ROW, CN	\$ 1,985,700	5 projects: 3 completed; 1 in design; 1 under construction (funded)
Centerville Road Improvements (Liberia Ave to City Limits)	PE	\$ 803,687	Completed
Fairview Avenue/Tudor Intersection Improvements	PE, ROW	\$ 200,000	Traffic signal warrant study in FY19. Reevaluation in FY23
Grant Avenue Pedestrian Improvements (at Center Street)	CN	\$ 22,680	Completed
Godwin Drive Bike Trail (Wellington Road to Hastings Drive)	PE, ROW, CN	\$ 900,000	Design - Construction expected to start fall 2021 (funded)
Roundabout Sudley/Centerville	PE	\$ 425,000	Feasibility study completed (unfunded)
Transportation Master Plan (Citywide)	Planning	\$ 175,000	Completed
Commercial Corridor streetscape: Mathis Streetscape from Sudley Road to Liberia Ave. (Planning); West Street sidewalk extension; Liberia Ave/Route 28 intersection pedestrian improvements (Design)	Planning, PE, ROW, CN	\$ 597,000	3 projects: 2 completed & 1 in design (funded)
Traffic Signal Coord & Upgrades (Citywide)	CN	\$ 400,000	Funded and on-going
Route 28/Nokesville Rd widening (City Limits to Godwin Drive)	CN	\$ 23,000	Under construction
Mathis Avenue (Sudley Road to Liberia Avenue)	PE, ROW, CN	\$ 400,000	Design (CN phase unfunded)
Wellington Road Shared-Use Path Gap (Nokesville Road to Prince William Street)	PE, ROW, CN	\$ 138,000	Design - Construction expected to start Summer 2023
Wayfinding (Citywide)	CN	\$ 100,000	Funded and on-going
City of Manassas Park		\$ 1,917,904	
Conner Drive Extension	PE, ROW, CN	\$ 44,964	Acquisitions complete. Utility relocations ongoing. Advertisement in 2021.
Moseby Drive Culvert Replacement	PE, ROW, CN	\$ 579,710	Construction completed in October 2021. Awaiting final FEMA approval and fees for LOMR.
Street Resurfacing	CN	\$ 757,356	Ongoing

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Sidewalk, Curb & Gutter, and Asphalt Repairs	CN	\$ 477,135	Ongoing
Moseby Emergency Repairs	CN	\$ 32,733	Completed in September 2021.
Upper Kent Drive Reconstruction	PE, ROW, CN	\$ 14,506	30% design completed.
Traffic Signal Upgrades	CN	\$ 11,500	Upgraded detection equipment at Rt. 28/ Manassas Drive intersection.
Town of Dumfries		\$ -	
None reported			
Town of Herndon		\$ 8,921,000	
Van Buren Street Improvements (Old Spring Street to Herndon Parkway)	PE, Design, ROW, Utility, CN	\$ 1,778,000	PE completed, RW completed, CN underway 2021-2022
Elden St and Center St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 850,000	PE completed, RW completed, CN underway 2021
Elden St and Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 977,000	PE completed, RW completed, CN underway 2021
Park Ave & Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 450,000	Construction completed 2017
Trails to Herndon Metrorail (Herndon Pkwy/Van Buren St to Metrorail)	PE, Design, ROW, Utility, CN	\$ 415,000	PE completed, RW Completed, CN underway 2021
Worldgate Drive Extension	PE, Design	\$ 150,000	Survey completed, PE (30% design) completed 2016
Park Avenue sidewalks (sidewalk extension of Park Ave. and Monroe St. project)	Utility, CN	\$ 100,000	Construction completed 2017
Widen East Spring Street (Herndon Parkway to Town limits)/with Herndon Parkway cycle track	ROW, Utility, CN	\$ 968,000	PE completed, RW underway, CN begins 2022
Traffic Signal Uninterruptable Power Supply (UPS) for Town Arterial Roadways	PE, Design, ROW, Utility, CN	\$ 350,000	Completed 2021
Sterling Road Improvements (Elden Street to Town Limits)	PE, Design	\$ 204,000	Traffic study completed, Study and Concept Design underway
Herndon Parkway Intersection Improvements at Van Buren Street	CN	\$ 1,000,000	PE completed, RW completed, CN underway
Herndon Metrorail Station Transit Related Growth Study	Study	\$ 154,000	Study underway
Herndon Metrorail Intermodal Access Improvements	CN	\$ 1,125,000	PE Completed, ROW/CN underway
Herndon Parkway Intersection Improvements at Sunset Business Park Drive	PE	\$ 100,000	PE Phase
Herndon Parkway Intersection Improvements at Worldgate Drive Ext.	PE, Design	\$ 300,000	PE Phase, Design on going
Town of Leesburg		\$ 25,034,294	
Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 6,299,000	PE Phase. Design is ongoing. Construction scheduled to begin in 2024.
Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln)	Design, ROW, CN	\$ 3,017,300	CN Phase. Road construction complete. Landscaping to be installed this fall.
Morven Park Rd Improvements (W Market St to Old Waterford Rd)	Design, ROW, CN	\$ 3,614,200	PE Phase. Design is ongoing. Construction scheduled to begin in Winter 2020/2021.
West Market St Sidewalk (Morven Park Rd to Ayr St)	Design, ROW, CN	\$ 1,664,000	Project complete - final request submitted 8/04/21.

Projects by Jurisdiction	Phases Funded	30% Local Fund	Project Status
Traffic Management System/Emergency Evacuation System (Townwide)	CN	\$ 658,900	Project complete - final requested submitted 7/30/20.
Battlefield Parkway (S King St to Dulles Greenway)	CN	\$ 701,000	Project complete - final request submitted 7/31/19.
Edwards Ferry Road Sidewalk, Bus Shelters & Bus Route Signs	Design, ROW, CN	\$ 104,444	Project complete - final request pending.
Edwards Ferry Road NE Sidewalk Improvements	Design, ROW, CN	\$ 1,384,200	PE Phase. Construction to begin in Winter 2021/2022
Catoctin Circle Trail	Design, ROW, CN	\$ 364,400	PE to begin in FY24.
Church Street, South Street, Harrison Street Improvements	Design, ROW, CN	\$ 1,584,100	PE to begin in FY24.
Monroe Street & Madison Court Improvements	Design, ROW, CN	\$ 2,350,000	PE to begin in FY24.
Plaza Street Sidewalk	Design, CN	\$ 111,050	PE to begin in FY25.
Royal Street Improvements - Church Street to Wirt Street	Design, ROW, CN	\$ 3,181,700	PE to begin in FY23.
Town of Purcellville		\$ 5,183,778	
Nursery Ave Improvements	Design, ROW, CN	\$ 909,244	Completed
32nd & A Street Intersection Improvements	Design, ROW, CN	\$ 510,822	Completed
Main & Maple Intersection Improvements, Phase 1	Design, ROW, CN	\$ 648	Completed
Main & Maple Intersection Improvements, Phase 2	Design, ROW, CN	\$ 231,558	Design is 90%, ROW is underway
12th Street Drainage & Roadway Improvements	Design, ROW, CN	\$ 2,129,601	Design is 90%, ROW is underway
32nd & Main Street Intersection Improvements	Design, ROW, CN	\$ 1,086,933	Phase 1: design & ROW complete, construction expected Fall 2021
Hatcher Avenue Sidewalk Improvements	Design, ROW, CN	\$ 314,972	Design & ROW complete. Construction is underway.
Town of Vienna		\$ 7,262,130	
Follin Lane SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,500,000	Completed
Marshall Road SW Sidewalk	PE, ROW, CN	\$ 830,000	Completed
Church Street NE Sidewalk	PE, ROW, CN	\$ 330,000	Completed
Park Street NE Sidewalk	PE, ROW, CN	\$ 550,000	Design 90% complete
Old Courthouse Road Sidewalk	PE, ROW, CN	\$ 2,300,000	Design 100%, ROW 100%, Construction Winter 2021
Sidewalks to Metrorail - Kingsley Road Sidewalk	PE, ROW, CN	\$ 679,730	PE to begin imminently
Bikeshare Stations	PE, ROW, CN	\$ 272,400	PE to begin imminently
Orchard Street NW Sidewalk	PE, ROW, CN	\$ 200,000	Project not started
Church St Sidewalk	PE, ROW, CN	\$ 600,000	Project not started
Total		\$ 516,214,758	

Notes:

- This 30% Project List was generated on September 28, 2021 based on responses received from jurisdictions to an NVTA staff request

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

6. FISCAL YEAR 2022-2025 REVENUE ESTIMATES

The Authority’s revenue estimates are made using a regional multi-jurisdictional approach. Jurisdictional input is heavily relied upon in making the revenue estimates. Current revenue projections for FY2022 through FY2025 are shown in Table 5 and Figures 3 and 4 below. These estimates were adopted by the Authority in April 2021 and reflect funding changes through the 2021 General Assembly Session and the projected impact of the COVID-19 pandemic.

Table 5: NVTA Revenue and Distribution Estimates for FY2022–2025

NVTA Revenue	FY2022 Projection	FY2023 Projection	FY2024 Projection	FY2025 Projection	Total
Sales Tax	\$ 281,484,503	\$ 294,409,812	\$ 301,770,057	\$ 309,314,308	\$ 1,186,978,680
Interstate Operations & Enhancement Program	\$ 13,300,000	\$ 6,015,957	\$ 6,015,957	\$ 6,015,957	\$ 31,347,871
Grantors Tax	\$ 25,500,000	\$ 24,000,000	\$ 30,000,000	\$ 30,000,000	\$ 109,500,000
NVTD Transfer	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 80,000,000
Total Revenue	\$ 340,284,503	\$ 344,425,769	\$ 357,786,014	\$ 365,330,265	\$ 1,407,826,551

Source: NVTA Adopted Revenue Projections

Figure 3: NVTA FY2022-2025 Estimated Revenue Breakdown

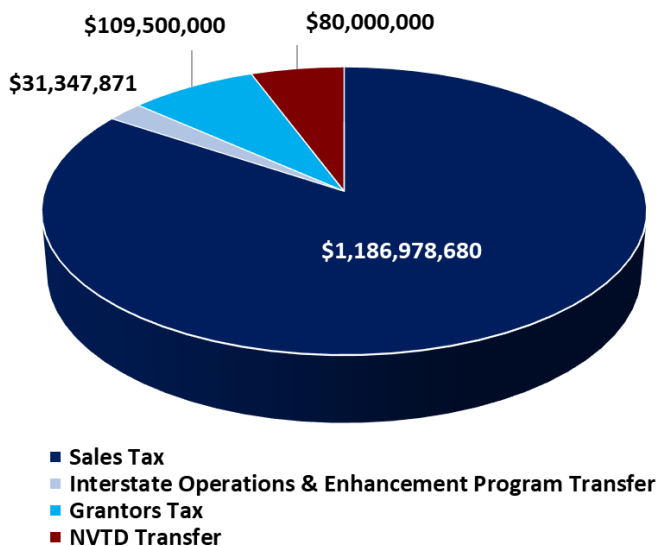
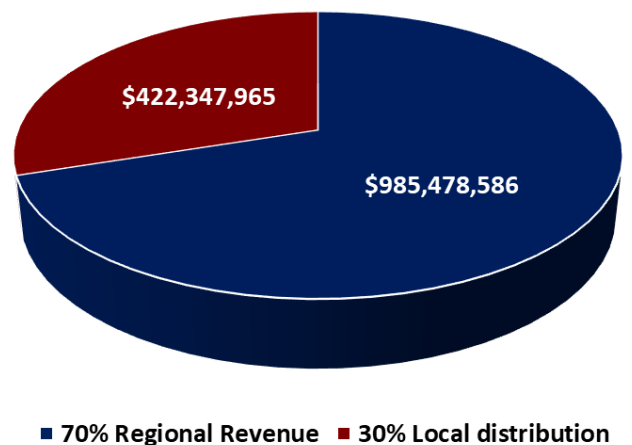


Figure 4: NVTA FY2022-2025 Estimated Revenue Allocation

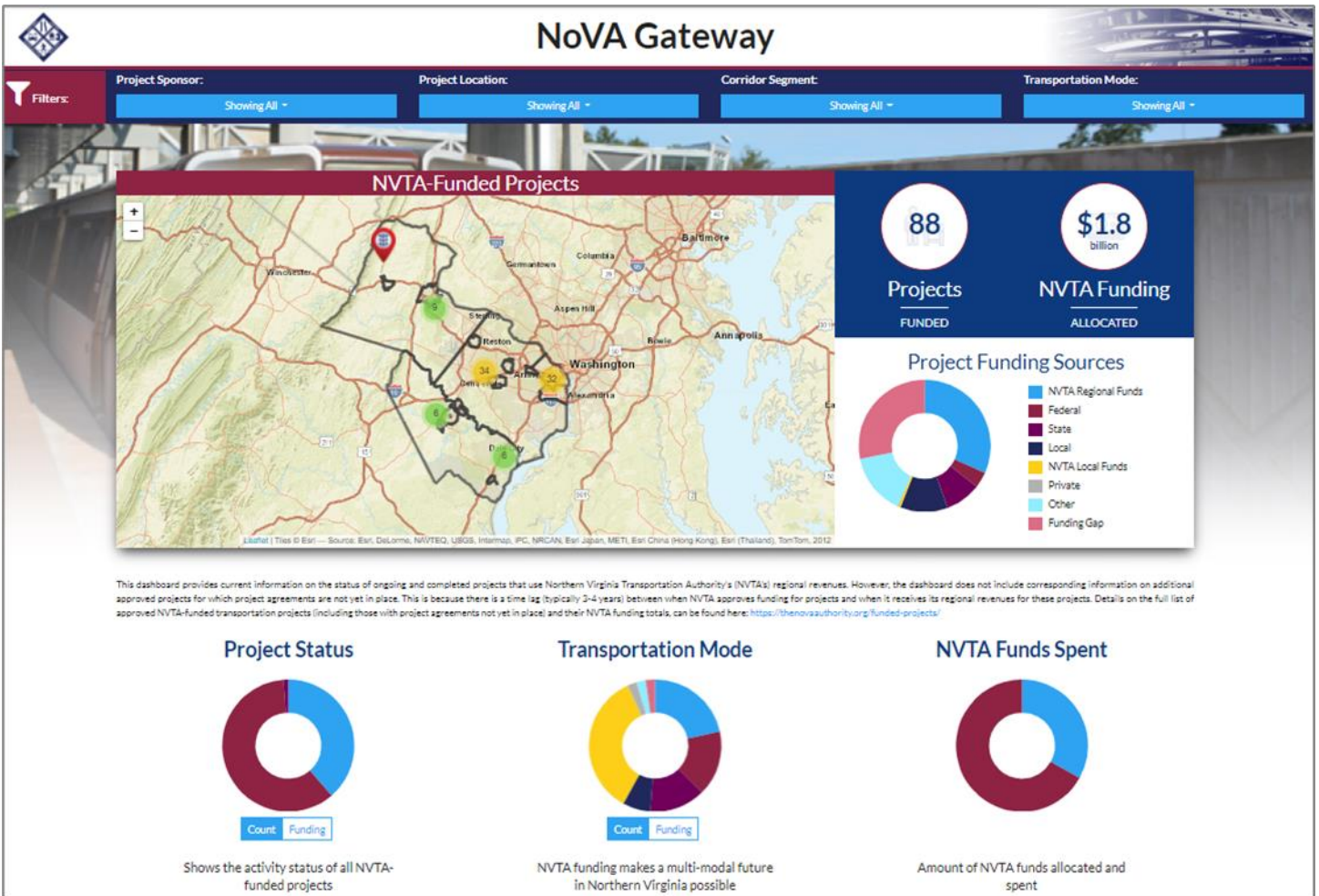


Source: NVTA Adopted Revenue Projections

7. NoVA Gateway

In 2021, NVTA unveiled its project dashboard, NoVA Gateway. Currently, this includes all projects for which jurisdictions and agencies have signed Standard Project Agreements (SPA) with NVTA. NoVA Gateway is a public-facing transparent dashboard that provides details of projects funded with 70% regional revenues. Visitors to the dashboard can see all projects or sort them by project sponsor, project location, corridors, and/or transportation mode. Details are displayed as maps, tables, charts, and descriptions.

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



2021 NVTA Members

VOTING MEMBERS

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Hon. Phyllis J. Randall, Loudoun County

Vice Chairman

Hon. David Snyder, City of Falls Church

Hon. Jennifer Boysko, Virginia Senate

Hon. Katie Cristol, Arlington County

Hon. Michelle Davis-Younger, City of Manassas

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Jim Kolb, Governor's Appointee

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Hon. Vivian Watts, Virginia House of Delegates

Hon. Ann Wheeler, Prince William County

Hon. Justin Wilson, City of Alexandria

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Hon. Kelly Burk, Town of Leesburg

John D. Lynch, Virginia Department of Transportation

Jennifer Mitchell, Virginia Department of Rail and Public Transportation



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

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, McGuireWoods Consulting LLC

DATE: October 7, 2021

RE: Updated Items for the Draft 2022 Legislative
Program

Staff has completed further updates to the Legislative Program based on the comments at the September meeting.

Transportation Technology Strategic Plan and Electric Vehicles

Revised the TTSP section to focus on the overall description.

- The detailed 2022 focus will be on electric vehicle related initiatives such as funding the Virginia Electric Vehicle Rebate Program and a possible funding or policy discussion regarding EV charging infrastructure.
- See materials related to the Virginia Electric Vehicle Rebate Program
 - Provides rebate for purchase or lease of new or used vehicles
 - An additional \$2,000 rebate provided for households make at or less than 300% of the federal poverty level.
 - \$40 million funding request to implement the program

Revised Washington Metropolitan Area Transit Authority Section

State and Federal sections revised to expand on request for great federal participation in funding WMATA capital and operation expenses.

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

Updated to reflect Authority member interest in specific elements related to implementation of any study recommendations.

- 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
 - Ensure any funding and strategy includes specific goals for building EV charging infrastructure in low-income communities
- Office of Intermodal Planning and Investment Multi-Use Trail Study – Report due October 2021

- Prioritization process to identify new trails, a master planning process and funding needs assessment
- Ensure any project prioritization process recognizes the unique needs and opportunities in Northern Virginia, i.e. participation in the National Capital Trail Coalition or the Fairfax County Walk to School initiative
- Joint Legislative Audit and Review Commission Transportation Funding Study – Report due November 2021
- Department of Rail and Public Transportation Transit Modernization and Equity Study– Interim report due December 2021
- Department of Rail and Public Transportation Springfield to Quantico Enhanced Transit Study – report due December 2021
- Virginia Department of Transportation measurement of transportation sector greenhouse gas emission levels in the Commonwealth – December 2021

Authority Funding Status – Ongoing Research

The overview describing current state of funding has not changed. The Governance and Personnel Committee asked staff to research what options there might be to make it harder to divert the Authority's funding sources.

The most frequently used “barrier” to a legislative action is to require a super majority or two-thirds vote to approve an action. From 2010 – 2013 there were multiple resolutions and bills each year to protect the Transportation Trust Fund by requiring a two-thirds vote of each body to “borrow” transportation funds for a non-transportation use. Most of the initiatives also mandated paying back the Trust Fund within 3-4 years with interest. None of these bills were adopted by the General Assembly and the public never got a chance to vote on the constitutional amendment.

Staff continues to look for other examples in the Virginia Code that create barriers to a specific action such as diversion of funding sources.

Transportation Technology Strategic Plan (TTSP) – New Section

The Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. The full TTSP is maintained as a living document, to reflect the continued evolution of transportation technologies and to allow Authority 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 and Electric Vehicle Infrastructure

The Authority supports expanding electric vehicle (EV) use and look forward to identifying multiple funding sources to insure electrification of all modes of transportation.

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.

- 2022 EV Subtopics
 - Provide \$40 million to fund and implement the Virginia Electric Vehicle Rebate Program adopted during the 2021 General Assembly session. Ensure sufficient funding is provided to the additional rebate provided to households with income at or below 300 percent of the Federal poverty level.
 - Advocate use of any new state and federal funding to help local governments transition transit system vehicles to electric motor vehicles.
 - Ensure any use of public funds to expand Virginia's electric vehicle charging infrastructure contains specific goals for low-income communities to help advance EV use.

Virginia Electric Vehicle Rebate Program

Passed House of Delegates 54-45

Passed State Senate 21-18

Effective January 1, 2022 – January 1, 2027

Unfunded

2022 Funding Request - \$40 million

Purpose: Establish an Electric Vehicle Rebate Program (Program) to help increase purchases or leasing of new or used electric motor vehicles via an incentive to the buyer.

Eligibility for the Rebate:

- Resident of the Commonwealth as of January 1, 2022
- Purchase or lease of a new vehicle with manufacturer base price of not more than \$55,000
- Purchase or lease of a used vehicle with a sale price of \$25,000 or less and 2-7 years old

Rebate Provided:

- \$2,500 for purchase or lease of a new or used vehicle
- Additional rebate provided to a “Qualified Resident”
 - Additional \$2,000 rebate for purchase or lease of a new vehicle
 - Additional \$2,000 rebate for purchase or lease of a used vehicle

Definition of Qualified Resident – Resident with an annual household income that is 300% or less of the current poverty guidelines

- 2021 federal poverty level for a household of 4 = \$26,500
- 300% of the 2021 poverty household level = \$79,500

Other matters:

- Program managed by the Department of Mines, Minerals and Energy (DMME)
- Requires DMME to establish a website for administration of the Program
- Establishes an Electric Vehicle Rebate Program Advisory Council
 - Monitor implementation of the Program and advise DMME
 - Legislative and citizen membership
- Starting July 1, 2024 25% of any unused funds at the end of the fiscal year will be used to fund EV charging infrastructure.
- DMME issues an annual report regarding implementation

VIRGINIA'S ELECTRIC VEHICLE REBATE BILL – HB 1979 (REID)

**\$2,500
REBATE**

Rebate received by general residents on a new vehicle

**\$2,500
REBATE**

Rebate received by general residents on a used vehicle, not exceeding \$25,000

**\$4,500
REBATE**

Rebate received by qualified residents on a new vehicle

**\$4,500
REBATE**

Rebate received by qualified residents on a used vehicle, not exceeding \$25,000

Qualified residents are individuals whose annual income does not exceed 300% of the federal poverty level:

Persons in Household	100% of Poverty Level: Annual Income	300% of Poverty Level: Annual Income
1	\$12,880	\$38,640
2	\$17,420	\$52,260
3	\$21,960	\$65,880
4	\$26,500	\$79,500

ELECTRIC VEHICLES ON THE MARKET

(Representative sample; Legislation capped at \$55,000)

Base Price – New
\$27,000 – \$30,000

Base Price – New
\$30,000 – \$40,000

Base Price – New
\$40,000 – \$50,000

Base Price – New
\$55,000+

Excluded



Nissan Leaf S



Mini Cooper SE



Chevrolet Bolt



Hyundai Kona



Kia Nero EV



Ford Mustang Mach-E



Volkswagen ID.4 AWD Pro S



Mercedes-Benz EQA



Jaguar I-Pace HSE



Hyundai Ioniq



Mazda MX-30



Volkswagen ID.4 Pro



Volkswagen ID.4 AWD Pro



Volkswagen ID.4 Pro S



BMW iX3



Tesla Model S Plaid

VIRGINIA ACTS OF ASSEMBLY -- 2021 SPECIAL SESSION I

CHAPTER 493

An Act to amend the Code of Virginia by adding in Title 67 a chapter numbered 18, consisting of sections numbered 67-1800 through 67-1806, relating to electric vehicle rebate program; creation and funding; report.

[H 1979]

Approved March 31, 2021

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding in Title 67 a chapter numbered 18, consisting of sections numbered 67-1800 through 67-1806, as follows:

CHAPTER 18.

ELECTRIC VEHICLE REBATE PROGRAM.

§ 67-1800. Definitions.

As used in this chapter, unless the context requires a different meaning:

"Advisory Council" means the Electric Vehicle Rebate Program Advisory Council.

"Base price" means the manufacturer's base price for the lowest price trim level of the model and shall not include charges for optional equipment, taxes, title, or registration fees.

"Dealer" means a motor vehicle dealer licensed pursuant to Chapter 15 (§ 46.2-1500 et seq.) of Title 46.2.

"Department" means the Department of Mines, Minerals and Energy.

"Electric motor vehicle" means a two-axle motor vehicle with a base price of not more than \$55,000 that uses electricity as its only source of motive power. "Electric motor vehicle" includes fuel cell electric vehicles.

"EPA" means the federal Environmental Protection Agency.

"Fund" means the Electric Vehicle Rebate Program Fund.

"Participating dealer" means a dealer who is participating in the Program.

"Program" means the Electric Vehicle Rebate Program established pursuant to this chapter.

"Purchase" means the purchase or lease of a new or used electric motor vehicle.

"Qualified resident of the Commonwealth" means a resident of the Commonwealth whose annual household income does not exceed 300 percent of the current poverty guidelines.

"Used electric motor vehicle" means a previously owned or leased electric motor vehicle that is more than two years old and not more than seven years old.

§ 67-1801. Electric Vehicle Rebate Program.

There is hereby established an Electric Vehicle Rebate Program for the purchase of new and used electric motor vehicles to provide an incentive to increase electric vehicle awareness and adoption in the Commonwealth. The Program shall be administered by the Department. The Department shall determine the best method to administer the Program, which may include contracting with a third-party administrator. As provided in § 58.1-2420, the Commissioner of the Department of Motor Vehicles may examine all records, books, papers, or other documents of any dealer in motor vehicles to verify the truth and accuracy of any statement or any other information relating to rebates claimed by the dealer.

§ 67-1802. Eligibility for rebate; amount of rebate.

A. Beginning January 1, 2022, a resident of the Commonwealth who purchases a new electric motor vehicle from a participating dealer shall be eligible for a rebate of \$2,500. A qualified resident of the Commonwealth who purchases such vehicle shall also be eligible for an additional \$2,000 enhanced rebate.

B. Beginning January 1, 2022, a resident of the Commonwealth who purchases a used electric motor vehicle from a participating dealer with a sale price as provided by § 58.1-2401 of not more than \$25,000 shall be eligible for a rebate of \$2,500. A qualified resident of the Commonwealth who purchases such vehicle shall also be eligible for an additional \$2,000 enhanced rebate.

C. Any rebate provided under this chapter shall be applied toward payment for the purchase. The participating dealer shall be reimbursed by the Department from the Fund for each eligible rebate.

D. Rebates available pursuant to this chapter are subject to availability of funds in the Fund.

E. The amount of the rebates provided under this chapter may be increased or decreased annually by the Department in an amount not to exceed the recommendation of the Advisory Council pursuant to subsection A of § 67-1804.

§ 67-1803. Program website.

The Department shall establish a website for the administration of the Program. The website shall include general information for the public, including details about the Program and performance metrics

regarding the Program. The website shall also provide (i) data updated weekly regarding the availability of funds in the Fund at the time of the purchase and (ii) instructions for the dealer as to how to process a reimbursement for the rebate provided pursuant to this chapter.

§ 67-1804. Electric Vehicle Rebate Program Advisory Council.

A. The Electric Vehicle Rebate Program Advisory Council is established to monitor the implementation and operation of the Program and to make recommendations to the Department regarding suggested changes to the Program, including regular assessment to determine the effect of the rebate on increasing electric vehicle sales, whether the Fund allocations pursuant to subsection B of § 67-1805 should be adjusted, and whether an income cap should be established to determine the eligibility of purchasers for a rebate pursuant to this chapter. The Advisory Council shall consider the goal of increasing electric vehicle awareness and adoption in developing and making its recommendations. The Advisory Council shall annually evaluate and recommend an increase or decrease in the amount of the rebates provided under this chapter to reflect the rate of inflation, as defined by the Federal Bureau of Labor Statistics, and the relative price of electric motor vehicles compared with the price of traditional motor vehicles.

B. The Advisory Council shall consist of three legislative members and 13 nonlegislative members as follows: (i) two members of the House of Delegates, to be appointed by the Speaker of the House of Delegates; (ii) one member of the Senate, to be appointed by the Senate Committee on Rules; (iii) three nonlegislative citizen members to be appointed by the Secretary of Transportation, two of whom shall be licensed new motor vehicle dealers and one of whom shall represent a new vehicle dealer association to which a majority of new motor vehicle dealers in the Commonwealth belong; (iv) seven nonlegislative citizen members to be appointed by the Secretary of Natural Resources, two of whom shall represent environmental justice organizations, two of whom shall represent environmental advocacy organizations, one of whom shall represent a vehicle manufacturer association to which a majority of vehicle manufacturers belong, and two of whom shall represent vehicle original equipment manufacturers; (v) the Director of the Department, or his designee, who shall serve *ex officio* with voting privileges; (vi) the Director of the Department of Environmental Quality, or his designee, who shall serve *ex officio* with voting privileges; and (vii) the Executive Director of the Motor Vehicle Dealer Board, who shall serve *ex officio* with voting privileges.

After an initial staggering of terms, legislative and nonlegislative members shall be appointed for a term of four years. Appointments to fill vacancies, other than by expiration of a term, shall be for the unexpired terms. All members may be reappointed. Vacancies shall be filled in the same manner as the original appointments.

C. The Advisory Council shall elect a chairman and vice-chairman annually from among the members. The meetings of the Advisory Council shall be at the call of the chairman, the Director of the Department, or whenever a majority of the members so request.

D. Nonlegislative citizen members shall receive compensation and shall be reimbursed for all reasonable and necessary expenses incurred in the performance of their duties, as provided in §§ 2.2-2813 and 2.2-2825. Funding for the costs of compensation and expenses of the members shall be provided by the Department.

E. The Department shall serve as staff to the Advisory Council.

§ 67-1805. Electric Vehicle Rebate Program Fund.

A. There is hereby created in the state treasury a special nonreverting fund to be known as the Electric Vehicle Rebate Program Fund. The Fund shall be established on the books of the Comptroller. All funds appropriated for such purpose and any gifts, donations, grants, bequests, and other funds received on its behalf shall be paid into the state treasury and credited to the Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund. Moneys in the Fund shall be used solely for the purposes set forth in this chapter, including expenses related to the administration of the Program by the Department. Expenditures and disbursements from the Fund shall be made by the State Treasurer on warrants issued by the Comptroller upon written request signed by the Director of the Department.

B. All funds shall be allocated for the payment of rebates and enhanced rebates in this chapter. Beginning July 1, 2024, 25 percent of any unused funds remaining in the Fund at the end of the fiscal year shall be reallocated to fund electric vehicle charging infrastructure as approved by the General Assembly.

§ 67-1806. Report.

The Director of the Department shall report annually on or before December 1 to the Governor and the General Assembly regarding the implementation and administration of the Program and any recommendations of the Department or the Advisory Council. Each report shall include an assessment of the rebate and enhanced rebate, a recommendation on whether the Fund allocation set forth in subsection B of § 67-1805 should be adjusted, and a recommendation on whether an income cap should be established to determine the eligibility of purchasers for a rebate pursuant to this chapter.

2. That the initial terms of the Electric Vehicle Rebate Program Advisory Council shall be

staggered as follows: (i) of the members of the House of Delegates appointed by the Speaker, one shall be appointed for a term of two years and one shall be appointed for a term of four years; (ii) the member of the Senate appointed by the Senate Committee on Rules shall be appointed for a term of four years; (iii) of the nonlegislative citizen members appointed by the Secretary of Transportation, one shall be appointed for a term of two years, one shall be appointed for a term of three years, and one shall be appointed for a term of four years; and (iv) of the nonlegislative citizen members appointed by the Secretary of Natural Resources, one shall be appointed for a term of one year, two shall be appointed for a term of two years, two shall be appointed for a term of three years, and two shall be appointed for a term of four years.

3. That the Department of Mines, Minerals and Energy, in consultation with the Electric Vehicle Rebate Program Advisory Council, as created by this act, shall develop and implement a process for verifying eligible purchasers and shall ensure that such process (i) is capable of being administered at the point of sale or lease of a vehicle, (ii) allows for the immediate determination of purchaser eligibility and the total amount of the rebate to which the purchaser is entitled, and (iii) confirms the rebate to the participating dealer.

4. That the provisions of this act shall expire on January 1, 2027.

STATE - 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 Funding Reforms: The Authority supports federal action to extend the annual \$150 million federal capital appropriation known as the Passenger Rail Investment and Improvement Act (PRIIA) thru 2030. (revised position)**
 - 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. 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)*

FEDERAL -- WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:

- a) **Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety: The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.**
- i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to approve the proposed extension of PRIIA funding at \$150 million through 2030.
 - ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
 - iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. *(Reaffirms previous position)*
- b) **Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in**

Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

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

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, McGuireWoods Consulting LLC

DATE: October 12, 2021

RE: Proposed Changes in Virginia's Open Meeting Law

In 2021 the Northern Virginia Transportation Authority (Authority) supported additional flexibility for public bodies to hold meetings virtually. Below is the 2021 position:

SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS FOR PUBLIC BODIES

Budget language that allows public bodies to hold meetings virtually has enabled the Authority to approve funding appropriations that kept transportation improvements moving forward. We support permanent flexibility to hold meetings electronically that are accessible to the public when health and safety concerns are present and examination of additional flexibility outside of states of emergencies

In 2021 the General Assembly adopted two changes to the electronic meeting statute:

- Made meeting flexibility during a state of emergency (state or local) permanent
- Added ability of a member of a public body to attend a meeting electronically if they are taking care of a member of their family.

The Virginia Freedom of Information Act Council (FOIA Council) continues to explore options for expanding flexibility for public bodies to meet virtually. On October 5, 2021 the Meetings Issues Subcommittee reached consensus on additional changes regarding electronic meetings. The changes would:

- Define three types of electronic meetings: remote participation, all-virtual public meeting and hybrid public meeting.
- List criteria for holding an all-virtual public meeting and restricts use of the all-virtual meeting to two meetings or 25% of the meetings in a calendar year, whichever is greater.
- Requires a public body to adopt a resolution or ordinance prior to allowing remote participation or holding an all-virtual meeting.

A conceptual draft of these changes is attached.

Below is our existing language on electronic meetings with suggested amendments.

Proposed 2022 Authority language:

The Authority supports efforts to maximize flexibilities for regional governments to conduct electronic meetings, allowing greater access to the public and opportunities for members to participate remotely outside of a declared state of emergency.

1 § 2.2-3701. Definitions

2 ...

adds a preference for in-person meetings to the definition section

3 "Open meeting" or "public meeting" means a meeting at which the public may be present. Except as provided in 2.2-3708.2, open meetings or public meetings are presumed to be in person and physically accessible by members of the public.

ordinary, non-emergency meetings for ALL public bodies, including advisory and regional bodies

4 § 2.2-3708.2. Public meetings held by any public body through electronic communication means

5 A. For purposes of this section:

6 1. "Remote participation" means when an individual member of a public body uses electronic communication means to participate in a public meeting.

7 2. "All-virtual public meeting" means when a public body uses electronic communication means to conduct a public meeting and all members are participating from remote locations.

three types of electronic meetings

8 3. "Hybrid public meeting" means a public meeting that is accessible by the public both in person and through electronic communication means, including remote participation by one or more members of the public body.

9 B. Nothing in this section shall be construed to prohibit the holding of hybrid public meetings, to limit the use of interactive audio or video to expand public observation of meetings or to restrict any avenue for public comment at public meetings where public comment is customarily received.

This is the call-in section we adjusted last year. Not much change here.

10 C. Individual members of a public body may use remote participation instead of attending a public meeting in person, if, in advance of the public meeting, the public body has adopted a policy as described in subsection E and the member notifies the public body chair:

11 1. That the member has a temporary or permanent disability or other medical condition that prevents the member's physical attendance,

12 2. That the medical condition of the member's family requires the member to provide care that prevents the member's physical attendance; or

13 3. That the member is unable to attend the meeting due to a personal matter and identifies with specificity the nature of the personal matter. However, the member may not rely on this section more than two meetings or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

anyone can have an all-virtual meeting, but here are the hoops you have to jump through to do it.

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D. Any public body and the entities it creates may hold all-virtual public meetings, provided that the public body follows the same requirements for meetings as adopted a policy as described in subsection E and:

1. Has followed the requirements for meeting notice, including the fact that the meeting will be an all-virtual public meeting, in 2.2-3707.

2. The all-virtual public meeting is simultaneously broadcast on the internet.

3. All members of the public body participating in the all-virtual public meeting can be seen on video and can be heard on audio.

4. A phone number is provided to alert the public body if the video feed fails. The public meeting should recess until the public access is restored.

5. Agendas, agenda materials, handouts and presentations are made available to the public in electronic format for use in the meeting.

6. The public is afforded the opportunity to comment through electronic means at those public meetings when public comment is customarily received. An opportunity to submit written comment shall be created for all all-virtual public meetings.

7. No more than two members of the public body are together in any one remote location unless that remote location is open for the public to physically access it.

8. Any closed session held pursuant to 2.2-3712 provides a means for the public to rejoin the all-virtual public meeting before the body votes to certify the closed session under 2.2-3712(D).

9. The public body does not convene an all-virtual public meeting more than two times or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

E. Any public body that uses all-virtual public meetings as described in subsection D or allows members to use remote participation in subsection C, must first adopt a policy by ordinance or resolution that shall be applied strictly and uniformly, without exception, to the entire membership and without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting. The policy shall:

1. Describe the circumstances under which remote participation will be allowed and the process the public body will use for requesting, approving or denying requests to use remote participation;

a policy is required for both individual participation and all-virtual meetings

93

94 2. Fix the number of times remote participation for personal matters or all-
95 virtual public meetings can be used per calendar year; and

96

97 3. Specify whether and how it applies to entities created by the public body
98 and if so, which ones.

99

100 **2.2-3708.3. Meetings held through electronic communication means during**
101 **declared emergencies. (*note: this is existing language that I've moved into its***
102 ***own section to separate it from e-meetings during NON-emergency times*)**

103

104 A. Any public body, or any joint meetings thereof, may meet by electronic
105 communication means without a quorum of the public body physically assembled at
106 one location when the Governor has declared a state of emergency in accordance
107 with § [44-146.17](#) or the locality in which the public body is located has declared a
108 local state of emergency pursuant to § [44-146.21](#), provided that (i) the catastrophic
109 nature of the declared emergency makes it impracticable or unsafe to assemble a
110 quorum in a single location and (ii) the purpose of the meeting is to provide for the
111 continuity of operations of the public body or the discharge of its lawful purposes,
112 duties, and responsibilities. The public body convening a meeting in accordance
113 with this subdivision shall:

114

115 1. Give public notice using the best available method given the nature of the
116 emergency, which notice shall be given contemporaneously with the notice
117 provided to members of the public body conducting the meeting;

118

119 2. Make arrangements for public access to such meeting through electronic
120 communication means, including videoconferencing if already used by the public
121 body;

122

123 3. Provide the public with the opportunity to comment at those meetings of the
124 public body when public comment is customarily received; and

125

126 4. Otherwise comply with the provisions of this chapter.

127

128 B. The nature of the emergency, the fact that the meeting was held by electronic
129 communication means, and the type of electronic communication means by which
130 the meeting was held shall be stated in the minutes.

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132 5. The provisions of this subdivision 3 shall be applicable only for the duration of the
133 emergency declared pursuant to § [44-146.17](#) or [44-146.21](#).

**NORTHERN VIRGINIA TRANSPORTATION
AUTHORITY**

MEMORANDUM

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

FROM: Mayor Rishell, Chair - Finance Committee

DATE: October 7, 2021

SUBJECT: Finance Committee Report

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on September 23, 2021. The next scheduled meeting is Thursday, October 21, 2021 at 1:00 PM. The following summarizes the September 23rd meeting.
3. **Action Item:**
 - a. **Approval of Forward Appropriation – Widen Route 1 Fraley Blvd. to Brady's Hill and Dumfries Road (2018-053-2)** – The Committee received a briefing and recommendation from staff on an out of cycle, forward appropriation for this project. The Committee voted to recommend Authority approval. The staff appropriation recommendation was based on:
 - i. Management of the project was transferred from the Town of Dumfries to Prince William County in March 2021, after the January 2021 deadline for advanced appropriation requests.
 - ii. The advanced appropriation does not create any fiscal complications or risks for the Authority.
4. **Discussion Items:**
 - a. **Investment Portfolio Report** - The Finance Committee reviewed and discussed the Authority's Investment Portfolio performance. The Portfolio continues to perform well compared to its benchmarks and the overall market, noting that performance declined at a slower pace than the overall fixed income market.
 - b. **Monthly Revenue Report** - The Finance Committee reviewed and discussed the monthly revenue reports. Staff reported that \$104.6 million in 30% revenues has been distributed to member jurisdictions for use on their locally determined public transportation purposes.

c. Monthly Operating Budget - The Finance Committee received reports and discussed the FY2021 Operating Budget. The budget closed the fiscal year with a \$475,000 positive variance (unaudited).

d. Financial Activities Report

- i. The Committee received a verbal update on the progress of the annual independent financial audit. The process is moving forward on schedule with no issues or difficulties encountered.
- ii. The Committee will start FY2023 Budget discussion at their October meeting and staff will start the revenue projection update process in October.
- iii. The Committee was advised of progress on the Reimbursement Parameter Study, noting that there was regional staff consensus on the treatment of VDOT as an on-call service provider, within the study.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 7, 2021

SUBJECT: Investment Portfolio Report

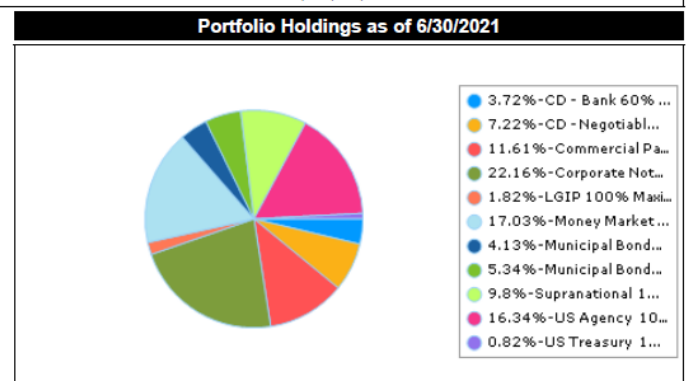
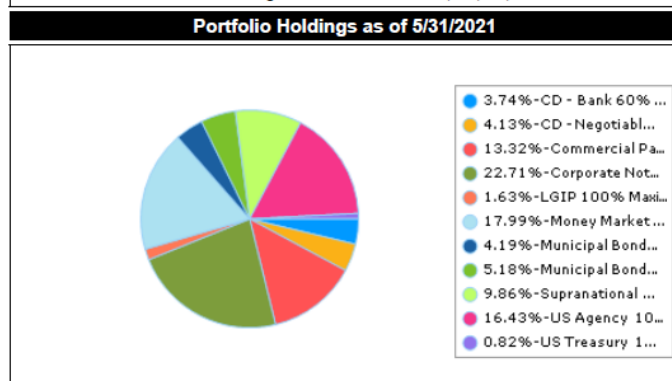
- 1) **Purpose:** To provide the Northern Virginia Transportation Authority with required reports on investment activities and portfolio performance through June 30, 2021.
- 2) **Background:** This report is on investment activity through June 2021 and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTa Investment Policy.



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

Begin Date: 5/31/2021, End Date: 6/30/2021

Asset Category Allocation				
Asset Category	Book Value 5/31/2021	% of Portfolio 5/31/2021	Book Value 6/30/2021	% of Portfolio 6/30/2021
CD - Bank 60% Maximum	45,315,273.30	3.74	45,315,273.30	3.72
CD - Negotiable 25% Maximum	50,004,459.28	4.13	88,004,043.82	7.22
Commercial Paper 35% / 5% Maximum	161,361,409.72	13.32	141,387,843.05	11.61
Corporate Notes 50% Maximum	275,260,869.76	22.71	269,980,087.31	22.16
LGIP 100% Maximum	19,739,276.51	1.63	22,232,826.43	1.82
Money Market 60% Maximum	218,045,524.76	17.99	207,490,863.79	17.03
Municipal Bonds - US 75% Maximum	50,747,893.55	4.19	50,295,171.68	4.13
Municipal Bonds - Virginia 75% Maximum	62,730,280.97	5.18	65,084,720.21	5.34
Supranational 15% Maximum	119,512,532.77	9.86	119,417,126.21	9.80
US Agency 100% Maximum	199,132,193.89	16.43	199,130,391.08	16.34
US Treasury 100% Maximum	9,993,293.78	0.82	9,995,174.03	0.82
Total / Average	1,211,843,008.29	100.00	1,218,333,520.91	100.00



3) Current Period Reports:

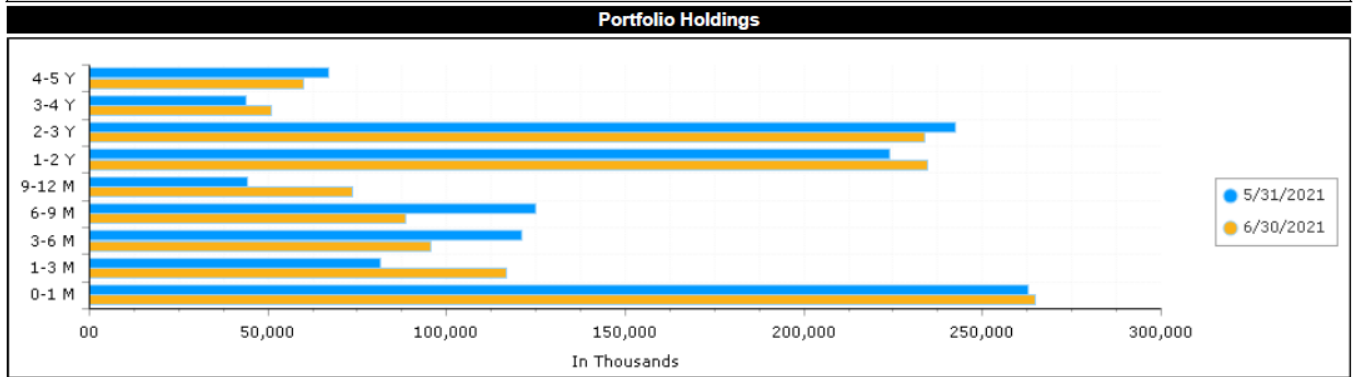
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown above.



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

Begin Date: 5/31/2021, End Date: 6/30/2021

Maturity Range Allocation				
Maturity Range	Book Value 5/31/2021	% of Portfolio 5/31/2021	Book Value 6/30/2021	% of Portfolio 6/30/2021
0-1 Month	262,784,701.27	21.68	264,721,701.33	21.73
1-3 Months	81,472,124.96	6.72	116,865,569.01	9.59
3-6 Months	120,937,959.24	9.98	95,527,055.57	7.84
6-9 Months	124,940,835.16	10.31	88,479,304.39	7.26
9-12 Months	44,341,286.02	3.66	73,824,004.88	6.06
1-2 Years	223,939,816.06	18.48	234,405,241.26	19.24
2-3 Years	242,602,616.34	20.02	233,713,053.81	19.18
3-4 Years	43,958,338.03	3.63	50,997,459.78	4.19
4-5 Years	66,865,331.21	5.52	59,800,130.88	4.91
Total / Average	1,211,843,008.29	100.00	1,218,333,520.91	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of 1.10 (1.0 = 1 year) and the maturity schedule is shown above.

NVTA Investment Benchmarks	Jun-21 Month End
Fed Funds Rate	0.08%
Treasury 90 Day T Bill	0.05%
Local Government Investment Pool	0.054%
Virginia Non-Arbitrage Program	0.08%
NVTA Performance	0.36%

Source: Bloomberg/NVTA Statements

- c. The yield on the portfolio at the end of June 2021 was 0.36%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

a) **Safety** The portfolio is invested primarily in the following investment classifications;

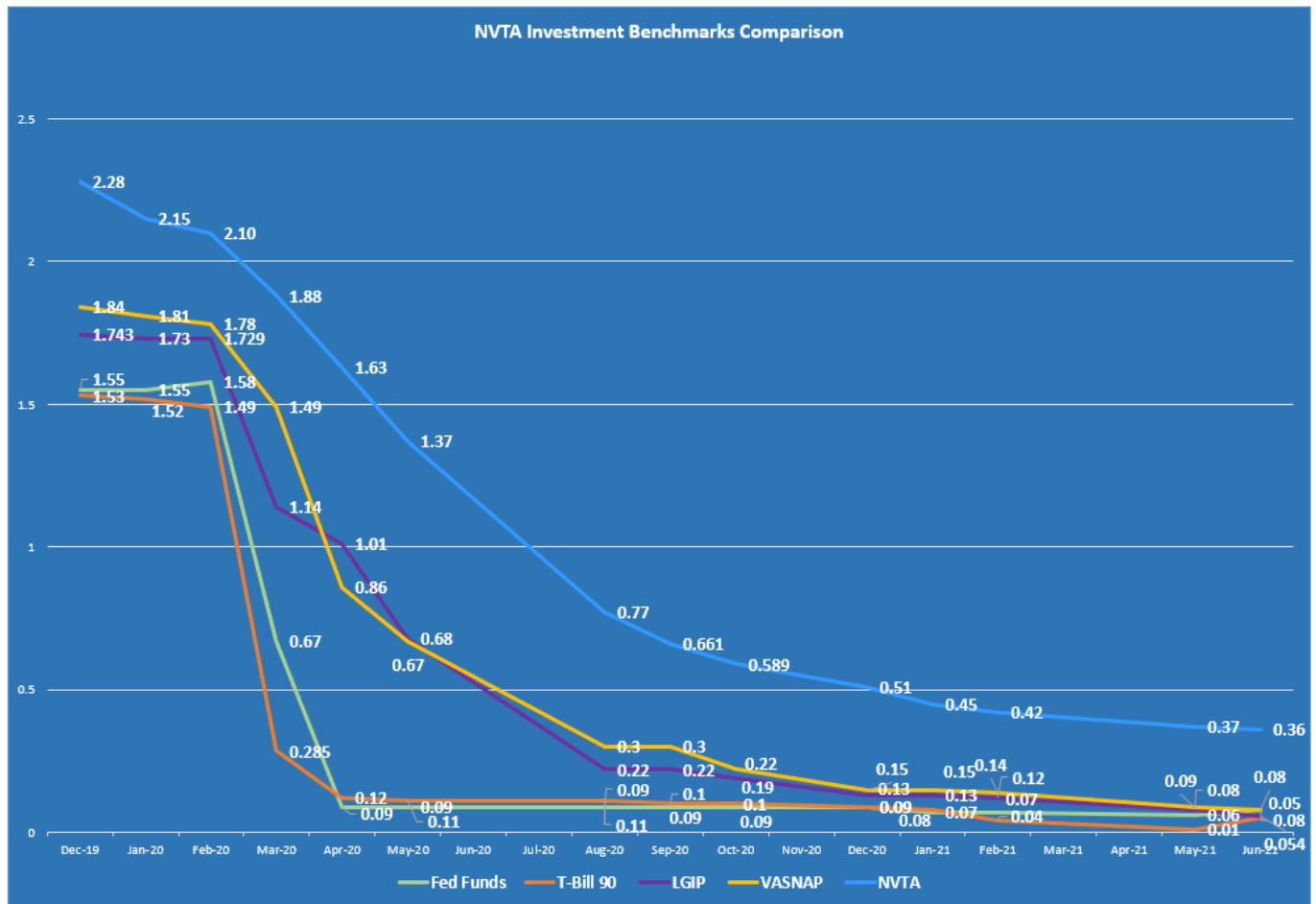
- i) Negotiable CD's (7.22% from 4.13%)
- ii) Collateralized bank money market accounts (17.03% from 18%)
- iii) AAA/AA rated investment grade corporate bonds (22% from 23%)
- iv) Treasuries and Agencies (17.2% from 17.3%)
- v) VA & US Municipals (9.37% from 9.4%)

b) **Liquidity:**

The NVTA Portfolio duration remained as 1.1 in June 2021 (1.0 = 1 year). In expectation of eventual interest rate increases NVTA staff initiated a process in early summer to ladder maturities such that a level amount (security value) of securities mature each month. This will result in monthly opportunities to re-invest at higher rates.

c) **Yield:**

- i) Bank negotiated deposit and LGIP Program fund yields are continuing to struggle in offering competitive rates. The market realities continue to work against this market segment.
- ii) Staff have found success in this reporting period with directly negotiating Yankee Certificates of Deposit. Most often this has resulted in purchasing an entire \$20 to \$30 million positions or negotiating specific issuances just for NVTA. Hence, the only significant shift in the portfolio composition is a 3% increase in the book value of Negotiated CDs. The other portfolio components being relatively unchanged reflects the Yankee CDs being largely new money purchases (positive monthly cash flow).
- iii) The NVTA portfolio return has stopped declining relative to the market and benchmarks. However, over time, NVTA's portfolio performance will move with the market. The portfolio remains exceptionally well positioned to take early advantage of rising rates as the economy begins to recover and the Federal Reserve potentially enters a period of tapering asset purchases and/or quantitative easing.



- 5) **Custodian Certification:** Trust (formerly BB&T) is the custodian of all of NVTA’s investment purchases and is where all of NVTA’s non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- 6) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
 - a. **Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - b. **Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - c. **Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

Attachments: Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority’s Annual Financial Statements and annual audit.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Portfolio Holdings Compliance - GASB 40 Report - As of 6/30/2021

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit										
United Bank 0.15 7/15/2021	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.83	15	7/15/2021	0.150	0.04
United Bank 0.15 7/22/2021	5,000,000.00	5,000,000.00	5,000,000.00	NR	NR	0.41	22	7/22/2021	0.150	0.06
United Bank 0.2 9/2/2021	30,315,273.30	30,315,273.30	30,315,273.30	NR	NR	2.51	64	9/2/2021	0.200	0.18
Sub Total / Average Certificate Of Deposit	45,315,273.30	45,315,273.30	45,315,273.30			3.75	49		0.183	0.13
Commercial Paper										
Barclays Bank 0 8/27/2021	11,500,000.00	11,494,441.67	11,499,080.00	S&P-A1	Moody's-P1	0.95	58	8/27/2021	0.301	0.16
Barclays Bank 0 7/16/2021	10,000,000.00	9,998,711.11	9,999,800.00	S&P-A1	Moody's-P1	0.83	16	7/16/2021	0.291	0.04
Credit Suisse 0 2/18/2022	25,000,000.00	24,970,875.00	24,985,500.00	S&P-A1	Moody's-P1	2.07	233	2/18/2022	0.180	0.64
JPMorgan 0 12/17/2021	20,000,000.00	19,980,166.66	19,991,600.00	S&P-A1	Moody's-P1	1.66	170	12/17/2021	0.210	0.47
Landes Bank 0 11/22/2021	10,000,000.00	9,991,944.44	9,996,400.00	Moody's-P1	Fitch-F1	0.83	145	11/22/2021	0.200	0.40
National Bank of Canada 0 8/9/2021	10,000,000.00	9,998,333.33	9,999,500.00	S&P-A1	Moody's-P1	0.83	40	8/9/2021	0.150	0.11
Royal Bank of Canada 0 10/19/2021	10,000,000.00	9,993,216.67	9,997,600.00	S&P-A1+	Moody's-P1	0.83	111	10/19/2021	0.220	0.30
Royal Bank of Canada 0 10/28/2021	10,000,000.00	9,992,000.00	9,997,400.00	S&P-A1+	Moody's-P1	0.83	120	10/28/2021	0.241	0.33
Standard Chartered 0 1/11/2022	25,000,000.00	24,968,854.17	24,988,000.00	S&P-A1	Moody's-P1	2.07	195	1/11/2022	0.230	0.53
Toyota Industries 0 7/12/2021	10,000,000.00	9,999,300.00	9,999,900.00	S&P-A1	Moody's-P1	0.83	12	7/12/2021	0.210	0.03
Sub Total / Average Commercial Paper	141,500,000.00	141,387,843.05	141,454,780.00			11.71	136		0.219	0.37
Corporate Bond										
Apple 0.75 5/11/2023	5,000,000.00	5,043,620.58	5,043,700.00	S&P-AA+	Moody's-Aa1	0.41	680	5/11/2023	0.280	1.85
Apple 1.7 9/11/2022	16,145,000.00	16,126,073.31	16,428,990.55	S&P-AA+	Moody's-Aa1	1.34	438	9/11/2022	1.800	1.18
Apple 2.4 5/3/2023	2,500,000.00	2,594,474.64	2,594,700.00	S&P-AA+	Moody's-Aa1	0.21	672	5/3/2023	0.340	1.81
Apple 2.85 5/11/2024-24	2,135,000.00	2,278,539.29	2,265,832.80	S&P-AA+	Moody's-Aa1	0.18	1,046	5/11/2024	0.484	2.76
Apple 2.85 5/11/2024-24	10,000,000.00	10,684,975.53	10,612,800.00	S&P-AA+	Moody's-Aa1	0.83	1,046	5/11/2024	0.442	2.76
Apple 3.45 5/6/2024	10,000,000.00	10,891,145.66	10,824,600.00	S&P-AA+	Moody's-Aa1	0.83	1,041	5/6/2024	0.310	2.73
Apple Var. Corp 2/9/2022	5,011,000.00	5,025,821.86	5,026,584.21	S&P-AA+	Moody's-Aa1	0.41	224	2/9/2022	0.662	0.00
Asian Development Bank 1.75 9/13/2022	25,000,000.00	25,462,895.93	25,466,250.00	S&P-AAA	Moody's-Aaa	2.07	440	9/13/2022	0.210	1.19
Asian Development Bank 2.75 3/17/2023	18,083,000.00	18,855,739.05	18,852,612.48	S&P-AAA	Moody's-Aaa	1.50	625	3/17/2023	0.250	1.67
Asian Development Bank Var. Corp 12/15/2021	25,000,000.00	25,005,142.86	25,003,750.00	S&P-AAA	Moody's-Aaa	2.07	168	12/15/2021	0.129	0.00
Berkshire Hathaway 2.75 3/15/2023-23	10,000,000.00	10,351,861.67	10,377,800.00	S&P-AA	Moody's-Aa2	0.83	623	3/15/2023	0.665	1.67
Berkshire Hathaway 2.75 3/15/2023-23	5,000,000.00	5,195,276.82	5,188,900.00	S&P-AA	Moody's-Aa2	0.41	623	3/15/2023	0.449	1.67

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Berkshire Hathaway2.75 3/15/2023-23	8,200,000.00	8,512,797.41	8,509,796.00	S&P-AA	Moody's-Aa2	0.68	623	3/15/2023	0.501	1.67
Exxon2.019 8/16/2024-24	10,000,000.00	10,407,095.89	10,401,700.00	S&P-AA-	Moody's-Aa1	0.83	1,143	8/16/2024	0.699	3.03
ExxonVar. Corp 3/6/2022	1,000,000.00	1,001,693.71	1,002,230.00	S&P-AA	Moody's-Aa1	0.08	249	3/6/2022	0.501	0.00
ExxonVar. Corp 3/6/2022	7,500,000.00	7,512,059.65	7,516,725.00	S&P-AA	Moody's-Aa1	0.62	249	3/6/2022	0.501	0.00
ExxonVar. Corp 8/16/2022	10,000,000.00	10,017,849.49	10,032,400.00	S&P-AA	Moody's-Aa1	0.83	412	8/16/2022	0.486	0.00
IBRD 0.25 11/24/2023	25,000,000.00	25,025,075.51	24,921,000.00	S&P-AAA	Moody's-Aaa	2.07	877	11/24/2023	0.208	2.39
IBRD 1.375 9/20/2021	25,000,000.00	25,068,272.86	25,067,250.00	S&P-AAA	Moody's-Aaa	2.07	82	9/20/2021	0.157	0.22
Mass Mutual Global Funding 0.48 8/28/2023	15,000,000.00	15,043,875.48	15,023,400.00	S&P-AA+	Moody's-Aa3	1.24	789	8/28/2023	0.344	2.15
Mass Mutual Global Funding 0.48 8/28/2023	15,000,000.00	15,043,922.41	15,023,400.00	S&P-AA+	Moody's-Aa3	1.24	789	8/28/2023	0.344	2.15
Mass Mutual Global Funding 3.6 4/9/2024	7,210,000.00	7,846,631.81	7,780,094.70	S&P-AA+	Moody's-Aa3	0.60	1,014	4/9/2024	0.400	2.65
MetLife 0.45 9/1/2023	10,000,000.00	10,032,332.62	9,991,400.00	S&P-AA-	Moody's-Aa3	0.83	793	9/1/2023	0.301	2.16
MetLife 0.45 9/1/2023	20,000,000.00	20,050,540.99	19,982,800.00	S&P-AA-	Moody's-Aa3	1.66	793	9/1/2023	0.333	2.16
MetLife 0.45 9/1/2023	13,920,000.00	13,965,173.91	13,908,028.80	S&P-AA-	Moody's-Aa3	1.15	793	9/1/2023	0.300	2.16
Microsoft Corp 1.55 8/8/2021-21	5,000,000.00	4,993,388.54	5,001,200.00	S&P-AAA	Moody's-Aaa	0.41	39	8/8/2021	2.850	0.11
Microsoft Corp 3.625 12/15/2023-23	13,000,000.00	13,980,886.76	13,956,670.00	S&P-AAA	Moody's-Aaa	1.08	898	12/15/2023	0.530	2.37
Nestle 3.35 9/24/2023-23	15,665,000.00	16,677,712.19	16,641,399.45	S&P-AA-	Moody's-Aa3	1.30	816	9/24/2023	0.437	2.16
New York Life 1.1 5/5/2023	18,175,000.00	18,466,708.53	18,412,183.75	S&P-AA+	Moody's-Aaa	1.50	674	5/5/2023	0.230	1.83
New York Life 2.875 4/10/2024	4,525,000.00	4,837,244.29	4,803,604.25	S&P-AA+	Moody's-Aaa	0.37	1,015	4/10/2024	0.378	2.68
Walmart3.4 6/26/2023-23	10,000,000.00	10,599,713.99	10,594,000.00	S&P-AA	Moody's-Aa2	0.83	726	6/26/2023	0.372	1.94
Wells Fargo Bank 3.55 8/14/2023-23	12,000,000.00	12,798,670.28	12,775,320.00	Fitch-AA-	Moody's-Aa2	0.99	775	8/14/2023	0.402	2.04
Sub Total / Average Corporate Bond	380,069,000.00	389,397,213.52	389,031,121.99			31.46	639		0.431	1.63
FFCB Bond										
FFCBVar. FFCB 8/1/2022	25,000,000.00	25,000,000.00	25,010,000.00	S&P-AA+	Moody's-Aaa	2.07	397	8/1/2022	0.110	0.00
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,001,300.00	S&P-AA+	Moody's-Aaa	0.41	75	9/13/2021	0.129	0.00
FFCB 0.6 11/24/2025-21	19,100,000.00	19,091,585.54	18,889,709.00	S&P-AA+	Moody's-Aaa	1.58	1,608	11/24/2025	0.610	4.35
FFCB Var. FFCB 1/31/2023	25,000,000.00	25,000,000.00	25,005,000.00	S&P-AA+	Moody's-Aaa	2.07	580	1/31/2023	0.100	0.00
FFCB Var. FFCB 10/27/2021	20,000,000.00	19,999,584.94	19,999,600.00	S&P-AA+	Moody's-Aaa	1.66	119	10/27/2021	0.081	0.00
FFCB Var. FFCB 11/7/2022	10,000,000.00	10,021,839.81	10,053,000.00	S&P-AA+	Moody's-Aaa	0.83	495	11/7/2022	0.470	0.00
FFCB Var. FFCB 5/16/2022	10,000,000.00	10,003,531.92	10,022,100.00	S&P-AA+	Moody's-Aaa	0.83	320	5/16/2022	0.320	0.00
FFCB Var. FFCB 8/3/2022	30,000,000.00	30,000,000.00	30,008,700.00	S&P-AA+	Moody's-Aaa	2.48	399	8/3/2022	0.095	0.00
Sub Total / Average FFCB Bond	144,100,000.00	144,116,542.21	143,989,409.00			11.93	541		0.208	0.58
FHLB Bond										
FHLB 0.27 3/28/2024-21	15,000,000.00	14,998,706.54	14,953,500.00	S&P-AA+	Moody's-Aaa	1.24	1,002	3/28/2024	0.273	2.73
FHLB 1.05 3/30/2026-21	25,000,000.00	25,000,000.00	24,964,750.00	S&P-AA+	Moody's-Aaa	2.07	1,734	3/30/2026	1.050	4.63
Sub Total / Average FHLB Bond	40,000,000.00	39,998,706.54	39,918,250.00			3.31	1,460		0.759	3.92
FHLMC Bond										
FHLMC 0.375 4/8/2024-21	15,000,000.00	15,015,142.33	14,963,700.00	Fitch-AAA	Moody's-Aaa	1.24	1,013	4/8/2024	0.338	2.76
Sub Total / Average FHLMC Bond	15,000,000.00	15,015,142.33	14,963,700.00			1.24	1,013		0.338	2.76
Local Government Investment Pool										
Commonwealth of VirginiaLGIP	12,008.58	12,008.58	12,008.58	S&P-AAA	NR	0.00	1	N/A	0.054	0.00

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Commonwealth of Virginia LGIP	22,011,854.49	22,011,854.49	22,011,854.49	S&P-AAA	NR	1.82	1	N/A	0.054	0.00
VIP Stable NAV LGIP	208,963.36	208,963.36	208,963.36	S&P-AAA	NR	0.02	1	N/A	0.065	0.00
Sub Total / Average Local Government Investment Pool	22,232,826.43	22,232,826.43	22,232,826.43			1.84	1		0.054	0.00
Money Market										
John Marshall Bank ICS MM	52,711,412.75	52,711,412.75	52,711,412.75	NR	NR	4.36	1	N/A	0.170	0.00
Truist MM	1,426,647.70	1,426,647.70	1,426,647.70	NR	NR	0.12	1	N/A	0.010	0.00
United BankMM	52,098,371.87	52,098,371.87	52,098,371.87	NR	NR	4.31	1	N/A	0.200	0.00
United BankMM	28,052,815.85	28,052,815.85	28,052,815.85	NR	NR	2.32	1	N/A	0.200	0.00
United Bank Ck MM	9,836.00	9,836.00	9,836.00	NR	NR	0.00	1	N/A	0.000	0.00
United Bank MM	73,191,779.62	73,191,779.62	73,191,779.62	NR	NR	6.06	1	N/A	0.068	0.00
Sub Total / Average Money Market	207,490,863.79	207,490,863.79	207,490,863.79			17.18	1		0.145	0.00
Municipal Bond										
Arlington County 0.79 8/1/2025	7,000,000.00	7,053,501.34	7,002,870.00	S&P-AAA	Moody's-Aaa	0.58	1,493	8/1/2025	0.600	4.01
Calvert County MD 2 5/1/2022	805,000.00	816,429.14	817,284.30	S&P-AAA	Fitch-AAA	0.07	305	5/1/2022	0.300	0.83
Calvert County MD 2 5/1/2023	2,640,000.00	2,717,187.55	2,719,437.60	S&P-AAA	Fitch-AAA	0.22	670	5/1/2023	0.400	1.81
Calvert County MD 2 5/1/2024	2,330,000.00	2,428,242.83	2,423,386.40	S&P-AAA	Fitch-AAA	0.19	1,036	5/1/2024	0.500	2.76
Calvert County MD 2 5/1/2025	2,620,000.00	2,753,603.40	2,734,625.00	S&P-AAA	Fitch-AAA	0.22	1,401	5/1/2025	0.650	3.70
Carroll CNTY MD 2 11/1/2024	2,385,000.00	2,509,654.89	2,495,664.00	S&P-AAA	Moody's-Aaa	0.20	1,220	11/1/2024	0.420	3.24
Carroll CNTY MD 2 11/1/2025	1,890,000.00	2,005,467.78	1,982,874.60	S&P-AAA	Moody's-Aaa	0.16	1,585	11/1/2025	0.570	4.17
City Richmond GO 2 7/15/2023	3,000,000.00	3,097,447.89	3,105,060.00	S&P-AA+	Moody's-Aa1	0.25	745	7/15/2023	0.400	1.99
City Richmond GO 2 7/15/2024	3,000,000.00	3,135,553.85	3,134,820.00	S&P-AA+	Moody's-Aa1	0.25	1,111	7/15/2024	0.500	2.94
City Richmond GO 2 7/15/2025	410,000.00	432,857.59	430,159.70	S&P-AA+	Moody's-Aa1	0.03	1,476	7/15/2025	0.600	3.87
FFX CNTY VA GO 0.645 10/1/2025	5,000,000.00	5,036,718.63	4,964,700.00	S&P-AAA	Moody's-Aaa	0.41	1,554	10/1/2025	0.470	4.20
Florida State Revenue Bonds 1.258 7/1/2025	7,000,000.00	7,059,698.33	7,067,270.00	S&P-AA	Fitch-AA	0.58	1,462	7/1/2025	1.039	3.89
Loudoun County Economic Development 0.35 12/1/2023	1,930,000.00	1,931,844.97	1,927,317.30	S&P-AA+	Moody's-Aa1	0.16	884	12/1/2023	0.310	2.41
NYC GO 1.58 8/1/2021	20,000,000.00	20,000,685.28	20,023,200.00	S&P-AA	Moody's-Aa1	1.66	32	8/1/2021	1.541	0.09
NYC GO 1.58 8/1/2022	10,000,000.00	10,004,202.48	10,147,100.00	S&P-AA	Moody's-Aa1	0.83	397	8/1/2022	1.541	1.07
VA Resources Auth Infrastructure Rev 0.249 11/1/20	565,000.00	565,000.00	565,022.60	S&P-AAA	Moody's-Aaa	0.05	124	11/1/2021	0.249	0.34
VA Resources Auth Infrastructure Rev 0.329 11/1/20	435,000.00	435,000.00	435,182.70	S&P-AAA	Moody's-Aaa	0.04	489	11/1/2022	0.329	1.33
VA Resources Auth Infrastructure Rev 0.436 11/1/20	720,000.00	720,000.00	718,941.60	S&P-AAA	Moody's-Aaa	0.06	854	11/1/2023	0.436	2.33
VA Resources Auth Infrastructure Rev 0.636 11/1/20	1,000,000.00	1,000,000.00	996,880.00	S&P-AAA	Moody's-Aaa	0.08	1,220	11/1/2024	0.636	3.30
VA Resources Auth Infrastructure Rev 0.736 11/1/20	1,180,000.00	1,180,000.00	1,168,719.20	S&P-AAA	Moody's-Aaa	0.10	1,585	11/1/2025	0.736	4.27
VA Resources Auth Infrastructure Rev 0.75 11/1/202	1,300,000.00	1,301,274.07	1,303,367.00	S&P-AA	Moody's-Aa1	0.11	1,220	11/1/2024	0.720	3.30
VA State College Building Auth 0.48 9/1/2024	22,820,000.00	22,830,579.35	22,752,224.60	S&P-AA+	Moody's-Aa1	1.89	1,159	9/1/2024	0.465	3.14
VA State College Building Auth 0.5 9/1/2023	16,305,000.00	16,364,942.52	16,356,849.90	S&P-AA+	Moody's-Aa1	1.35	793	9/1/2023	0.330	2.16
Sub Total / Average Municipal Bond	114,335,000.00	115,379,891.89	115,272,956.50			9.46	874		0.777	2.35
Negotiable Certificate Of Deposit										
Banco Santander 0 6/8/2022	20,000,000.00	20,000,000.00	19,992,400.00	S&P-A1	Moody's-P1	1.66	343	6/8/2022	0.000	0.94
Banco Santander 0.27 4/18/2022	25,000,000.00	25,004,043.82	25,011,250.00	S&P-A1	Moody's-P1	2.07	292	4/18/2022	0.250	0.81
Landesbank 0.2 6/24/2022	18,000,000.00	18,000,000.00	17,992,980.00	Fitch-F1	Moody's-P1	1.49	359	6/24/2022	0.200	1.00

Description	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Mizuho Bank 0.22 1/6/2022	25,000,000.00	25,000,000.00	25,009,500.00	S&P-A1	Moody's-P1	2.07	190	1/6/2022	0.220	0.53
Sub Total / Average Negotiable Certificate Of Deposit	88,000,000.00	88,004,043.82	88,006,130.00			7.28	288		0.174	0.80
Treasury Note										
T-Note 2.75 9/15/2021	10,000,000.00	9,995,174.03	10,000,000.00	S&P-AA+	Moody's-Aaa	0.83	77	9/15/2021	2.990	0.21
Sub Total / Average Treasury Note	10,000,000.00	9,995,174.03	10,000,000.00			0.83	77		2.990	0.21
Total / Average	1,208,042,963.52	1,218,333,520.91	1,217,675,311.01			100	449		0.359	1.08

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 7, 2021

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through FYE June 30, 2021.
3. **Comments:**
 - a. **FY2021 Revenues (Attachment A)**
 - i. The Authority has received approximately \$348.4 million through the June 30, 2021 transfers and revenue accruals from the Commonwealth.
 - ii. This has exceeded the COVID-19 reduced revenue projections for FY2021 by \$96.9 million.
 - iii. The Authority has received the \$20 million Northern Virginia District Transfer; \$26.3 million in Regional Congestion Relief Fees; \$288.7 million in Sales Tax Receipts and a \$13.4 million transfer from the Interstate Operations and Enhancement Program (IOEP) formerly referred to as I-81.
 - iv. Attachment A shows a 32.3% positive variance between the budgeted sales tax receipts compared to the actual sales tax receipts reflecting a much smaller impact from the COVID Pandemic than originally projected, due in part to the taxation of internet sales.
 - v. The actual FY2021 Regional Congestion Relief Fees collected (Grantor's Tax) for the first year of this reinstated revenue was more than double the FY2021 budgeted amount. The steep increase in most residential property values combined with a concurrent increase in the volume of property transfer combined to drive this revenue higher than originally anticipated. Due to the reduced rate for the majority of the fiscal year and the unknown impact of the COVID-19 Pandemic on commercial real estate in the long term, no budget adjustment was put forth during the fiscal year.
 - vi. The Regional Congestion Relief Fee was increased to of \$0.10/100 effective for transactions beginning May 1, 2021.

b. FY2021 Distribution to localities (Attachment B)

- i. All member jurisdictions completed the required annual HB2313 certification to receive FY2021 Local Distribution Funds (30%).
- ii. All Local Distribution funds for FY2021 have been distributed to member jurisdictions.
- iii. Member jurisdictions received a total of \$104.6 million in Local Distribution Funds, approximately \$29 million more than anticipated in the FY2021 Revenue Projections.

c. FY2015 to FY2021 Year over Year Revenue Comparison (Attachment C).

- i. This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received and accrued as of June 30, 2021.

Attachments:

- A. FY2021 Sales Tax Revenues Received Compared to NVTA Budget as of August 2021
- B. FY2021 30% Distribution by Jurisdiction, as of August 2021
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for June 2015 to 2021

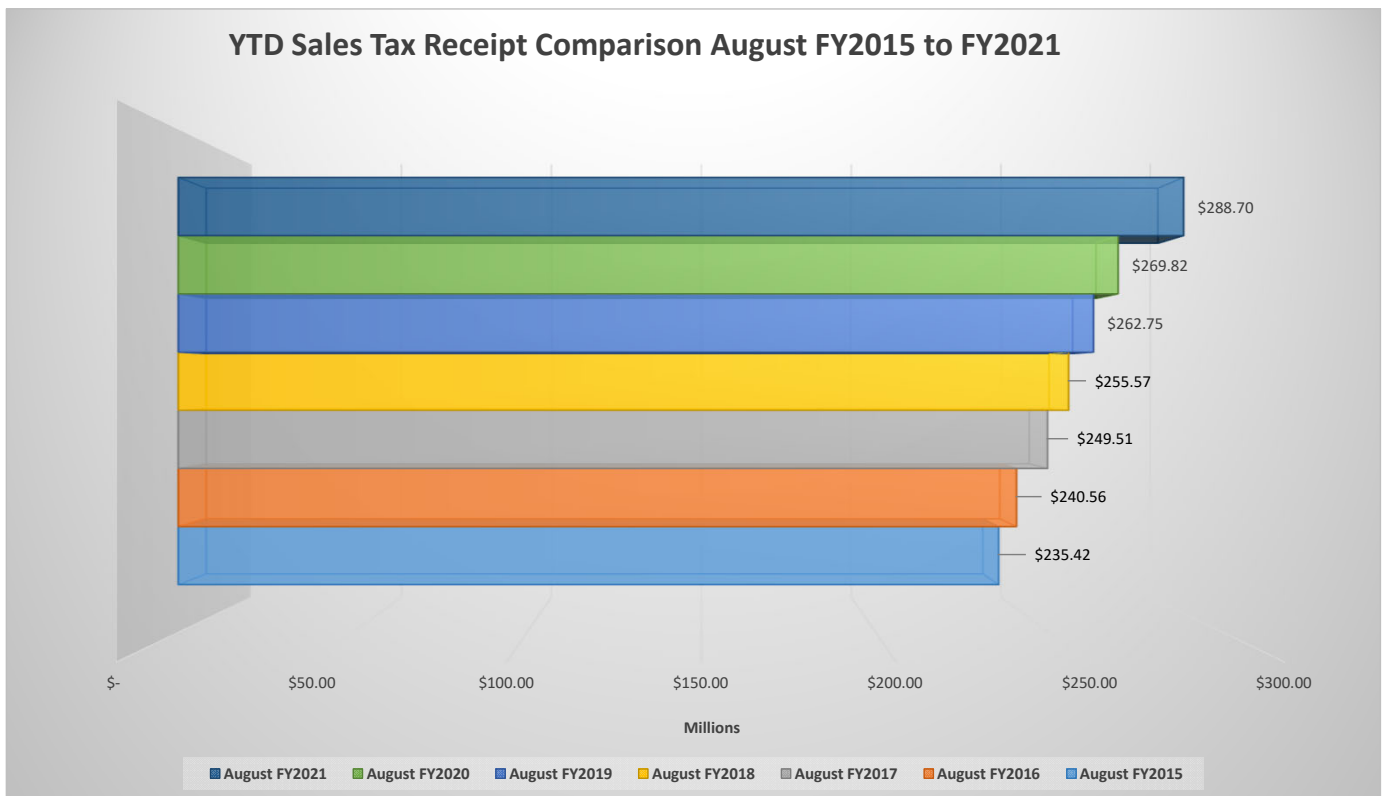
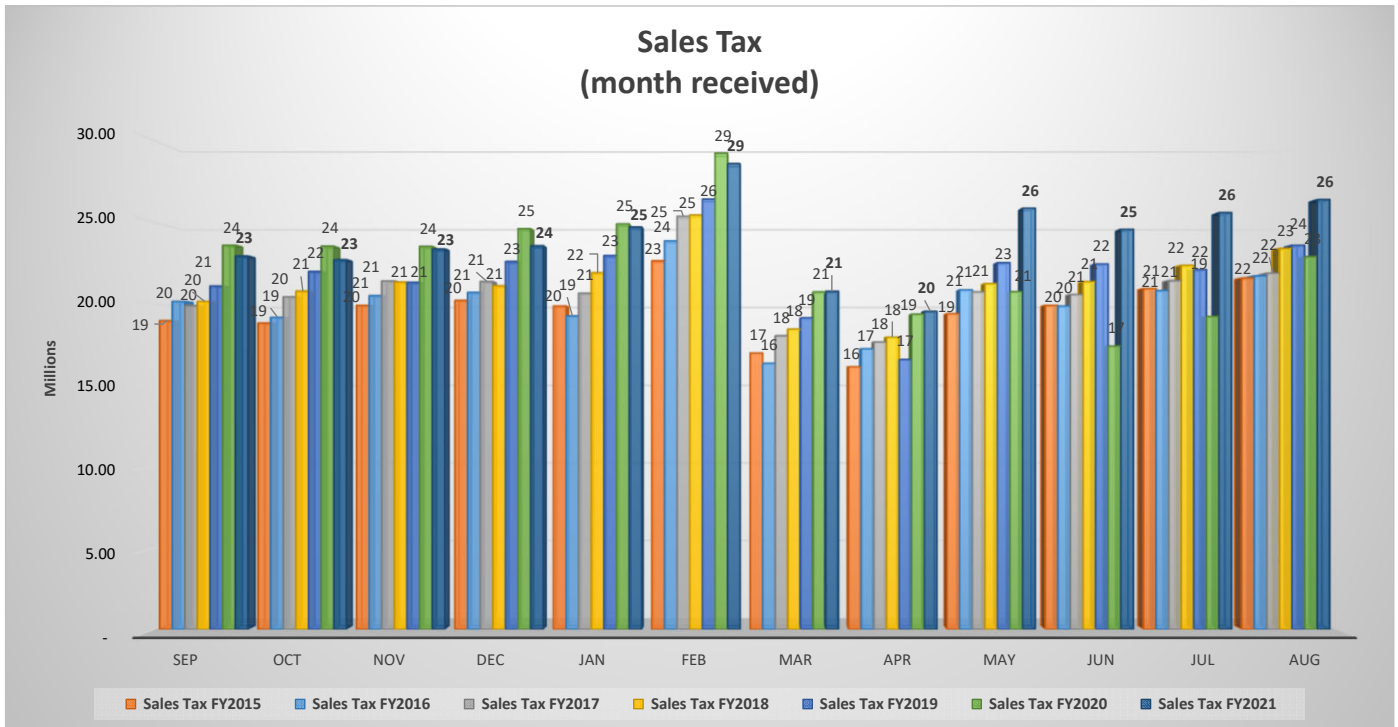
Attachment A

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

		Annualized				
Regional Sales Tax		Received	Revenue based	FY2021	Annualized - Actual	
Transaction Months	12	To Date	on YTD Receipts	Budget	To Budget	
City of Alexandria		\$ 19,020,112	\$ 19,020,112	\$ 14,188,675	\$ 4,831,437	
Arlington County		23,427,260	23,427,260	21,828,731	1,598,529	
City of Fairfax		8,109,227	8,109,227	5,893,757	2,215,470	
Fairfax County		119,668,120	119,668,120	92,335,532	27,332,588	
City of Falls Church		3,397,917	3,397,917	2,401,160	996,757	
Loudoun County		59,566,319	59,566,319	42,347,738	17,218,581	
City of Manassas		6,823,095	6,823,095	5,020,608	1,802,487	
City of Manassas Park		1,779,798	1,779,798	1,309,724	470,074	
Prince William County		46,908,393	46,908,393	32,961,384	13,947,009	
Total Sales Tax Revenue		\$ 288,700,240	\$ 288,700,240	\$ 218,287,309	\$ 70,412,931	32.3%
		Annualized				
Interstate Operation Enhance Program		Received	Revenue based	FY2021	Annualized - Actual	
Transaction Months	1	To Date	on YTD Receipts	Budget	To Budget	
City of Alexandria		\$ 868,598	\$ 868,598	\$ 138,367	\$ 730,231	
Arlington County		1,142,686	1,142,686	212,872	929,814	
City of Fairfax		386,080	386,080	57,476	328,604	
Fairfax County		5,534,627	5,534,627	900,450	4,634,177	
City of Falls Church		152,092	152,092	23,416	128,676	
Loudoun County		2,763,977	2,763,977	412,972	2,351,005	
City of Manassas		324,436	324,436	48,961	275,475	
City of Manassas Park		83,823	83,823	12,772	71,051	
Prince William County		2,155,566	2,155,566	321,437	1,834,129	
Total Interstate Operation Enhance Program		\$ 13,411,884	\$ 13,411,884	\$ 2,128,723	\$ 11,283,161	530.0%
		Annualized				
Regional Congestion Relief Fee		Received	Revenue based	FY2021	Annualized - Actual	
Transaction Months	12	To Date	on YTD Receipts	Budget	To Budget	
City of Alexandria		\$ 2,262,687	\$ 2,262,687	\$ 721,500	\$ 1,541,187	
Arlington County		2,472,222	2,472,222	1,110,000	1,362,222	
City of Fairfax		252,549	252,549	299,700	(47,151)	
Fairfax County		10,881,862	10,881,862	4,695,300	6,186,562	
City of Falls Church		183,774	183,774	122,100	61,674	
Loudoun County		5,715,105	5,715,105	2,153,400	3,561,705	
City of Manassas		240,460	240,460	255,300	(14,840)	
City of Manassas Park		94,256	94,256	66,600	27,656	
Prince William County		4,191,737	4,191,737	1,676,100	2,515,637	
Total Regional Congestion Relief Fee		\$ 26,294,651	\$ 26,294,651	\$ 11,100,000	\$ 15,194,651	136.9%
		Annualized				
NVTD Transfer from COVA		Received	Revenue based	FY2021	Annualized - Actual	
Transaction Months	4	To Date	on YTD Receipts	Budget	To Budget	
City of Alexandria		\$ 1,301,942	\$ 1,301,942	\$ 1,300,000	\$ 1,942	
Arlington County		1,596,603	1,596,603	2,000,000	(403,397)	
City of Fairfax		562,786	562,786	540,000	22,786	
Fairfax County		8,208,053	8,208,053	8,460,000	(251,947)	
City of Falls Church		232,891	232,891	220,000	12,891	
Loudoun County		4,285,429	4,285,429	3,880,000	405,429	
City of Manassas		487,739	487,739	460,000	27,739	
City of Manassas Park		115,409	115,409	120,000	(4,591)	
Prince William County		3,209,149	3,209,149	3,020,000	189,149	
Total NVTD Transfer from COVA		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 348,406,775	\$ 348,406,775	\$ 251,516,032	\$ 96,890,743	38.52%

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2020 30% DISTRIBUTION BY JURISDICTION											
Based on: Revenue Data Through August 2021											
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTA Interest	Cumulative Total	30% Funds	6/30/2021 Accrued Interest (1)	7/31/2021 Prior Distributions	Current Month Distribution	Total Funds Transferred
								(+)			
City of Alexandria	\$ 868,597.56	\$ 19,020,111.70	\$ 2,262,686.75	\$ 1,301,942	\$ 11,390.09	\$ 23,464,727.62	\$ 7,039,418.29	\$ 245.31	\$ 6,515,019.10	\$ 524,644.50	\$ 7,039,663.60
Arlington County	\$ 1,142,686.04	\$ 23,427,259.83	\$ 2,472,221.55	\$ 1,596,603	\$ 13,668.69	\$ 28,652,438.82	\$ 8,595,731.65	\$ 280.35	\$ 7,919,928.85	\$ 676,083.15	\$ 8,596,012.00
City of Fairfax	\$ 386,079.92	\$ 8,109,227.34	\$ 252,548.80	\$ 562,786	\$ 4,560.51	\$ 9,315,202.94	\$ 2,794,560.88	\$ 105.13	\$ 2,580,652.77	\$ 214,013.24	\$ 2,794,666.01
Fairfax County	\$ 5,534,626.78	\$ 119,668,119.78	\$ 10,881,861.76	\$ 8,208,053	\$ 68,914.00	\$ 144,361,574.92	\$ 43,308,472.48	\$ 1,436.79	\$ 40,006,768.88	\$ 3,303,140.39	\$ 43,309,909.27
City of Falls Church	\$ 152,091.86	\$ 3,397,916.55	\$ 183,774.45	\$ 232,891	\$ 1,962.38	\$ 3,968,636.56	\$ 1,190,590.97	\$ 35.04	\$ 1,102,173.93	\$ 88,452.08	\$ 1,190,626.01
Loudoun County	\$ 2,763,977.07	\$ 59,566,318.98	\$ 5,715,104.95	\$ 4,285,429	\$ 35,171.62	\$ 72,366,001.17	\$ 21,709,800.35	\$ 735.92	\$ 20,124,873.22	\$ 1,585,663.05	\$ 21,710,536.27
City of Manassas	\$ 324,435.74	\$ 6,823,094.78	\$ 240,460.06	\$ 487,739	\$ 3,893.18	\$ 7,879,623.21	\$ 2,363,886.96	\$ 70.09	\$ 2,181,019.43	\$ 182,937.62	\$ 2,363,957.05
City of Manassas Park	\$ 83,823.31	\$ 1,779,798.04	\$ 94,255.65	\$ 115,409	\$ 1,014.78	\$ 2,074,300.74	\$ 622,290.22	\$ 35.04	\$ 569,918.13	\$ 52,407.13	\$ 622,325.26
Prince William County	\$ 2,155,565.72	\$ 46,908,393.43	\$ 4,191,737.09	\$ 3,209,149	\$ 27,501.73	\$ 56,492,346.49	\$ 16,947,703.95	\$ 560.70	\$ 15,655,592.63	\$ 1,292,672.02	\$ 16,948,264.65
Total Revenue	\$ 13,411,884.00	\$ 288,700,240.43	\$ 26,294,651.06	\$ 20,000,000.00	\$ 168,076.98	\$ 348,574,852.47	\$ 104,572,455.74	\$ 3,504.37	\$ 96,655,946.94	\$ 7,920,013.18	\$ 104,575,960.12
	Interest 6/30/2021						104,572,455.75			\$ 7,920,013.18	\$ 104,575,960.12



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: October 7, 2021

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority on the Authority's Operating Budget for FY2021.
2. **Background:** The Authority elected to fund the Operating Budget for FY2021 and the current FY2022 through transfers from the Regional Revenue Fund.
3. **Comments:** Through FYE June 30, 2021, the FY2021 Operating Budget has produced the following:
 - a. The Operating Budget was fully funded through quarterly transfers of \$692,305 from the Regional Revenue Fund.
 - b. As of fiscal year-end June 30, 2021, the Authority has utilized 84% of its FY2021 expenditure budget.
 - c. The Authority will carry forward to FY2022, the \$140,000 budget savings approved in the FY2022 Budget.
 - d. There is an additional \$335,000 in positive fund balance, which can be used to support the FY2023 budget as well as probable but unquantified FY2022 expenses.
 - e. As of fiscal year-end June 30, 2021, all expense account remained within budget.
 - f. The attached statement shows the total operating budget income and expenditure activity for FY2021 through June 30, 2021.

Attachment: FY2021 Monthly Operating Budget through FYE June 30, 2021

09/01/21
09:41:52NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 13 / 21Page: 1 of 2
Report ID: LB170A

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	43,513.09	1,391,314.39	1,524,073.00	132,758.61	91
130	Health & Dental Benefits	-14,742.00	150,669.26	247,968.00	97,298.74	61
131	Payroll Taxes	4,053.55	95,403.22	118,210.00	22,806.78	81
132	Retirement VRS	-566.80	111,436.12	124,506.00	13,069.88	90
133	Life Insurance	7.82	18,359.67	20,331.00	1,971.33	90
134	Flex Spending/Dependent Care		642.96	881.00	238.04	73
135	Workers Comp	-1,202.00	1,326.00	1,698.00	372.00	78
137	Disability Insurance	-3,158.42	15,798.00	18,196.00	2,398.00	87
	Total Account	27,905.24	1,784,949.62	2,055,863.00	270,913.38	87
420000	Professional Services					
210	Audit & Accounting Services		28,000.00	29,500.00	1,500.00	95
220	Bank Service		175.95	750.00	574.05	23
230	Insurance	-8,797.00	7,458.00	6,385.00	-1,073.00	117
240	Payroll Services		2,057.06	2,606.00	548.94	79
260	Public Outreach & Regional Event Support	-6,220.00	38,423.48	89,093.00	50,669.52	43
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services		35,000.00	35,875.00	875.00	98
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services		71,669.24	70,000.00	-1,669.24	102
265	Investment Custody Svc		20,340.00	25,000.00	4,660.00	81
	Total Account	-15,017.00	205,811.23	271,909.00	66,097.77	76
430000	Technology/Communication					
310	Acctg & Financial Report Systems	-7,500.00	84,863.78	111,347.00	26,483.22	76
330	IT Support Svc Incl Hosting	-1,941.07	28,014.82	24,295.00	-3,719.82	115
335	GIS/Project Mgt/Modeling	36,266.67	112,132.25	174,151.00	62,018.75	64
340	Phone Service & Web Ex Chgs	-1,719.60	11,165.94	11,136.00	-29.94	100
350	Web Develop & Hosting		7,928.96	9,756.00	1,827.04	81
	Total Account	25,106.00	244,105.75	330,685.00	86,579.25	74
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions	1,827.00	8,039.69	10,544.00	2,504.31	76
412	Duplication & Printing		6,628.53	14,610.00	7,981.47	45
414	Hosted Meeting Expenses	366.52	1,269.09	5,000.00	3,730.91	25
415	Mileage/Transportation		165.20	11,450.00	11,284.80	1
417	Office Lease	-14,396.34	171,645.27	173,256.00	1,610.73	99
418	Office Supplies	-656.33	1,936.65	8,065.00	6,128.35	24
419	Postage & Delivery	289.81	321.36	700.00	378.64	46
420	Professional Develop & Training	-3,500.00	7,114.22	23,650.00	16,535.78	30
	Total Account	-16,069.34	197,120.01	248,775.00	51,654.99	79
	Total Expenses	21,924.90	2,431,986.61	2,907,232.00	475,245.39	84

1000 General Fund

Account Object	Description	----- Current Year -----				%
		Current Month	Current YTD	Budget	Variance	
	Net Income from Operations	-21,924.90	-2,431,986.61			
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue		2,769,220.00	2,769,220.00		100 100
	Total Other Revenue	0.00	2,769,220.00	2,769,220.00	0.00	100
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			567,952.00	567,952.00	
825	Transf to Equip Reserve			26,986.00	26,986.00	
	Total Account			594,938.00	594,938.00	
	Total Other Expenses	0.00	0.00	594,938.00	594,938.00	
	Net Income	-21,924.90	337,233.39			

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: October 7, 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 October 4, 2021.

The Committee met on October 4, 2021, at the NVTA office. The Committee took action on the following item:

- The July 12, 2021, meeting summary was approved unanimously.

3. TransAction: Update on Public Engagement Activities

- NVTA staff and consultants provided a summary of various public engagement activities conducted over the period of July to September. These activities included Focus Group meetings, Online survey, pop-up events, and live chat sessions. Additionally, the staff noted that a Stakeholder Group meeting is scheduled for October 26. It was also stressed that special efforts were made to encourage participation from equity populations.

4. TransAction: Goals, Objectives, and Performance Measures

- NVTA staff and consultants provided a summary of various Committee feedback on goals, objectives, and performance measures. The Committee discussed in detail various goals, objectives, and measures as revised based on the feedback. More discussion and recommendation to the Authority are expected at the next meeting of the Committee.

5. NVTA update. Ms. Backmon noted that the next Authority meeting is on October 14, 2021, and provided the highlights of the meeting agenda. She noted that the deadline to submit applications as part of the call for projects for the FY 2022-2027 Six-Year Program (SYP) was October 1, 2021. NVTA staff is currently reviewing the application for completeness and determining the eligibility. The available funding to populate the SYP update is currently being assessed by the finance team and is expected to be finalized in Spring 2022.

- 6. Next steps.** The PPC will continue to be engaged in the update of TransAction, recommending goals, objectives, and performance measures in the next meeting and weights for the performance measures in the meeting after. The PPC will also be engaged in briefing about the Six Year Program (SYP) applications and evaluations in the upcoming meetings.

The next Committee meeting will be on November 1, 2021.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: October 7, 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 September 22, 2021.

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

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

- 3. Updates on TransAction public engagement events.**
Staff presented on the overall framework and activities in the public engagement process as a part of Phase 1 tasks of TransAction update. Key strategies include – Online Survey; Pop-up Events; Virtual Focus Groups; Live Chat Sessions; Stakeholder Group. Formats, results and experiences from each of these events were shared. Project consultant provided detail findings on travel choice opinions from focus group participants, and addressed questions from committee members on – sample selection process, question and discussion formats.
- 4. TransAction: Goals, Objectives and Measures.**
Staff explained the role of objectives and performance measures, and weights associated with them, in TransAction analyses and project evaluation process. Project consultant then presented a revised set of goals, objectives, and performance measures, based on this and other statutory/standing committee members' inputs in previous meetings. Next step is to process all inputs from this meeting, and present a set of goals/objectives/performance measures to recommend for Authority's action in November.
- 5. NVTA update.**
NVTA Chief Executive Officer, Ms. Backmon, emphasized the deadline of October 1st for funding applications for the FY2022-2027 program. She also mentioned staff work on

revenue estimates for this funding cycle. Due to schedule conflicts between committees and Authority meetings, members agreed to re-schedule November 17th meeting to December 1st.

- 6. 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 Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: October 7, 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 September 29, 2021. The meeting was held at the NVTA office. Six committee members attended in-person and the meeting was also livestreamed on YouTube.
3. **The Committee took action on the following item:**
 - a. **Summary Notes of July 21, 2021 Meeting:**
The meeting summary for the July 21, 2021, meeting was approved unanimously.
4. **The Committee discussed the following information items:**
 - a. **TransAction**
The Committee was informed of the recently conducted public engagement activities related to TransAction Long-Range Plan update. The Committee agreed on the draft goals for the plan. There was discussion on how goals would potentially translate to objectives and measures followed by Committee's feedback. The draft goals, objectives and measures framework was presented by NVTA's primary consultant for TransAction update, Cambridge Systematics.
 - b. **NVTA Update:**
Dr. Nampoothiri relayed that the deadline for Call for Regional Transportation Projects for the FY 2022-2027 Six Year Program (SYP) is October 1, 2021. He further informed the schedule of the TransAction Update and anticipated that the Committee would take action to recommend TransAction measures to the Authority in October followed by recommendation of weights in November. Lastly, he informed the Committee on change in November meeting date to November 22, 2021 based on Committee consensus.
5. **Next Meeting:**

The next meeting is scheduled for October 20, 2021, at 7:00 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: October 7, 2021

SUBJECT: Chief Executive Officer's Report

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

- 1. Route 28 Widening Groundbreaking in Fairfax County** – On Friday, September 17th, Fairfax County, in partnership with NVTA, hosted a groundbreaking on the Route 28 Widening: Prince William County Line to Route 29 project, on which NVTA invested \$26 million in regional revenues. Three Authority members gave remarks during the event, Fairfax County Chairman Jeff McKay; Authority and Loudoun County Board of Supervisors Chair Phyllis Randall; and VDOT District Engineer John Lynch. Additional Authority member attendees included Prince William County Chair Ann Wheeler, Senator Jennifer Boysko, and Delegate Danica Roem. Project benefits include increased capacity, congestion reduction, improved travel reliability, pedestrian and bicyclist safety improvements, and improved commutes to major commercial and employment centers.
- 2. NOVA Chamber of Commerce's Annual State of Transportation** – On Thursday, September 23rd, the NOVA Chamber of Commerce hosted its Annual State of Transportation, which brings together national, state and regional transportation policy makers and the NoVA business community. This year's event focused on transportation innovation, the future of transportation in a post-COVID world, and transportation investments in the region. The panel discussion was moderated by Bob McCartney of the Washington Post, and I joined fellow panelists Nick Donohue, Deputy Secretary of Transportation for the Commonwealth of Virginia, and Kate Mattice, Executive Director of the Northern Virginia Transportation Commission.
- 3. Infrastructure Roundtable Hosted by U.S. Senators Mark Warner and Tim Kaine.** On Friday, September 24th, U.S. Senators Mark Warner and Tim Kaine met with me, Paul Wiedefeld, General Manager of WMATA, Jack Potter, President of the Metropolitan

Washington Airports Authority (MWAA), and other Virginia transportation leaders at the Ronald Reagan Washington National Airport, for a roundtable to discuss recently completed infrastructure projects at the airport and how the surrounding region will benefit from the Bipartisan Infrastructure Investment and Jobs Act, legislation the Senators worked to successfully pass last month.

- 4. Virginia Transit Association 2021 Annual Conference & Expo.** On Wednesday, September 29th, Keith Jasper, NVTA's Principal, Transportation Planning and Programming, joined panel moderator Allan Fye of the Northern Virginia Transportation Commission, and panelists Michael Norvell of Bay Transit and Raphael Barcham of Cambridge Systematics, to discuss delivering innovation for transit and mobility in Virginia. NVTA's Transportation Technology Strategic Plan and work with the Commonwealth on the Regional Multi-Modal Mobility Program (RM3P) were discussed.
- 5. 2021 Virginia Municipal League Conference.** On Monday, October 4th, I participated in the annual VML Conference, joining fellow panelists Town of Hillsboro Mayor Roger Vance, Hillsboro Vice-Mayor Amy Marasco, and Megan Cronise of Roanoke County Department of Planning, to discuss roadway improvements, including the Route 9 project, how the Route 9 improvements impact the NoVA region, and the importance of public engagement and input to help make a difference.
- 6. W&OD Trail Enhancements Ribbon-Cutting (City of Falls Church).** In partnership with the City of Falls Church and the Northern Virginia Regional Park Authority (NOVA Parks), NVTA will be co-hosting a ribbon-cutting event on Thursday, October 7th at 10:30 a.m. to celebrate the completion of the W&OD Dual Trails Project in the City of Falls Church. The Authority awarded NOVA Parks more than \$3.24M in Regional Revenues to fund the W&OD Trail Enhancements Project. Benefits include increased capacity allowing for improved flow of bicycle and pedestrian commuting on the heavily congested W&OD Trail, a great alternative to driving to work in a single occupancy vehicle, while helping reduce both congestion and greenhouse gas emissions; and increasing safety by separating slower and faster moving trail users.
- 7. TransAction.** NVTA adopted the current version of the TransAction Plan, the long-range transportation plan for Northern Virginia, on October 12, 2017. NVTA officially kicked off the current update to TransAction at its January 9, 2020 meeting with a public listening session. 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. The following activities were recently completed as part of the Phase 1 public engagement:

- **Online Survey** –The survey was conducted from August 6 to September 19. Focusing on the core value of “equity”, the survey was offered in Spanish and Korean, in addition to English, for the first time. We received more than 2,300 responses from across the NVTA region and elsewhere in the greater Washington Metropolitan region.
- **Pop-up Events** – Furthering the “equity” core value, twelve in-person events focused on maximizing the opportunity to intercept populations in equity emphasis areas and offered translators on site for a number of languages including Spanish, Korean, Amharic, and Vietnamese. These events allowed many people to complete the survey on site.
- **Live Chat Sessions** – Four separate two-hour sessions, between August 26 and September 16, provided an opportunity to ‘chat’ with NVTA staff on a one-on-one basis via the TransAction website.
- **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.
- **Stakeholder Group** – NVTA staff has created a stakeholder group comprising contacts from organizations that represent multiple citizens and/or multiple businesses. The stakeholder group provides an opportunity for NVTA staff to provide updates for stakeholders to share with their members, and for stakeholders to provide feedback to NVTA staff. The inaugural Stakeholder Group meeting is scheduled for **October 26 at 2:30pm**.

The Statutory and Advisory Committees have been discussing the goals, objectives, and performance measures during their July and September meeting cycles, and are expected to make recommendations to the Authority in the October meeting cycle. This will be followed by recommendations on weights for the performance measures in the November meeting cycle. Findings from the online survey will be available to committee members to support their discussions during the November meeting cycle.

The TransAction measures and weights will influence the findings of the analytical work that our consultants will be conducting over the winter through early spring 2022. Such is the importance of this effort, before the Authority takes action on these topics at its

November and December meetings, NVTA staff will host a TransAction-related Authority work session on **October 28, from 1:00pm to 4:00pm**. The work session will provide Authority members with an understanding of the relevance of goals, objectives, measures, and weights within the TransAction update process. In addition, the work session will provide an opportunity to consider and discuss, at a strategic level, some of the topics for which there may be a range of different positions and viewpoints. The work session will help to streamline discussion and voting for the action items that will follow in November and December.

The TransAction team is currently working on updating of the TransAction project list, trends analysis, needs assessment, definition of scenarios for sensitivity analysis, and model development.

- 8. FY2022-2027 Six Year Program.** NVTA approved the Call for Regional Transportation Projects (CfRTP) for the FY2022-2027 Six Year Program (SYP) on June 10, 2021, and the online application portal was subsequently opened to eligible applicants on July 1, 2021. The deadline for applications was October 1, 2021, and NVTA staff is currently reviewing the applications for completeness and eligibility. The deadline for submitting Governing Body and any supporting resolutions is December 3, 2021 at 5:00 pm.
- 9. Program Implementation Monitoring and Management System (PIMMS).** PIMMS has been enhanced with functionalities to process reimbursement requests, update project agreements for changes in schedule/cash-flow, and update project status information. These new functionalities have enabled jurisdiction and agency staff to successfully migrate from former manual or paper-based processes, and they have reported positive feedback on their experiences with the new online functionalities provided by PIMMS. NVTA staff is currently working with the consultant to automate the process of creating financial cash flow analyses reports, provide more access control features for project sponsors, and enhance the public-facing NoVA Gateway dashboard with more project query and mapping functions.
- 10. Transportation Technology Strategic Plan.** Since the Authority took action on the Transportation Technology Strategic Plan (TTSP) in May, NVTA staff have been working to develop the items called for in the TTSP Action Plan. These deliverables will be presented to the Transportation Technology Committee (TTC) during their next meeting, which will take place on **Wednesday, October 27, 2021, at 8:30am**. The TTC will also receive a presentation about the City of Falls Church's Connected Infrastructure Demonstration Project and have an opportunity to ask questions, furthering a TTSP goal to foster regional coordination on technology-related initiatives. NVTA staff are also

contributing to external discussion of transportation technologies. This includes participation in a panel at the recent Virginia Transit Association's Annual Conference & Expo, and a presentation during an [upcoming webinar hosted by the Transportation Planning Division of the American Planning Association](#), on **November 19, 2021**.

NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is scheduled for Thursday, October 14, 2021, at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, October 21, 2021, at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is scheduled to meet on Monday, November 1, 2021, at 5:00pm.

NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, October 20, 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, October 27, 2021, at 6:30pm. Please note that the meeting may be held electronically.

CMAQ-RSTP Transfers:

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

Regional Projects Status Report:

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

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

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria

DATE: October 7, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria.
- 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 September 23, 2021, City of Alexandria requested the following reallocation:

- Transfer of \$2,118,238 of allocated CMAQ funds from Balance Entry account to Van Dorn Street-Beauregard Street Multi-Use Trail (UPC 105563).

This funding was originally for the Backlick Run Trail project (formerly UPC 111469). The City canceled the project in December 2020 due to timing of right of way and redevelopment. SmartScale funding on the Backlick Run project has been rescinded, and the balance of project CMAQ funds were moved to UPC 70716-Balance Entry Account. The funds in Balance Entry account are not allocated to any specific project and these funds will help cover a deficit due to increased construction costs. The project is currently in design.

At its meeting on September 23, 2021, the RJACC approved this request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

October 14, 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 City of Alexandria

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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 September 23, 2021, City of Alexandria requested the following reallocation to the RJACC:

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This funding was originally for the Backlick Run Trail project (formerly UPC 111469). The City canceled the project in December 2020 due to timing of right of way and redevelopment. SmartScale funding on the Backlick Run project has been rescinded, and the balance of project CMAQ funds were moved to UPC 70716-Balance Entry Account. The funds in Balance Entry account are not allocated to any specific project and these funds will help cover a deficit due to increased construction costs. The project is currently in design.

The RJACC approved the request on September 23, 2021, and the NVTA was informed at their October 14, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Hillary Orr, Deputy Director, Transportation & Environmental Services



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

September 15, 2021

Monica Backmon, CEO
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

Dear Ms. Backmon,

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to reallocate \$2,118,238 from UPC #70716-BALANCE ENTRY ACCOUNT to UPC #105563 VAN DORN ST-BEAUREGARD ST MULTI-USE TRAIL.

- From CMAQ (Prior Years) - \$2,118,238.00

This funding was originally for the Backlick Run Trail project (formerly UPC 111469). The City canceled the project in December 2020 due to timing of right of way and redevelopment. SmartScale funding on the Backlick Run project has been rescinded, and the balance of project CMAQ funds were moved to UPC 70716-Balance Entry Account.

The reallocation of these funds will allow the City of Alexandria to account for a project budget shortfall due to increasing construction costs resulting from labor and material shortages caused by the COVID-19 pandemic and fully fund UPC 105563 Van Dorn St-Beauregard St Multi-Use Trail. Costs for other construction projects risen significantly over the past year, and staff expect this trend to continue for the foreseeable future. The additional funding will allow the City to ensure the Right-of-Way acquisition, utility relocations, and construction of the Van Dorn St-Beauregard St Multi-Use Trail project and avoid project delays due to insufficient funding. The project is currently in design.

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

Sincerely,

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

Hillary Orr

Deputy Director

Transportation & Environmental Services

CC: Yon Lambert, Director, Transportation & Environmental Services
Christopher Ziemann, Division Chief of Transportation Planning
Tarrence Moorer, Division Chief of Strategic Management Services
Steve Sindiong, Capital Projects Program Manager

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

Date: 13-Sep-21

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,459,000

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)
70716	Balance Entry Account	CMAQ	Y		\$2,118,238.00								
						105563	Van Dorn St-Beauregard St Multi-Use Trail	Y	FY2019				

TOTAL OF TRANSFER \$2,118,238.00

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

TO: Chair Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, CEO

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria

DATE: October 7, 2021

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Congestion Mitigation and Air Quality (CMAQ) funds for City of Alexandria.
- 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 September 23, 2021, City of Alexandria requested the following reallocation:

- Transfer of \$228,611 of allocated CMAQ funds from Holmes Run Trail Connector (UPC 111401) to ITS Integration - Phase III (UPC 106563).

This funding was originally part of ITS Phase III but was transferred to the Holmes Run Trail Connector project when estimates for the ITS project were lower. However, due to damage to the Holmes Run Trail and other priorities, the Holmes Run Trail Connector project was unable to move forward and Transportation Alternatives Program (TAP) funding was removed from the project. Therefore, the trail project cannot be constructed. Meanwhile, costs for ITS Phase III have increased and the City would like to reallocate these funds back to the ITS project. These funds will help cover a deficit due to increased construction costs.

At its meeting on September 23, 2021, the RJACC approved this request.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

October 14, 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 City of Alexandria

Dear Mr. Lynch:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (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).

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The RJACC approved the request on September 23, 2021, and the NVTA was informed at their October 14, 2021, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Hillary Orr, Deputy Director, Transportation & Environmental Services



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

September 13, 2021

Monica Backmon, CEO
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Funds for the City of Alexandria

Dear Ms. Backmon,

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to reallocate \$228,611 from UPC #111401 HOLMES RUN TRAIL CONNECTOR to UPC #106563 ITS INTEGRATION – PHASE III.

- From CMAQ (Prior Years) - \$228,611.00

This funding was originally part of ITS Phase III but was transferred to the Holmes Run Trail Connector project when estimates for the ITS project were lower. However, due to damage to the Holmes Run Trail and other priorities, the Holmes Run Trail Connector project was unable to move forward and Transportation Alternatives Program (TAP) funding was removed from the project. Therefore, the trail project cannot be constructed. Meanwhile, costs for ITS Phase III have increased and the City would like to reallocate these funds back to the ITS project.

This reallocation will allow the City of Alexandria to account for increasing construction costs resulting from labor and material shortages caused by the COVID-19 pandemic, as well as inspection services. The costs of other construction projects in the City have risen significantly over the past year and this trend is expected to continue for the foreseeable future. The additional funding will allow the City to ensure the implementation of the City's Phase III integration project and avoid delay of award as a result of lack of available funding. The current construction estimate anticipates contract award late summer 2022.

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

Sincerely,

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

Hillary Orr

Deputy Director

Transportation & Environmental Services

CC: Yon Lambert, Director, Transportation & Environmental Services
Bob Garbacz, Division Chief of Traffic Engineering
Tarrence Moorer, Division Chief of Strategic Management Services
Steve Sindiong, Capital Projects Program Manager

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

Date: 13-Sep-21

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,794,010

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)
111401	Holmes Run Trail Connector	CMAQ	Y		\$228,611.00	106563	ITS Integration Phase III	Y	FY2017				

TOTAL OF TRANSFER \$228,611.00

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status
Summary Report

As of October 4, 2021.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,491,195,952	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	\$599,725,295	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	63	
Completed	52	
Not Yet Executed	27	
Substantive Status Updates (during June 2021 - August 2021)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
ART Operations and Maintenance Facilities (FY2018-23)	NTP for Construction phase was issued on September 22, 2021.	0.7%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	The WMATA Compact Public Hearing was held in July 2021. County/WMATA staff working on a Project Coordination Agreement.	30.9%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Segment I - Instruction-to-Bid was advertised and bids were due by October 1, 2021.	0.0%
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 received Design Endorsement from the Board of Supervisors on July 6, 2021. 90% Design Plans are under review.	3.7%
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%
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (FY2018-23)	Phase II - construction was awarded. Phase I - designer working on closing out all right of way comments.	6.5%
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 complete in September 2021.	8.1%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Public hearing plans, bridge plan and Interchange Justification Report have been submitted to VDOT for review.	3.3%
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23/FY2020-25)	100% design plans were approved in August 2021. Right of way acquisition and utility coordination ongoing.	15.3%
City of Alexandria		
DASH Transit Service Enhancements and Expansion (FY2018-23)	Phase I of Zero Emission Fleet Implementation plan is completed.	3.7%
City of Falls Church		
Falls Church Enhanced Regional Bike Routes (W&OD) (FY2018-23)	The project is substantially complete. A ribbon cutting ceremony is scheduled for October 7, 2021.	51.1%
City of Manassas		
Route 28 Widening: Godwin Drive to the Southern City Limits (FY2015-16)	Due to utility conflicts, significant delays can be expected. Notice of Intent to file a claim for delays/damages has been submitted by the contractor.	26.0%
Town of Herndon		
Herndon Metrorail Intermodal Access improvements (FY2014)	All NVTA-funded tasks are completed, and NVTA SPA was closed out in August 19, 2021.	100.00%
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	Project completion estimate is further delayed, now anticipated in June 2022 (earlier fall 2021).	89.3%
VRE		
Franconia-Springfield Platform Improvements (FY2015-16)	Design completion is delayed by a year, due to a design investigation request from VPRRA.	7.2%
Manassas Park Station Parking Expansion (FY2015-16, FY2017)	60% Design Plans are complete. 90% Design Plans underway.	FY2015-16: 100.0% FY2017: 41.5%

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