



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### **AGENDA**

Thursday, September 14, 2023

7pm EST Following annual Authority member photo

3040 Williams Drive, Suite 200

Fairfax, VA 22031

*This meeting will be conducted in person and livestreamed via NVRTA's YouTube Channel<sup>1</sup>*

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of June 8, 2023, Meeting Summary Minutes** Chair Randall  
*Recommended Action: Approval of June 8, 2023, Meeting Summary Minutes*

### **PRESENTATIONS**

4. **I-495 Southside Express Lanes Study**  
Michelle Shropshire, P.E., Acting Director, Northern Virginia Megaprojects, VDOT  
Michelle Holland, Communications Manager, Northern Virginia Megaprojects, VDOT
5. **Virginia Transit Equity and Modernization Study**  
Ms. DeBruhl, DRPT Director & Authority Member

### **ACTION ITEM**

6. **Approval of Letter of Endorsement for the City of Alexandria's Transit Oriented Development Planning Grant Program Application**  
Ms. Backmon, Chief Executive Officer  
*Recommended Action: Approval of Letter of Endorsement*

### **DISCUSSION/INFORMATION ITEMS**

7. **Travel Trends Update** Mr. Rashid, Planning Analytics Manager
8. **Finance Committee Report** Mayor Rishell, Finance Committee Chair
  - A. **Investment Portfolio Report** Ms. Sen, Investment & Debt Manager
  - B. **Monthly Revenue Report** Mr. Longhi, Chief Financial Officer
  - C. **Monthly Operating Budget Report** Mr. Longhi, Chief Financial Officer

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

9. Legislative Update Ms. Baynard, Sr. VP, McGuireWoods Consulting LLC

10. Chief Executive Officer's Report Ms. Backmon, Chief Executive Officer

11. Chair's Comments Chair Randall

- Local Distribution Milestone

### **CLOSED SESSION**

12. Chief Executive Officer Annual Performance Review Chair Randall

### **CORRESPONDENCE**

13. Adjournment Chair Randall

**Next Meeting: October 12, 2023, at 7:00pm, EST**  
**NVTA Offices**



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

## **SUMMARY MINUTES**

Thursday, June 8, 2023

7 p.m., EST

Northern Virginia Association of Realtors

8407 Pennell Street

Fairfax, VA 22031

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

### **1. Call to Order**

Chair Randall

- ✓ Chair Randall called the meeting to order at 7:06 pm.

### **2. Roll Call**

Mr. Davis, Board Secretary

- ✓ **Membership: Attendees** Chair Phyllis J. Randall, Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Member Katie Cristol, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko, Mayor Derrick Wood, Mr. Anthony Bedell, Ms. Mary Hynes, Mr. Jim Kolb, Ms. Maria Sinner, and Mr. Todd Horsley. **Non-Attendees** Mayor Justin Wilson and Supervisor Pat Herrity.
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to the CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Priya Sen, Senior Accountant Adnan Malik, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank, and Hannah Pajewski.
- ✓ **Council of Counsels:** Mr. Daniel Robinson-Fairfax County, Ms. MinhChau Corr-Arlington County, Ms. Christina Zechman Brown-City of Alexandria.

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

### **3. Approval of May 11, 2023 Meeting Summary Minutes**

Chair Randall

- ✓ Board Member Cristol moved Authority approval of the May 11, 2023, Meeting Summary Minutes, seconded by Chair Wheeler. The motion was unanimously approved.

## **ACTION ITEMS**

### **4. Approval of Letter of Endorsement for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon acknowledged Prince William County's request for endorsement of their forthcoming application under the U.S. Department of Transportation's Charging and

Fueling Infrastructure Grant Program (CFI) and noted that the County intends to utilize the CFI funds toward a total of eight electric charging stations at the Chinn Aquatics and Fitness Center and Library which are located adjacent to an Equity Emphasis Area. Prince William County's application requests \$800,000 and federal funding is critical to this project moving forward.

- ✓ Chair Wheeler moved Authority approval of the Letter of Endorsement for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application, seconded by Mayor Davis-Younger. Chair Randall gave the compliment that Prince William County is expanding access to an Equity Emphasis Area, which is one of NVTAs goals. Chair Randall then opened the floor for a vote on the motion. The motion was unanimously approved.

**5. Approval of Letter of Endorsement for the City of Fairfax's FY2023 Safer Streets for All Grant Application**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon acknowledged the City of Fairfax's request for endorsement on their forthcoming FY2023 Safer Streets for All (SS4A) grant application and noted that the SS4A Program was established to provide \$5 billion in appropriated funds over 5 years. The City of Fairfax will utilize the funds to develop a citywide Safety Action Plan given the city is located at the crossroads of several major regional corridors and has a significant volume of local and regional traffic to, from, and through the city daily.
- ✓ Mayor Read moved Authority approval of the Letter of Endorsement for the City of Fairfax's FY2023 Safer Streets for All Grant Application, seconded by Chairman McKay. Mayor Read acknowledged the City's hard work to create a walkable city for residents and visitors and noted that improving safety helps the needs of future generations. Chair Randall also noted that these efforts help meet NVTAs goal of sustainability. Seeing no further discussion, Chair Randall opened the floor for a vote on the motion. The motion was unanimously approved.

**DISCUSSION/INFORMATION ITEMS**

**6. Travel Trends Update**

Mr. Rashid, Regional Transportation Modeler

- ✓ Mr. Rashid noted that this update is the 10<sup>th</sup> of a series since June 2021. He acknowledged the continued monitoring of travel trends in Northern Virginia to enhance NVTAs transportation planning efforts as they may influence project-funding recommendations in future Six Year Program update cycles. He also noted that understanding the effects on travel patterns after the COVID-19 pandemic is an objective for the presented analysis:
  - Air Travel Trends: Mr. Rashid reported that air travel at Reagan National Airport appears to have reached, and in some months surpassed, pre-pandemic levels since summer of last year.

- Highway Travel Trends: Mr. Rashid reported on the first quarter of 2023 (January -March) as it marks the third anniversary of the governor's stay at home Executive Order #51 (March 12, 2020). During this quarter, traffic volumes on Northern Virginia's highways were on average 6% below pre-pandemic level. He noted that corresponding travel speeds were on average 7% above.
- Transit Ridership: From the same period (first quarter of 2023) Mr. Rashid reported that OmniRide ridership experienced a sharp decline due to a service strike in February/March. CUE, DASH, and Fairfax Connector continued their strong recoveries with ridership above pre-pandemic level. He also noted that VRE and Metrorail ridership were on upward trends.
- ✓ In conclusion to the Travel Trends Update, Mr. Rashid noted that NVTa staff will continue this trend analysis to track emerging travel patterns as the region's travelers continue to adjust their travel choices and behaviors.
- ✓ Chair Randall inquired if there is data from enplanements and deplanements that distinguish between the types of flights such as international, domestic, and cargo. Mr. Rashid noted that the data is reflective of all commercial flights for international and domestic.
- ✓ Chairman McKay noted that the chart speaks to the importance of the Slot and Perimeter Rules as DCA is beyond capacity and there is a lot of aircraft unable to land safely. He suggested a concerted effort to share these concerns across the region with reference to the trends seen in the presented analysis.
- ✓ Senator Boysko noted that if the perimeter rule were to be changed, it would not only impact the region, but also impact the funding stream for all of the airports throughout the Commonwealth of Virginia. She further noted the impact that could be seen on the economy and on the workers in and around our region and state.

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

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon reminded everyone that the Call for Regional Transportation Projects (CfRTP) for the FY2024-2029 Six Year Program is currently open with a deadline for submitting applications on July 28<sup>th</sup>, 2023, at 5:00 p.m. The deadline for submitting governing body resolutions of support is October 27<sup>th</sup>, 2023, at 5:00 p.m. She noted newly added guidance that speaks to NVTa's Core Values of Safety, Equity, and Sustainability which will be used to assist staff in evaluating submitted projects.
- ✓ Ms. Backmon noted that the Bus Rapid Transit (BRT) Working Group is now being reconvened and expanded to provide local expertise to the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT). The Working Group most recently met on May 15<sup>th</sup> to begin the work and discussion on the intention for the PDP-BRT to support and enhance the nearly half of a billion dollars' worth of investments NVTa has already made in BRT. She shared staff will continue to coordinate with the Working Group which is comprised of jurisdictions and agencies across the Greater

Washington Metro area to include the District of Columbia, Maryland, and Washington Metropolitan Area Transit Authority.

- ✓ Ms. Backmon acknowledged NVTA's Transportation Technology Strategic Plan (TTSP) and efforts to proactively prepare for innovation through outreach and education. She noted that NVTA staff are conducting a series of virtual InNoVAtion Lunch and Learns that are designed to provide opportunities for pragmatic information exchange about topics supported by the TTSP. Ms. Backmon announced that the remaining two sessions of the summer series will take place on June 15<sup>th</sup> and July 20<sup>th</sup> with a focus on best practices for connectivity and automation and lessons learned in deploying Intelligent Transportation Systems (ITS) respectively.
- ✓ Lastly, Ms. Backmon noted that Senior Transportation Planner Dr. Sree Nampoothiri attending the prestigious Transportation Research Board's Innovation and Travel Analysis and Planning Conference where he presented on NVTA's TransAction and the Innovation Methods used for Scenario Analysis.

#### **8. Chair's Comments**

Chair Randall

- ✓ Chair Randall announced that the July 13<sup>th</sup>, 2023, Authority meeting is cancelled and confirmed that there will be no August Authority meeting.
- ✓ Chair Randall acknowledged that immediately following this meeting the celebration of NVTA's 20<sup>th</sup> and 10<sup>th</sup> Anniversary will commence. She expressed her appreciation to NVTA staff for the planning of the celebration and the phenomenal job they do in moving NoVA forward. She also expressed her thanks to the Council of Counsels for the work they provide for the Authority.
- ✓ Lastly, Chair Randall acknowledged Board Member Cristol as the night's meeting marks her last one as an Authority member. Chair Randall expressed her appreciation to Board Member Cristol and the many contributions and accomplishments she's made.
- ✓ Board Member Cristol thanked Chair Randall and everyone for the collaborative efforts she's been a part of during her tenure as an Authority member. She noted that the NVTA is an effective body that has led the needed shift toward a multimodal focus on projects in the region. Board Member Cristol noted that she will not be going far and expressed her expectation to remain in touch.

#### **9. Adjournment**

Chair Randall

- ✓ Chair Randall adjourned the meeting at 7:27 p.m.

**NEXT MEETING: September 14, 2023, at 7 p.m., EST**  
**At NVTA Offices**

# **I-495 SOUTHSIDE EXPRESS LANES STUDY**

Northern Virginia Transportation Authority (NVTA)

| Virginia Department of Transportation

September 14, 2023



# Northern Virginia Regional Express Lanes Network

- 90+ mile Express Lanes network planned in Northern Virginia
- 94 miles in service
  - I-95, I-395, I-495, I-66 Inside the Beltway, I-66 Outside the Beltway
- 3 miles under construction
  - I-495 Northern Extension (2.5 miles to be in service late 2025)
  - I-95 Express Lanes/Opitz Boulevard Ramp (to be in service Fall 2024)
- Under study
  - I-495 Southside Express Lanes
  - I-95 Bi-Directional Study
- Three independent operators





# Study Overview

- The I-495 Southside Express Lanes Study (495 Southside Study) is an environmental study to potentially extend the Express Lanes system on the southern section of I-495 (Capital Beltway)
- VDOT is coordinating the study with
  - Federal Highway Administration (FHWA)
  - Maryland Department of Transportation State Highway Administration (MDOT SHA)
  - Virginia Department of Rail and Public Transportation (DRPT)
  - Other federal, state, regional, and local agencies in Virginia and Maryland



# Study Area

- 11 miles of the southern section of I-495 (Capital Beltway)
- Springfield interchange (I-95/I-395/I-495) in Fairfax County, VA to the MD 210 interchange in Prince George's County, MD
- The study area is the last section of I-495 in Virginia where Express Lanes have not been implemented

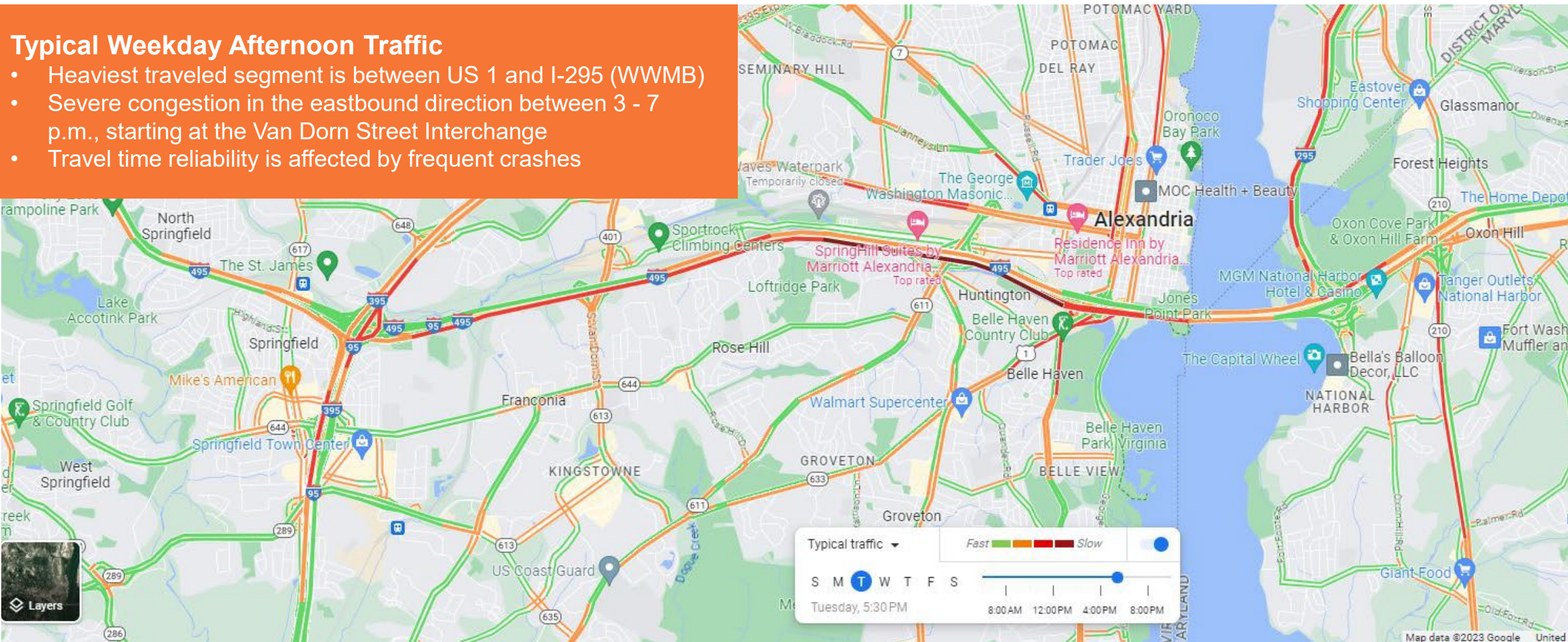




# Current Traffic Conditions

## Typical Weekday Afternoon Traffic

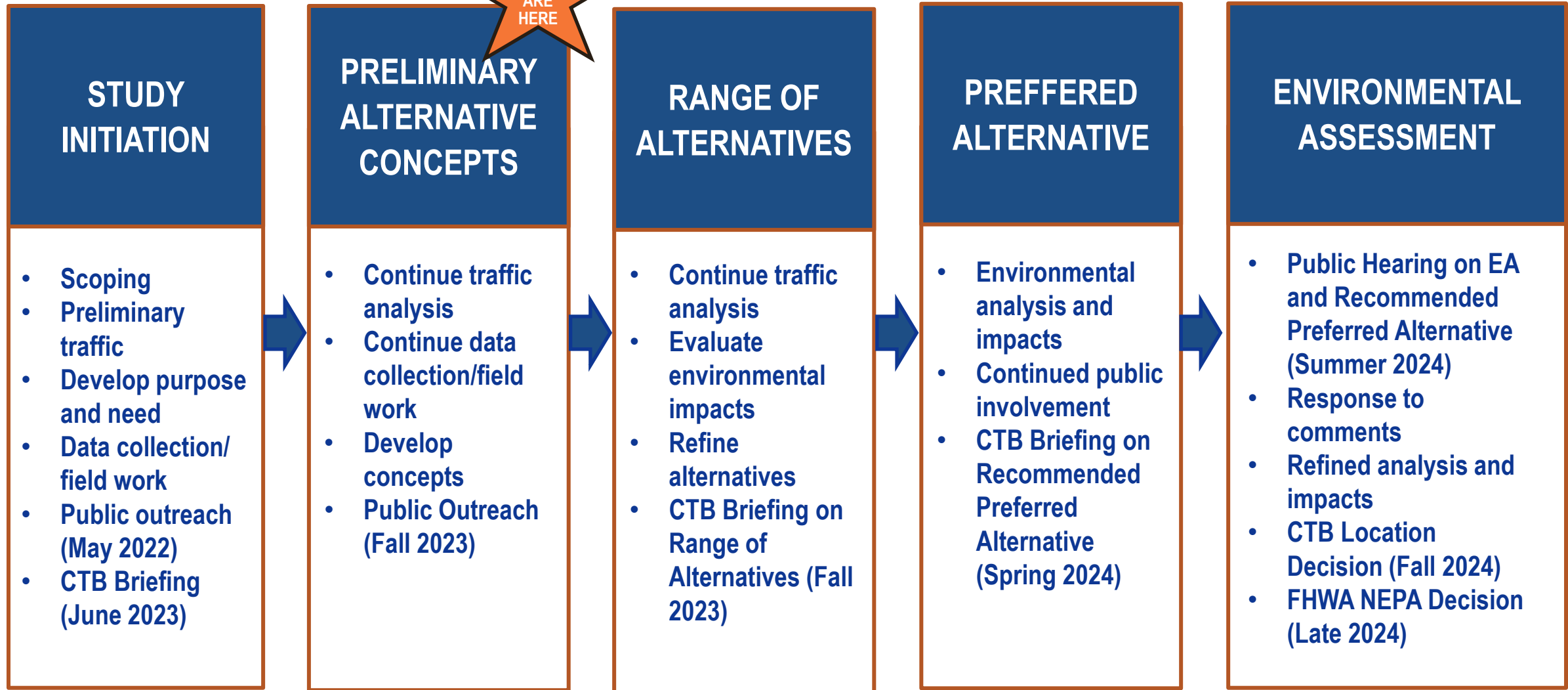
- Heaviest traveled segment is between US 1 and I-295 (WWMB)
- Severe congestion in the eastbound direction between 3 - 7 p.m., starting at the Van Dorn Street Interchange
- Travel time reliability is affected by frequent crashes



Source: Google Maps (September 2023)

# Study Process & Schedule

WE  
ARE  
HERE



# Purpose and Need

The **Purpose** of the I-495 Southside Study is to evaluate transportation improvements that would extend and provide continuity of the Express Lanes system on the I-495 Capital Beltway from the I-95 / I-395 / I-495 Springfield Interchange in Fairfax County, VA to the I-495 / MD 210 Interchange in Prince George's County, MD.

The following **Needs** have been identified for this Study:



**Provide Express Lanes  
System Continuity**



**Provide Additional  
Travel Choices**



**Reduce Congestion &  
Improve Travel Reliability**



**Improve  
Safety**



**Provide Consistency with  
Local and Regional Plans**



# Preliminary Alternative Concepts

Alternative Concept	Description
No-Build	Existing conditions; required by NEPA
Transportation System Management/ Transportation Demand Management (TSM/TDM)	Potential solutions include ramp metering, extension of acceleration/deceleration lanes, and active traffic management
Part-Time Shoulder Use	Use of existing shoulder as a travel lane during peak periods
Standalone Transit	New dedicated transit alignment
Transit TSM/TDM	New bus routes, adjacent park and ride lots
1 General Purpose Lane	Add one general purpose lane in each direction on I-495
2 General Purpose Lanes	Add two general purpose lanes in each direction on I-495
1 Express Lane	Add one buffer-separated express lane in each direction on I-495
2 Express Lanes	Add two buffer-separated express lanes in each direction on I-495
2 Reversible Express Lanes	Add two barrier-separated reversible express lanes in median of I-495



# Pedestrian and Bicyclist Considerations

- VDOT is coordinating with state and local agencies to identify planned pedestrian/bike facilities in the Study Area and to identify gaps in the existing network
- Input has been provided by Fairfax County, the City of Alexandria, Prince George's County, and the Maryland State Highway Administration
- Pedestrian and bike facilities will be considered with the Build Alternatives that are carried forward for detailed evaluation in the EA



# Evaluation of Preliminary Alternative Concepts

## Criteria to be used to qualitatively evaluate Preliminary Alternative Concepts

Need Element	Screening Criteria
System Continuity	Does the alternative concept result in a consistent network of Express Lanes?
Travel Choices	Would the alternative concept provide additional choices beyond General Purpose lanes?
Reduce Congestion and Improve Travel Reliability	Is the alternative concept likely to reduce congestion and improve travel reliability as a stand-alone improvement?
Improve Safety	Is the alternative concept likely to result in a reduction in crashes? Would the alternative concept impede incident management?
Consistency and/or Compatibility with Regional Plans	Is the alternative concept consistent with multimodal plans along I-495?

Bike and Pedestrian facilities would be considered in combination with any of the alternatives that are carried forward for detailed evaluation in the Environmental Assessment.



# DRPT I-495 Southside Capital Beltway Transit Study

- The Virginia Department of Rail and Public Transportation (DRPT) conducted a separate transit and transportation demand management (TDM) study
- Transit and TDM Study will inform VDOT's I-495 Southside Express Lanes Study
- **DRPT Study Recommendations:**
  1. **New or enhanced transit services that could benefit from an expanded express lanes network**
    - New bus services (express, commuter and local)
    - Rail was determined to not be as cost-effective compared to bus options for moving a similar number of people in the corridor
    - Improvements in the I-495 Southside corridor should not preclude future rail
  2. **New Commuter Assistance Programs**
  3. **Technology to encourage use of transit and alternative transportation modes**



# Woodrow Wilson Memorial Bridge Considerations

## Background Information

- Record of Decision (2000)
  - All commitments satisfied
  - Preserve space for transit (HOV/express bus/transit lane) in the future
- WWMB Operating Agreement (2001) (USDOT/MD/VA/District)
  - Preserve space for transit (HOV/express bus/rail transit lane) in the future

## Physical Constraints

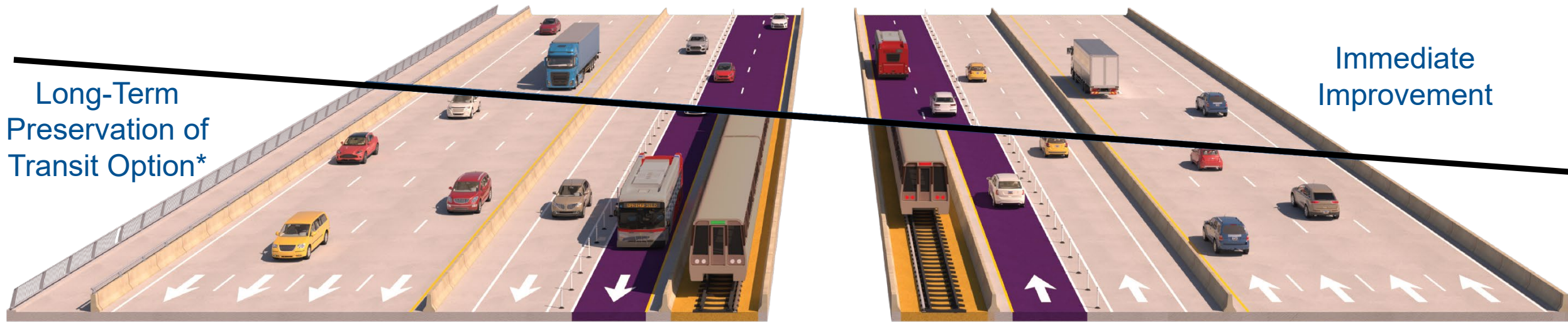
- Widening bridge is not under consideration
- Not feasible to relocate concrete barrier between thru and local lanes





# 2 Express Lanes Preliminary Alternative Concept

Long-term preservation of future transit (i.e. rail)



## I-495: Woodrow Wilson Memorial Bridge

\* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.

# Next Steps

Activity	Timeframe
Public Involvement Meetings	Fall 2023
Identify Recommended Range of Alternatives for Further Study and Concurrence	Fall 2023
Agency Concurrence on Range of Alternatives	Fall 2023
CTB Briefing: Range of Alternatives	Late 2023
CTB Briefing: Recommend Preferred Alternative	Spring 2024
Public Hearing for EA and Preferred Alternative	Summer 2024
Agency Concurrence on Recommend Preferred Alternative	Fall 2024
CTB Location Decision on Preferred Alternative	Fall 2024
FHWA NEPA Decision	Late 2024

\*Anticipated study schedule is subject to change and will be coordinated as the study progresses



# Public Information Meetings

## VIRTUAL PUBLIC INFORMATION MEETING

**Tues., Sept. 12, 2023**

**(6:30 – 8:30 p.m.)**

Meeting details will be available at: [virginiadot.org/495southside](https://virginiadot.org/495southside)

## IN-PERSON PUBLIC INFORMATION MEETINGS

**Wed., Sept. 13, 2023**

**(6:30 – 8:30 p.m.)**

Oxon Hill High School  
6701 Leyte Drive  
Oxon Hill, MD 20745

**Tues., Sept. 19, 2023**

**(6:30 – 8:30 p.m.)**

Nannie J. Lee Memorial Recreation  
Center,  
1108 Jefferson Street, Alexandria, VA  
22314

**Wed., Sept. 20, 2023**

**(6:30 – 8:30 p.m.)**

John R. Lewis High School,  
6540 Franconia Road, Springfield, VA  
22150

### Meeting Format

- Formal meeting with display boards accompanied by staff available for discussion
- Public meeting presentation at 7 p.m.
- Question and answer session
- Attendees can complete a written comment form
- Registration table with brochures and email sign up available

# Ways to Provide Comments

Your input on the preliminary alternative concepts will inform the study



Complete a comment form at **[www.virginiadot.org/495southside](http://www.virginiadot.org/495southside)** or at the in-person public information meetings



Provide comments orally or in writing at the virtual or in-person public information meetings



Submit comments by email to: **[495southsideexpresslanes@VDOT.Virginia.gov](mailto:495southsideexpresslanes@VDOT.Virginia.gov)**



Submit comments by mail to:  
Nick Nies, AICP  
VDOT 495 Southside Express Lanes Study NEPA Project Manager  
9030 Stony Point Parkway, Suite 220  
Richmond, VA 23235



Call VDOT at: 703-259-3752

All comments received by  
October 2, 2023 will be included  
in public record.

## THANK YOU

### Study Resources:

**Michelle Shropshire, P.E., Northern Virginia Megaprojects Acting Director**  
**[Michelle.Shropshire@VDOT.Virginia.gov](mailto:Michelle.Shropshire@VDOT.Virginia.gov)**

**Nick Nies, AICP, VDOT 495 Southside NEPA Project Manager**  
**[Nicholas.Nies@VDOT.Virginia.gov](mailto:Nicholas.Nies@VDOT.Virginia.gov)**

**Michelle Holland, Megaprojects Communications Manager**  
**[Michelle.Holland@VDOT.Virginia.gov](mailto:Michelle.Holland@VDOT.Virginia.gov)**





# HJ 542 Final Report

## Virginia Transit Equity and Modernization Study

Jennifer DeBruhl, DRPT Director

September 14, 2023





# Study Overview



House Joint Resolution 542 passed during the 2021 General Assembly session.



Requires DRPT to complete a needs assessment that focuses on the equitable delivery of transit services and the modernization of transit in Virginia.



The results of the study include two main deliverables:

- Interim Report: Study Findings
- Final Report: Targeted recommendations and actions for Virginia's transit agencies and communities





# Study Overview

- Several technical transit topics have been explored, including:



*Accessibility*



*Emerging Technologies*



*Safety*



*Adequacy of Infrastructure*



*Electrification*



*Engagement and Governance*

# Study Process



# Public and Stakeholder Engagement

## 3,500+ Interactions



1 virtual public forum  
with 77 attendees



4 Transit Equity and  
Modernization  
Committee meetings



16 Technical Working  
Group meetings



3,300 study website  
visits



1 study feedback  
questionnaire



7 rider focus groups  
with 48 participants



“Share Your Transit  
Story” campaign with  
24 responses



2 surveys of local  
transit agencies with  
responses from all 39



30 briefings to local  
and regional  
governing bodies



7 e-newsletters and 15  
social media posts from  
DRPT and partners

# Study Findings

- Many bus stops are poorly placed, not well-connected to sidewalks and are not ADA-accessible.
- Basic transit infrastructure (shelters, benches, lighting, ADA pads, etc.) is inconsistent.
- The availability of transit in Virginia is generally high, but gaps exist.
- Some transit riders have limited opportunities to be part of the decision-making process.
- Most transit agencies do not have rider advisory boards or committees.
- Transit is among the safest ways to travel, but there is room to improve both perceived and actual safety for transit riders, operators, and employees.
- More data with better precision is needed to make informed decisions.

# Action Plan



**Action:** Develop technical guidance or policies on bus stop design elements and development.



**Action:** Provide technical guidance or best practices for monitoring and reporting infrastructure performance.



**Action:** Identify areas with unmet demand for transit service and provide new or enhanced service.



**Action:** Create rider advisory councils within local transit agencies.



**Action:** Develop a public engagement handbook that outlines expectations and techniques for more inclusive public engagement at the local level.



**Action:** Develop best practices for safety-related roles to engage with community partners.



**Action:** Develop qualitative and quantitative metrics to measure reliable and efficient transit service that promotes access to opportunity and lifeline services.







# Moving Forward

- DRPT will lead many of the actions listed in the Final Report.
- Coordination with supporting agencies and other partners will also be important to implement and realize the benefits of actions. Those partners include:

*Local Transit Agencies*

*Local Agencies and  
Departments*

*State Agencies*

*Technology Vendors and  
Data Partners*

*Advocacy Organizations*

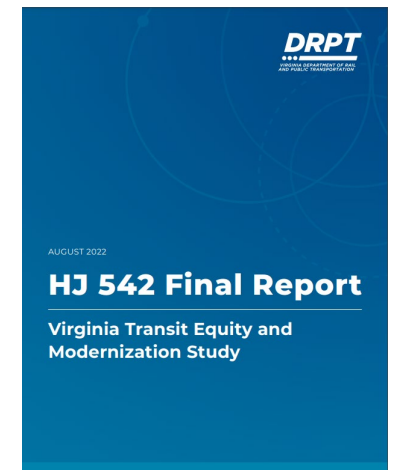
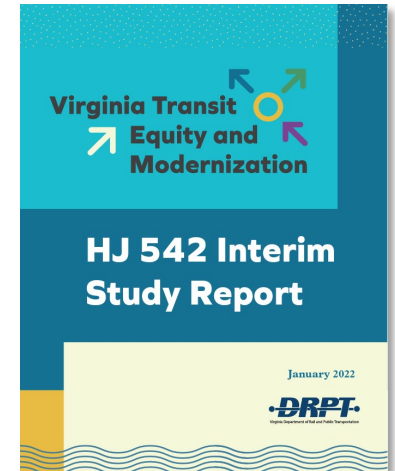
*Consultants*

*And many others...*



# Next Steps

- Final report submitted to the General Assembly as directed by House Joint Resolution 542.
- DPRT, in partnership with transit agencies, will work toward implementing near-term actions.
  - Identify funding opportunities
  - Identify partnership opportunities
- Support from local and regional partners.
- DRPT will monitor and evaluate progress.





# Thank You!

[www.drpt.virginia.gov](http://www.drpt.virginia.gov)

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

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

**DATE:** September 11, 2023

**SUBJECT:** Approval of Letter of Endorsement for the City of Alexandria's Transit Oriented Development Planning Grant Program Application

- 
1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) approval of the letter of endorsement request for the City of Alexandria's Transit Oriented Development Planning Grant Program Application.
  2. **Suggested Motion:** *I move Authority approval of the Letter of Endorsement for City of Alexandria's Transit Oriented Development Planning Grant Program Application.*
  3. **Background:** As is customary among NVTa partnerships, requests for Authority endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTa serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTa has received a request for endorsement from the City of Alexandria on their application under the U.S. Department of Transportation's (USDOT) Pilot Program for Transit Oriented Development (TOD) Planning Grant Program.
    - **USDOT's TOD Planning Program**  
[The Pilot Program for TOD Planning](#) provides funding to communities to integrate land use and transportation planning for a new fixed guideway or core capacity transit project corridor through a comprehensive or site-specific planning study. Planning studies funded through this program examine ways to develop affordable housing near transit, improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The application deadline is on Tuesday, October 10, 2023.
  4. **Planning Study Under the City of Alexandria's TOD Planning Grant Program Application**  
 The City of Alexandria will utilize funds from the TOD Planning Grant Program to support the Duke Street Corridor Plan. In June 2023, the city approved a concept design for the future Duke Street Transitway and approved the FY2024-2025 Long-Range Planning Work

Program which identified the Duke Street Corridor Plan as the next comprehensive land use plan the city will undertake. The Duke Street Corridor Plan will integrate recommendations from planning for the Duke Street Bus Rapid Transit (BRT) corridor and will comprehensively analyze and update land use for the areas adjacent to the planned transit corridor. This update will reflect the city's current priorities related to housing affordability, equity, sustainability, and more.

NVTA has invested \$87 million toward the [Duke Street Transitway project](#) through the FY2018-2023 and FY2020-2025 Six Year Programs. Additionally, NVTA has fully funded the completed [Duke Street Transit Signal Priority Installation project](#) in the same corridor through the FY2015-2016 Funding Program. The funding the city would receive if awarded this grant would be beneficial to and complementary with NVTA's investments in the Duke Street corridor.

**Attachments:**

- A. City of Alexandria's Request for Endorsement Letter
- B. Draft Letter of Endorsement for the City of Alexandria's TOD Planning Grant Program Application





## DEPARTMENT OF PLANNING AND ZONING

301 King Street  
Room 2100  
Alexandria, VA 22314

Phone (703) 746-4666  
Fax (703) 838-6393

[www.a/exandriava.gov](http://www.a/exandriava.gov)

September 7, 2023

Monica Backmon, Executive Director  
Northern Virginia Transportation Authority (NVTA)  
3040 Williams Drive  
Fairfax, VA 22031

RE: Request for Endorsement of City of Alexandria Transit Oriented Development Planning Grant  
Program application for Support of Duke Street Corridor Plan

Dear Ms. Backmon,

I am writing to request NVTA's endorsement for the City of Alexandria's 2023 U.S. Department of Transportation's Pilot Program for Transit Oriented Development (TOD) Planning Grant Program application. The City is a leader in integrating land use and transportation planning to advance and expand equitable transportation access as exemplified by the 2009 North Potomac Yard Small Area Plan and implementation framework that led to the May 2023 opening of the Potomac Yard Metrorail Station in partnership with Washington Metropolitan Area Transit Authority.

In June 2023, City Council approved a concept design for the future Duke Street Transitway. That same month, the City approved the FY 2024-2025 Long-Range Planning Work Program, identifying the Duke Street Corridor Plan as the next comprehensive land use plan the City will undertake, scheduled to begin mid-2024. The Duke Street Corridor Plan will integrate recommendations from the recently completed planning for the Duke Street bus rapid transit (BRT) corridor. In addition, the Plan will comprehensively analyze and update land use for the areas adjacent to the planned transit corridor to reflect current City priorities related to housing affordability, equity, open space, sustainability, and mobility, while integrating transit-oriented development principles such as walkability, variety of uses, and transit-supportive density, among others.

Over the years NVTA and the City of Alexandria have successfully partnered on various transportation projects. Your continued support on behalf of the City will leverage our long partnership as well as resources already committed by NVTA for design and implementation of BRT in this corridor. Thank you for your full and fair consideration of the City of Alexandria's grant application. Should you have any questions, please contact me at 703-746-3853.

Sincerely,

A handwritten signature in cursive script that reads "Nancy Williams". The signature is written in dark ink on a light blue background.

Nancy Williams  
Assistant Director  
Department of Planning and Zoning



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

September 14, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590-0001

Re: NVTA Endorsement of the City of Alexandria's Transit Oriented Development Planning Grant Program Application.

Dear Secretary Buttigieg:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the City of Alexandria's Transit Oriented Development (TOD) Planning Grant Program application. Funding from this grant program will be utilized to support the city's next comprehensive land use plan undertaking the Duke Street Corridor Plan. The Duke Street Corridor Plan will comprehensively analyze and update land use for the areas adjacent to the planned transit corridor to reflect the city's current priorities related to housing affordability, equity, sustainability, and mobility. NVTA fully supports the Duke Street Corridor Plan as it aligns with NVTA's Core Values of Equity and Sustainability and advances NVTA's goals of improving mobility, accessibility, and resiliency across all modes of transportation.

Since 2015, NVTA has partnered with the City of Alexandria and made significant investments in the Duke Street Corridor. NVTA invested \$87 million toward the Duke Street Transitway project which will provide dedicated transit lanes on Duke Street for Bus Rapid Transit. The recently completed planning of this project will be integrated into the Duke Street Corridor Plan. Additionally, NVTA fully funded the completed Duke Street Transit Signal Priority Installation project that installed and implemented a transit vehicle signal priority system on Duke Street. Federal funding will significantly aid in the City of Alexandria's ability to advance the Duke Street Corridor Plan and be complementary with NVTA's continued investments in the Duke Street corridor.

Thank you for your consideration of the City of Alexandria's TOD Planning Grant Program application as well as your time and attention.

Best Regards,

Phyllis J. Randall  
Chair

Cc: Nancy Williams, Assistant Director, Department of Planning and Zoning, City of Alexandria  
Monica Backmon, Chief Executive Officer, NVTA

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Harun Rashid, Planning Analytics Manager

**DATE:** September 7, 2023

**SUBJECT:** Travel Trends Update

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on Northern Virginia transit, highway, and other travel trends.
2. **Background:** NVTa staff are monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, 2022, and 2023 with corresponding weeks and months in 2019. NVTa staff have so far presented ten of these snapshot analyses quarterly to the Authority, the last one was on June 8 of this year.

This update features staff analyses of office space utilization rates, in addition to regular updates on highway traffic volumes and transit ridership. In our last update at the June Authority meeting, we presented data analysis through March 2023. This report updates the analysis through June 2023.

The objective of these analyses is to gain a better understanding of such trends, and to identify whether they are temporary or maybe more permanent. This knowledge will enhance NVTa's transportation planning efforts and may influence project-funding recommendations in Six Year Program update cycles.

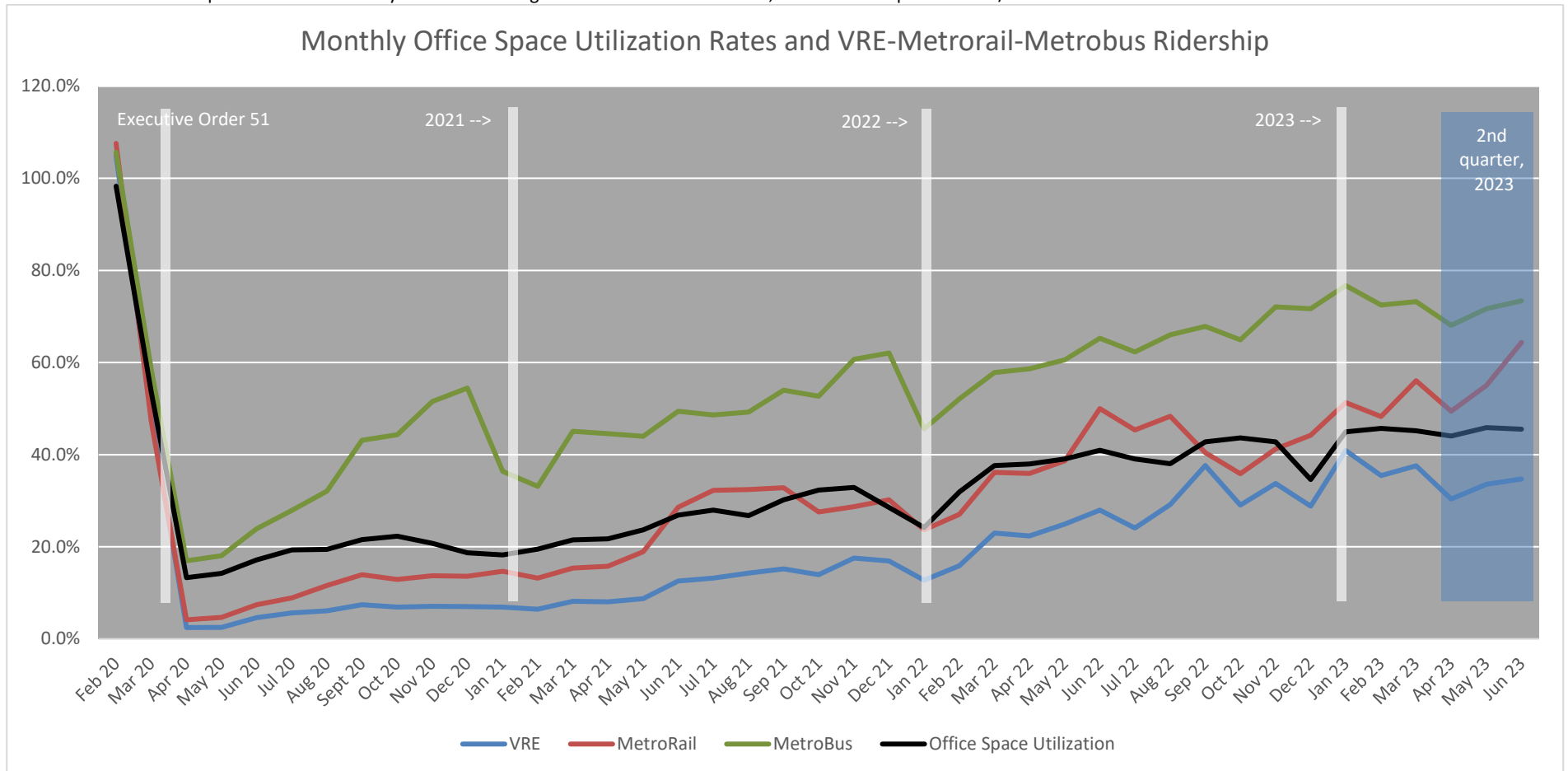
3. **Office space utilization rates:** With a number of recent media articles on private and public sector employers' efforts to encourage workers to return to the office, staff have analyzed office utilization trends in the Washington metro region since the pandemic started. The data source is a commercial building access security provider, Kastle System (<https://www.kastle.com/safety-wellness/getting-america-back-to-work/#workplace-barometer>), that analyzes unique keycard, fob and app access data from 2,600 buildings in ten major metro areas in United States (not a national statistical sample). Because of privacy concerns, Kastle System does not provide information on business types of these buildings, e.g., commercial vs. government establishments. While we do not have specific data on federal offices in the Washington metro area, a recent report from Government Accountability Office (GAO) states – *'majority of major federal agencies are seeing their headquarters buildings at 25% of capacity or less, while none are more than half full'* (<https://www.govexec.com/management/2023/07/post-pandemic-most-agency-headquarters-are-only-one-quarter-full/388479/>).

The Kastle analysis is based on tracking individual access events to customer buildings, showing actual utilizations rather than building occupancies which are based on lease contracts. On Chart 1, average monthly ridership from major transit providers in Northern Virginia are plotted in addition to office space utilization to understand their correlation. While Metrorail and Virginia Railway Express (VRE) trendlines are at or below, it appears the upward growth in Metrobus ridership always stayed above the office utilization trendline. This aligns with our observation during the height of the pandemic period where local bus services catered more to essential workers resulting in higher ridership recovery even when offices remain under-utilized.



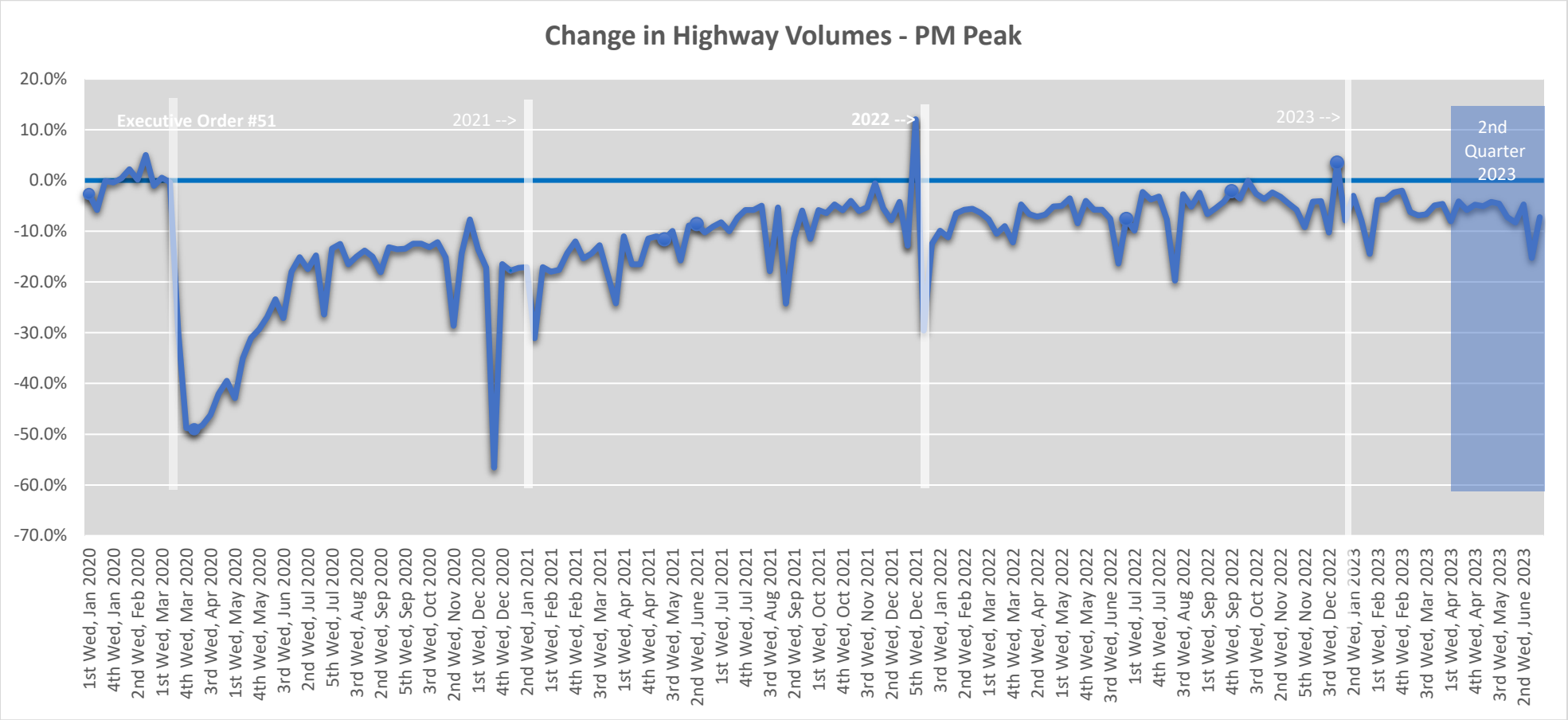
**Chart 1: Monthly office utilization rates and transit ridership.**

Source: Unique Card Holder Activity in Kastle Buildings within the Greater DC Area; transit ridership from DRPT/NVTC.



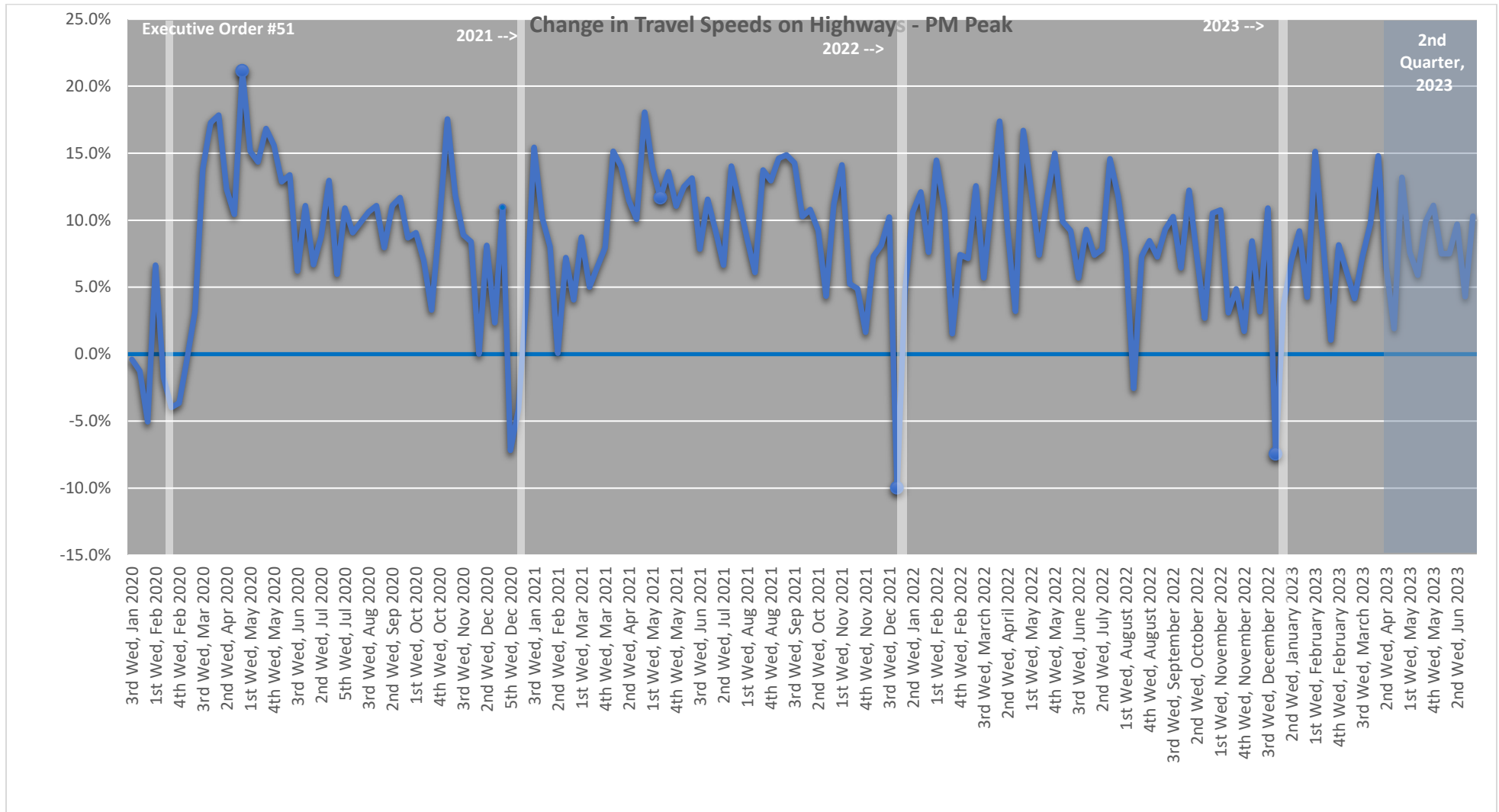
- Highway travels:** In the second quarter of 2023 (April - June), well beyond the third-year anniversary of Governor's stay-at-home Executive Order #51 (March 12, 2020), traffic volumes (afternoon PM peak period) on Northern Virginia's highways were on average 7% below pre-pandemic level (Chart 2). Corresponding travel speeds were on average 8% above (Chart 3).

Chart 2: Traffic volumes on highways.



Data source: VDOT database on pandemic impact on major highway locations.

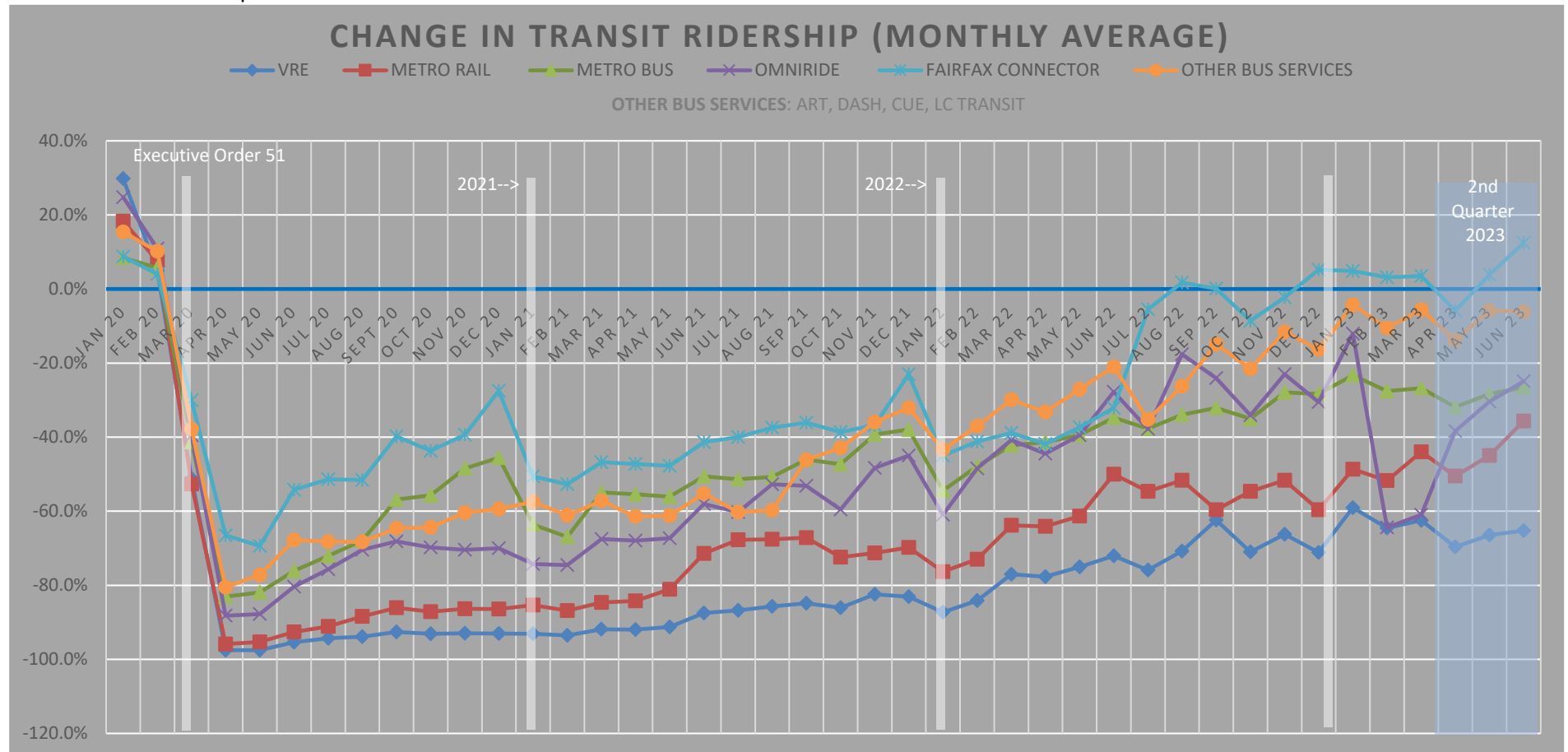
**Chart 3: Travel speeds on highways.**



Data source: RITIS-INRIX online data analytics at UMD CATT Lab (<https://pda.ritis.org/suite/>).

5. **Transit ridership:** In this same period, OmniRide ridership bounced back from the strike-related decline, while Fairfax Connector and 'OTHER BUS SERVICES' (ART, DASH, CUE, LC TRANSIT) maintained their close-to or above pre-pandemic level ridership. Among rail services, while Metrorail showed a sharp upward trend (4% growth), VRE ridership on average remained flat despite the Friday-free-fare program (Chart 4). The growth in Metrorail ridership in this quarter may be related to increased service levels and the reduced fare program, Metro Lift, that started in June.

**Chart 4.** Transit ridership.



Source: Average monthly ridership data from DRPT and NVTC.



6. **Next steps:** NVTa staff will continue this trend analysis to track emerging travel patterns, as the region's travelers continue to adjust their travel choices/behaviors. In the next update, covering the data period of July – September of this year, we anticipate higher travel demands on roadways with back-to-school traffic and impacts of higher rates of workers returning to the office.

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Mayor Jeanette Rishell, Finance Committee Chair

**DATE:** September 7, 2023

**SUBJECT:** Finance Committee Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Finance Committee (Committee).
2. **Background:** The last Finance Committee meeting was held on June 8, 2023. The next Committee meeting is scheduled for September 14, 2023.

### 3. Presentation Item:

#### • NVRC Lease Renewal Presentation

- I. Mr. Robert W. Lazaro, Jr, Executive Director of Northern Virginia Regional Commission (NVRC) was invited to present the NVRC Lease Renewal to the Finance Committee. He noted that NVRC's current lease is set to expire on July 31, 2025.
- II. NVRC retains the right to request the landlord to provide additional office space adjacent to the existing offices. Currently that space is built out, not permanently occupied, and leased to another entity.
- III. Four conference rooms are available on a first-come, first served basis. NVRC committed to working with NVTa to coordinate scheduling.
- IV. Mr. Lazaro noted NVRC retained professional real estate and legal services to negotiate NVRC's lease and author the sublease agreement. He concluded with the request that NVTa review and sign the sublease agreement with NVRC.
- V. During the discussions, the Finance Committee members inquired about resolving conflicts related to shared conference room bookings and discussed lease bifurcation.
- VI. Effective through a lease termination letter from NVRC dated August 2, 2023, long term lease discussions (greater than 8 months) for the space NVTa currently occupies have been discontinued.

### 4. Action Item:

#### • Office Space Planning Services

- I. Staff presented a proposal that to acquire professional advice and

representation related to future office space decisions, NVTa can quickly obtain experienced professional representation through a shared procurement with the Commonwealth of Virginia. With the services of a real estate professional, a comprehensive examination of various options to include the NVRC lease proposal, other subleases, direct leases, and purchase will be assessed.

- II. The Committee directed the Chief Financial Officer to undertake an examination of office space market options, sign a representation letter with Divaris Real Estate Inc. (Divaris) a DMBE-certified business and provide a report to the Committee as soon as practical.
- III. Divaris is a DMBE-certified business available through a shared procurement with the Commonwealth of Virginia, Department of General Services, Division of Real Estate Services.
- IV. The typical transaction covered under the Divaris agreement is commission based with the property owner paying the commission.

## **5. Discussion/Information Items:**

### **A. Sole Source Procurement Declaration**

- I. The Committee received notice of a Sole Source Procurement related to the technical re-modeling of a City of Fairfax project.
- II. The awarded firm, AECOM, did the TransAction work within which this project was originally modeled and ranked and has the computer model already set up and the associated regional data on hand.
- III. A detailed description of the sole source award was posted on the Commonwealth of Virginia's eVA website. A copy of the eVA notice is attached.
- IV. The City of Fairfax will reimburse the Authority for all costs associated with the re-modeling work.

**B. Monthly Investment Portfolio Report:** The Committee received reports and discussed the Monthly Revenue Report as provided in the packet.

**C. Monthly Revenue Report:** The Committee received reports and discussed the Monthly Revenue Report as provided in the packet.

**D. Monthly Operating Budget:** The Committee received reports and discussed the Monthly Operating Budget Report as provided in the packet.

### **Attachments:**

- A.** Investment Portfolio Report
- B.** Monthly Revenue Report
- C.** Monthly Operating Budget Report
- D.** eVA Sole Source Notice

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Dev Priya Sen, Investment & Debt Manager

**DATE:** September 7, 2023

**SUBJECT:** Investment Portfolio Report

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through April 30, 2023.
2. **Background:** This report is on investment activity through April 2023 and affirms the portfolio's investments were acquired based on safety, liquidity, and then yield. This report summarizes the portfolio structure and adherence to the NVTa Investment Policy.
3. **Current Period Reports:**
  - A. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below.

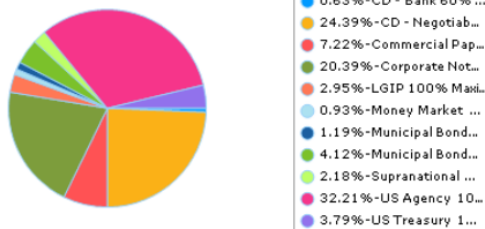


**Northern Virginia Transportation Authority**  
**Distribution by Asset Category - Book Value**  
 Report Group: Regional Revenue

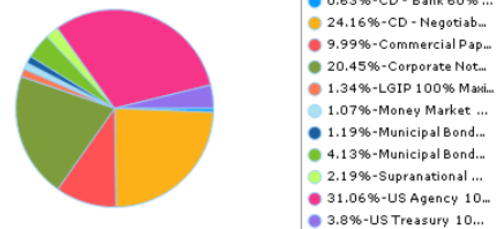
Begin Date: 3/31/2023, End Date: 4/30/2023

Asset Category Allocation				
Asset Category	Book Value 3/31/2023	% of Portfolio 3/31/2023	Book Value 4/30/2023	% of Portfolio 4/30/2023
CD - Bank 60% Maximum	10,107,695.95	0.63	10,107,695.95	0.63
CD - Negotiable 25% Maximum	391,600,834.99	24.39	386,591,680.47	24.16
Commercial Paper 35% / 5% Maximum	115,951,252.65	7.22	159,847,933.18	9.99
Corporate Notes 50% Maximum	327,388,210.62	20.39	327,286,348.19	20.45
LGIP 100% Maximum	47,290,693.06	2.95	21,439,457.34	1.34
Money Market 60% Maximum	14,932,374.39	0.93	17,053,494.06	1.07
Municipal Bonds - US 75% Maximum	19,140,771.58	1.19	19,125,133.87	1.19
Municipal Bonds - Virginia 75% Maximum	66,097,235.25	4.12	66,082,206.96	4.13
Supranational 15% Maximum	35,006,804.98	2.18	35,005,947.22	2.19
US Agency 100% Maximum	517,069,289.31	32.21	497,070,663.19	31.06
US Treasury 100% Maximum	60,813,072.99	3.79	60,841,273.32	3.80
<b>Total / Average</b>	<b>1,605,398,235.77</b>	<b>100.00</b>	<b>1,600,451,833.75</b>	<b>100.00</b>

**Portfolio Holdings as of 3/31/2023**



**Portfolio Holdings as of 4/30/2023**





- B. The liquidity of the portfolio is reflected in the portfolio's duration as 0.99 (1.0 = 1 year) and the maturity schedule is shown below.

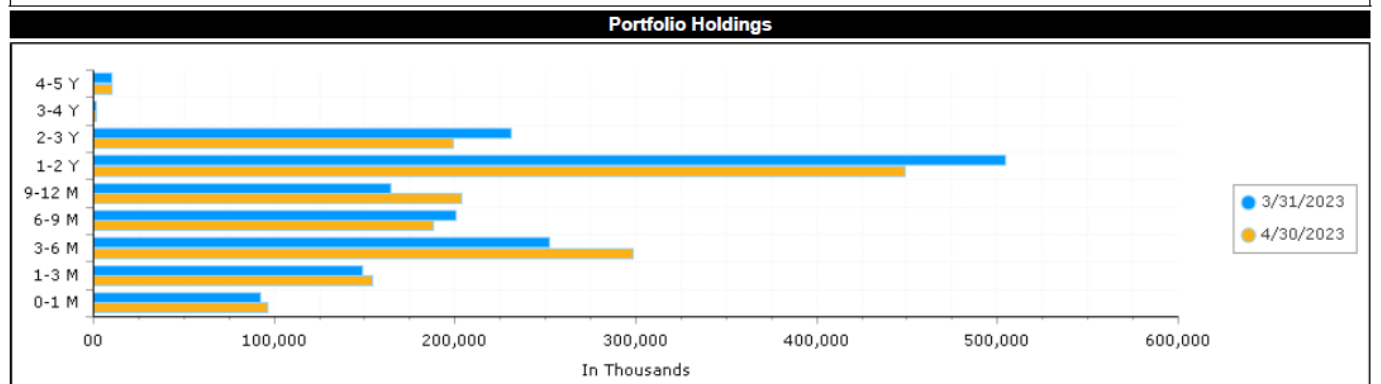


**Northern Virginia Transportation Authority  
Distribution by Maturity Range - Book Value**

**Report Group: Regional Revenue**

Begin Date: 3/31/2023, End Date: 4/30/2023

<b>Maturity Range Allocation</b>				
Maturity Range	Book Value 3/31/2023	% of Portfolio 3/31/2023	Book Value 4/30/2023	% of Portfolio 4/30/2023
0-1 Month	92,223,067.45	5.74	96,722,074.68	6.04
1-3 Months	148,992,045.12	9.28	153,932,129.35	9.62
3-6 Months	252,211,894.27	15.71	298,776,706.10	18.67
6-9 Months	200,272,444.74	12.47	187,930,415.26	11.74
9-12 Months	164,605,872.98	10.25	203,881,308.63	12.74
1-2 Years	504,171,430.43	31.40	448,887,542.46	28.05
2-3 Years	231,297,953.98	14.41	198,701,330.65	12.42
3-4 Years	1,623,526.80	0.10	1,620,326.62	0.10
4-5 Years	10,000,000.00	0.62	10,000,000.00	0.62
<b>Total / Average</b>	<b>1,605,398,235.77</b>	<b>100.00</b>	<b>1,600,451,833.75</b>	<b>100.00</b>



- C. The yield on the portfolio at the end of April 2023 was 2.70%. The NVTa's Investment Policy specifies the benchmarks shown below for yield performance comparison.

<b>NVTa Investment Benchmarks</b>	<b>Apr-23 Month End</b>
Fed Funds Rate	4.83%
Treasury 90 Day T Bill	5.10%
Local Government Investment Pool	5.06%
Virginia Non-Arbitrage Program	5.04%
<b>NVTa Performance</b>	<b>2.70%</b>

Source: Bloomberg/NVTa Statements

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

##### A. **Safety:** The portfolio is invested primarily in:

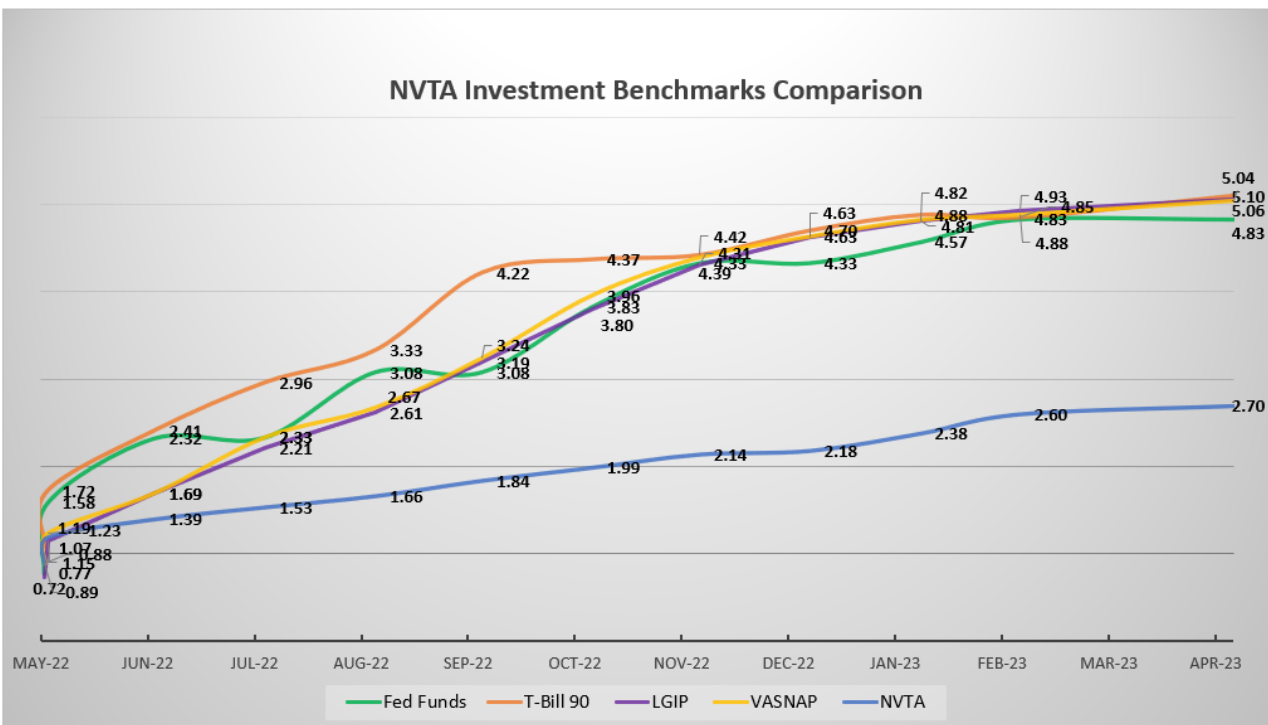
- Local Government Investment Pools (2.95% to 1.34%)
- Collateralized bank money market accounts (1.56% to 1.70%)
- Commercial Paper (7.22% to 9.99%)
- Negotiable CD's (24.39% to 24.16%)
- AAA/AA rated investment grade corporate bonds (20.39% to 20.45%)
- Supranational Securities (2.18% to 2.19%)

- Treasuries and Agencies (36.00% to 34.86%)
- VA & US Municipals (5.31% to 5.32%)

**B. Liquidity:** The NVTA Portfolio duration is 0.99 in April 2023 (1.0 = 1 year). Feds are leaning towards pausing a temporary interest rate increase at their meeting in June to get a better read of how much more tightening would be needed. NVTA staff continues to ladder maturities such that approximately \$40-\$60 million of securities mature each month. This results in monthly opportunities to re-invest at increasing rates of return while keeping safety in mind.

**C. Yield:** Economists are anticipating a rate skip at the Fed's meeting in June before embarking on an easing cycle in the fall.

- Staff's current strategy of re-investing maturities and monthly revenue is by keeping a two-three year maturity profile to lock the duration before the Fed begins lowering interest rates.
- After the recent banking turmoil, as a precautionary measure, Staff reached out to NVTA's community banks to ensure the stability of their deposit programs. As such, it is important to ensure that they have the necessary resources and support to weather any potential challenges. The Federal Reserve has noted that the U.S. banking system is sound and resilient.
- Staff is closely monitoring the developing situation of the U.S. Debt Ceiling and its market impact. Policymakers may also weigh the options for a short-term extension of the debt ceiling to avoid the country defaulting on its debts.
- NVTA holds two Credit Suisse Negotiables CDs that are set to mature in October 2023 and January 2024. With the news of UBS Financial Services acquiring Credit



Suisse, the credit rating for these short-term instruments is continuing to be on a positive watch.

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

**E. Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. This report is fundamental for the Authority's Annual Financial Statements and annual audit. The attached report documents:

- **Compliance – Investment Policy, Summary:** The report shows the percentage of the portfolio by each type of investment.
- **Investment Portfolio – By Maturity Range:** The report shows the yield to maturity and percentage of the portfolio which each type of investment represents.
- **Portfolio Holdings by Custodian:** This report shows each depository, investment firm, or custodian holding NVTAs securities or cash.

**Attachment:** Compliance - GASB 40 Report



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

**Portfolio Holdings Compliance - GASB 40 Report - As of 4/30/2023**

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit													
Bayerische Landesbank3.88 6/27/2024	0727MCXE2	20,000,000.00	20,018,032.18	19,771,600.00	Fitch-F1	Moodys-P1	1.25	424	424	6/27/2024		3.816	1.14
Bayerische Landesbank 3.88 7/26/2024	0727MCXA0	30,000,000.00	30,028,797.97	29,631,600.00	Fitch-F1	Moodys-P1	1.87	453	453	7/26/2024		3.799	1.21
Credit Suisse 0.68 10/10/2023	22552G4R8	15,000,000.00	15,004,025.57	14,712,300.00	S&P-A1	Moodys-P1	0.94	163	163	10/10/2023		0.619	0.45
Credit Suisse 0.75 1/10/2024	22552G4T4	15,000,000.00	15,005,185.64	14,565,900.00	S&P-A1	Moodys-P1	0.94	255	255	1/10/2024		0.700	0.71
HSBC Bank 5.58 4/19/2024	40435RQV6	25,000,000.00	25,000,000.00	25,024,000.00	S&P-A1	Moodys-P1	1.56	355	355	4/19/2024		5.580	0.97
John Marshall Bank 5.01 1/15/2024	JMBCD01152024	10,107,695.95	10,107,695.95	10,107,695.95	None	None	0.63	260	260	1/15/2024		5.010	0.71
Natixis 4.86 9/22/2023	63873QWS9	21,000,000.00	21,000,000.00	20,941,410.00	S&P-A1	Moodys-P1	1.31	145	145	9/22/2023		4.860	0.40
Natixis 5.56 10/24/2023	63873QXG4	25,000,000.00	25,000,000.00	24,999,250.00	S&P-A1	Moodys-P1	1.56	177	177	10/24/2023		5.560	0.49
Nordea Bank2.6 12/20/2023	65558USB9	25,000,000.00	25,009,236.84	24,615,500.00	S&P-A1+	Moodys-P1	1.56	234	234	12/20/2023		2.540	0.65
Rabobank 3.57 8/2/2024	21684XYT7	18,500,000.00	18,500,000.00	18,172,735.00	S&P-A1	Moodys-P1	1.15	460	460	8/2/2024		3.570	1.24
Royal Bank of Canada 4.27 10/13/2023	78015JD61	25,000,000.00	25,007,669.62	24,859,250.00	S&P-A1	Moodys-P1	1.56	166	166	10/13/2023		4.199	0.46
Standard Chartered Bank 0.35 6/16/2023	85325VQ37	25,000,000.00	25,000,647.88	24,844,000.00	S&P-A1	Moodys-P1	1.56	47	47	6/16/2023		0.330	0.13
Standard Chartered Bank 0.36 7/20/2023	85325VQ60	30,000,000.00	30,002,012.73	29,681,400.00	S&P-A1	Moodys-P1	1.87	81	81	7/20/2023		0.330	0.23
Swedbank 0.95 10/22/2024	87019V4A2	22,000,000.00	22,016,072.04	20,682,640.00	S&P-A1	Moodys-P1	1.37	541	541	10/22/2024		0.899	1.50
Swedbank 5.36 11/17/2023	87019WEX9	25,000,000.00	25,000,000.00	24,977,750.00	S&P-A1	Moodys-P1	1.56	201	201	11/17/2023		5.360	0.56
TD Bank 3.63 6/27/2023	89114WZS7	20,000,000.00	20,000,000.00	19,950,400.00	S&P-A1	Moodys-P1	1.25	58	58	6/27/2023		3.630	0.16
TD Bank 3.75 7/11/2023	89115B5E6	30,000,000.00	30,000,000.00	29,906,700.00	S&P-A1	Moodys-P1	1.87	72	72	7/11/2023		3.750	0.20
TD Bank 4.02 8/16/2023	89115BHE3	15,000,000.00	15,000,000.00	14,934,150.00	S&P-A1+	Moodys-P1	0.94	108	108	8/16/2023		4.020	0.30
Sub Total / Average Certificate Of Deposit Corporate		396,607,695.95	396,699,376.42	392,378,280.95			24.73	230	230			3.260	0.63
Apple0.75 5/11/2023	037833DV9	5,000,000.00	5,000,705.63	4,995,050.00	S&P-AA+	Moodys-Aaa	0.31	11	11	5/11/2023		0.280	0.03
Apple2.4 5/3/2023	037833AK6	2,500,000.00	2,500,421.76	2,499,075.00	S&P-AA+	Moodys-Aaa	0.16	3	3	5/3/2023		0.340	0.01
Apple2.85 5/11/2024-24	037833CU2	2,135,000.00	2,186,734.52	2,096,377.85	S&P-AA+	Moodys-Aaa	0.13	377	316	5/11/2024	3/11/2024	0.484	1.01
Apple2.85 5/11/2024-24	037833CU2	10,000,000.00	10,246,879.32	9,819,100.00	S&P-AA+	Moodys-Aaa	0.62	377	316	5/11/2024	3/11/2024	0.442	1.01
Apple3.45 5/6/2024	037833AS9	10,000,000.00	10,318,449.74	9,858,300.00	S&P-AA+	Moodys-Aaa	0.62	372	372	5/6/2024		0.310	0.99
Barclays Capital 0 1/12/2024	06744G4W9	25,000,000.00	24,054,097.30	24,107,500.00	S&P-A1	Moodys-P1	1.56	257	257	1/12/2024		5.517	0.70
Barclays Capital 0 12/14/2023	06744G5M0	20,000,000.00	19,347,666.54	19,367,000.00	S&P-A1	Moodys-P1	1.25	228	228	12/14/2023		5.326	0.62
Barclays Capital 0 8/23/2023	06743VVP2	23,000,000.00	22,628,965.22	22,640,280.00	S&P-A1	Fitch-F1	1.43	115	115	8/23/2023		5.203	0.32
Exxon Mobil 2.019 8/16/2024-24	30231GBC5	10,000,000.00	10,168,821.92	9,684,700.00	S&P-AA-	Moodys-Aa1	0.62	474	443	8/16/2024	7/16/2024	0.699	1.28
Exxon Mobil 2.709 3/6/2025-24	30231GAF9	9,500,000.00	9,348,468.27	9,223,075.00	S&P-AA-	Moodys-Aa2	0.59	676	586	3/6/2025	12/6/2024	3.619	1.81
Exxon Mobil 2.992 3/19/2025	30231GBH4	20,000,000.00	19,957,309.02	19,477,200.00	S&P-AA-	Moodys-Aa2	1.25	689	689	3/19/2025		3.110	1.84
Guardian Life 1.1 6/23/2025	40139LAG8	13,000,000.00	12,415,234.42	11,945,830.00	S&P-AA+	Moodys-Aa2	0.81	785	785	6/23/2025		3.320	2.12
Guardian Life 1.1 6/23/2025	40139LAG8	9,456,000.00	8,936,664.95	8,689,212.96	S&P-AA+	Moodys-Aa2	0.59	785	785	6/23/2025		3.829	2.12
IBRD 0.25 11/24/2023	459058JM6	25,000,000.00	25,005,947.22	24,325,500.00	S&P-AAA	Moodys-Aaa	1.56	208	208	11/24/2023		0.208	0.57
International Finance Corp 5 11/15/2027-24	45950VRK4	10,000,000.00	10,000,000.00	10,118,200.00	S&P-AAA	Moodys-Aaa	0.62	1,660	565	11/15/2027	11/15/2024	5.000	4.03
Kookmin Bank 0 8/18/2023	50050FVJ6	10,000,000.00	9,835,916.65	9,850,400.00	S&P-A1	Moodys-P1	0.62	110	110	8/18/2023		5.594	0.30
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,006,673.08	14,761,950.00	S&P-AA+	Moodys-Aa3	0.94	120	120	8/28/2023		0.344	0.33
Mass Mutual Global Funding 0.48 8/28/2023	57629WCV0	15,000,000.00	15,006,680.21	14,761,950.00	S&P-AA+	Moodys-Aa3	0.94	120	120	8/28/2023		0.344	0.33
Mass Mutual Global Funding 2.75 6/22/2024	57629WCE8	5,000,000.00	5,116,246.95	4,876,250.00	S&P-AA+	Moodys-Aa3	0.31	419	419	6/22/2024		0.701	1.12
Mass Mutual Global Funding 3.6 4/9/2024	57629WBV1	7,210,000.00	7,426,605.50	7,084,257.60	S&P-AA+	Moodys-Aa3	0.45	345	345	4/9/2024		0.400	0.93
MetLife 0.45 9/1/2023	59217GEK1	20,000,000.00	20,007,903.00	19,686,200.00	S&P-AA-	Moodys-Aa3	1.25	124	124	9/1/2023		0.333	0.34
MetLife 0.45 9/1/2023	59217GEK1	10,000,000.00	10,005,055.79	9,843,100.00	S&P-AA-	Moodys-Aa3	0.62	124	124	9/1/2023		0.301	0.34
MetLife 0.45 9/1/2023	59217GEK1	13,920,000.00	13,927,063.77	13,701,595.20	S&P-AA-	Moodys-Aa3	0.87	124	124	9/1/2023		0.300	0.34
MetLife 2.8 3/21/2025	59217GEW5	17,500,000.00	17,305,528.81	16,821,700.00	S&P-AA-	Moodys-Aa3	1.09	691	691	3/21/2025		3.420	1.85
Microsoft Corp 3.625 12/15/2023-23	594918AW4	13,000,000.00	13,250,137.05	12,923,300.00	S&P-AAA	Moodys-Aaa	0.81	229	199	12/15/2023	11/15/2023	0.530	0.62
MUFG Bank LTD/NY 0 5/22/2023	62479MSN4	30,000,000.00	29,910,716.67	29,914,500.00	S&P-A1	Moodys-P1	1.87	22	22	5/22/2023		4.973	0.06
MUFG Bank LTD/NY 0 6/20/2023	62479MTL7	15,000,000.00	14,894,174.97	14,897,850.00	S&P-A1	Moodys-P1	0.94	51	51	6/20/2023		5.108	0.14

Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
Natixis0 10/20/2023	63873KXL6	25,000,000.00	24,401,708.33	24,400,500.00	S&P-A1	Moodys-P1	1.56	173	173	10/20/2023		5.167	0.47
Nestle 3.35 9/24/2023-23	641062AD6	15,665,000.00	15,847,437.12	15,596,074.00	S&P-AA-	Moodys-Aa3	0.98	147	116	9/24/2023	8/24/2023	0.437	0.40
New York Life 0.4 10/21/2023	64952WDT7	20,000,000.00	20,008,547.13	19,541,200.00	S&P-AA+	Moodys-Aaa	1.25	174	174	10/21/2023		0.310	0.48
New York Life 0.9 10/29/2024	64952WEI8	7,500,000.00	7,493,226.75	7,074,300.00	S&P-AA+	Moodys-Aaa	0.47	548	548	10/29/2024		0.961	1.49
New York Life 1.1 5/5/2023	64952WDP5	18,175,000.00	18,177,164.01	18,168,638.75	S&P-AA+	Moodys-Aaa	1.13	5	5	5/5/2023		0.230	0.01
New York Life 2.875 4/10/2024	64952WDG5	4,525,000.00	4,631,439.93	4,435,993.25	S&P-AA+	Moodys-Aaa	0.28	346	346	4/10/2024		0.378	0.94
Pacific Life 1.2 6/24/2025	6944PL2B4	5,000,000.00	4,713,639.89	4,598,300.00	S&P-AA-	Moodys-Aa3	0.31	786	786	6/24/2025		4.050	2.12
PEFCO 0.55 7/30/2024	74274TAG5	10,000,000.00	9,476,047.64	9,495,200.00	Moodys-Aaa	Fitch-AA+	0.62	457	457	7/30/2024		4.960	1.25
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	9,000,000.00	9,211,792.09	8,690,400.00	S&P-AA-	Moodys-Aa3	0.56	512	512	9/23/2024		0.700	1.38
Pricoa Global Funding 2.4 9/23/2024	74153WCL1	10,000,000.00	9,591,019.48	9,656,000.00	S&P-AA-	Moodys-Aa3	0.62	512	512	9/23/2024		5.510	1.38
Standard Chartered Bank 0.01 8/11/2023	85324UVB6	15,000,000.00	14,774,687.50	14,790,000.00	S&P-A1	Moodys-P1	0.94	103	103	8/11/2023		5.535	0.29
USAA Capital 3.375 5/1/2025	90327QD89	10,000,000.00	9,957,365.46	9,707,200.00	S&P-AA	Moodys-Aa1	0.62	732	732	5/1/2025		3.600	1.92
Walmart3.4 6/26/2023-23	931142EK5	10,000,000.00	10,047,084.98	9,973,700.00	S&P-AA	Moodys-Aa2	0.62	57	26	6/26/2023	5/26/2023	0.372	0.16
Sub Total / Average Corporate		526,086,000.00	522,140,228.59	514,096,959.61			32.80	306	280			2.664	0.82
Local Government Investment Pool													
Commonwealth of VirginiaLGIP	LGIP0825	12,410.18	12,410.18	12,410.18	S&P-AAA	NR	0.00	1	1	N/A	N/A	5.061	0.00
Commonwealth of Virginia LGIP	LGIP0549	21,427,047.16	21,427,047.16	21,427,047.16	S&P-AAA	NR	1.34	1	1	N/A	N/A	5.061	0.00
Sub Total / Average Local Government Investment Pool		21,439,457.34	21,439,457.34	21,439,457.34			1.34	1	1			5.061	0.00
Money Market													
Freedom Bank ICS MM	MM2554	5,036,374.09	5,036,374.09	5,036,374.09	NR	NR	0.31	1	1	N/A	N/A	4.910	0.00
John Marshall Bank ICS MM	MM60000	6,127,703.81	6,127,703.81	6,127,703.81	NR	NR	0.38	1	1	N/A	N/A	5.160	0.00
Truist MM	MM1006	2,841,227.14	2,841,227.14	2,841,227.14	NR	NR	0.18	1	1	N/A	N/A	4.681	0.00
United Bank Ck MM	MM0667	9,286.00	9,286.00	9,286.00	NR	NR	0.00	1	1	N/A	N/A	0.000	0.00
United Bank MM	MM3272	3,038,903.02	3,038,903.02	3,038,903.02	NR	NR	0.19	1	1	N/A	N/A	4.930	0.00
Sub Total / Average Money Market		17,053,494.06	17,053,494.06	17,053,494.06			1.06	1	1			4.963	0.00
Municipal													
Arlington County 0.79 8/1/2025	041431VG9	7,000,000.00	7,029,527.86	6,465,760.00	S&P-AAA	Moodys-Aaa	0.44	824	824	8/1/2025		0.600	2.23
Calvert County MD 2 5/1/2023	131537T44	2,640,000.00	2,640,115.21	2,640,000.00	S&P-AAA	Fitch-AAA	0.16	1	1	5/1/2023		0.400	0.00
Calvert County MD 2 5/1/2024	131537T51	2,330,000.00	2,364,802.24	2,264,899.80	S&P-AAA	Fitch-AAA	0.15	367	367	5/1/2024		0.500	0.99
Calvert County MD 2 5/1/2025	131537T69	2,620,000.00	2,689,805.63	2,498,405.80	S&P-AAA	Fitch-AAA	0.16	732	732	5/1/2025		0.650	1.95
Carroll CNTY MD 2 11/1/2024	144880CK5	2,385,000.00	2,441,299.05	2,293,630.65	S&P-AAA	Moodys-Aaa	0.15	551	551	11/1/2024		0.420	1.47
Carroll CNTY MD 2 11/1/2025	144880CL3	1,890,000.00	1,956,730.91	1,786,314.60	S&P-AAA	Moodys-Aaa	0.12	916	916	11/1/2025		0.570	2.43
City Richmond GO 2 7/15/2023	76541VWT0	3,000,000.00	3,009,940.99	2,982,240.00	S&P-AA+	Moodys-Aa1	0.19	76	76	7/15/2023		0.400	0.21
City Richmond GO 2 7/15/2024	76541VWU7	3,000,000.00	3,053,928.71	2,902,320.00	S&P-AA+	Moodys-Aa1	0.19	442	442	7/15/2024		0.500	1.19
City Richmond GO 2 7/15/2025	76541VWV5	410,000.00	422,497.34	389,598.40	S&P-AA+	Moodys-Aa1	0.03	807	807	7/15/2025		0.600	2.16
FFX CNTY VA GO 0.645 10/1/2025	30382AKC5	5,000,000.00	5,020,911.19	4,594,600.00	S&P-AAA	Moodys-Aaa	0.31	885	885	10/1/2025		0.470	2.40
Florida State Revenue Bonds 1.258 7/1/2025	341271AD6	7,000,000.00	7,032,380.83	6,514,620.00	S&P-AA	Fitch-AA	0.44	793	793	7/1/2025		1.039	2.14
Loudoun County Economic Development 0.35 12/1/2023	54602QAY7	1,930,000.00	1,930,448.72	1,876,519.70	S&P-AA+	Moodys-Aa1	0.12	215	215	12/1/2023		0.310	0.59
Loudoun County Economic Development 3.75 6/1/2026	54589SDQ4	1,500,000.00	1,620,326.62	1,457,070.00	Fitch-AA+	Moodys-Aa1	0.09	1,128	1,128	6/1/2026		1.080	2.89
VA Resources Auth Infrastructure Rev 0.436 11/1/20	92818NVA3	720,000.00	720,000.00	704,433.60	S&P-AAA	Moodys-Aaa	0.04	185	185	11/1/2023		0.436	0.50
VA Resources Auth Infrastructure Rev 0.636 11/1/20	92818NVB1	1,000,000.00	1,000,000.00	942,460.00	S&P-AAA	Moodys-Aaa	0.06	551	551	11/1/2024		0.636	1.49
VA Resources Auth Infrastructure Rev 0.736 11/1/20	92818NVC9	1,180,000.00	1,180,000.00	1,081,104.20	S&P-AAA	Moodys-Aaa	0.07	916	916	11/1/2025		0.736	2.47
VA Resources Auth Infrastructure Rev 0.75 11/1/202	92818NUA4	1,300,000.00	1,300,575.42	1,220,739.00	S&P-AA	Moodys-Aa1	0.08	551	551	11/1/2024		0.720	1.49
VA St Housing Authority 2.15 8/1/2024	92812VWH5	665,000.00	655,204.28	641,279.45	S&P-AA+	Moodys-Aa1	0.04	459	459	8/1/2024		3.375	1.24
VA State College Building Auth 0.48 9/1/2024	92778WKQ8	22,820,000.00	22,824,472.72	21,528,388.00	S&P-AA+	Moodys-Aa1	1.42	490	490	9/1/2024		0.465	1.33
VA State College Building Auth 0.5 9/1/2023	92778WKPO	16,305,000.00	16,314,373.11	16,063,196.85	S&P-AA+	Moodys-Aa1	1.02	124	124	9/1/2023		0.330	0.34
Sub Total / Average Municipal		84,695,000.00	85,207,340.83	80,847,580.05			5.28	491	491			0.543	1.32
US Agency													
FFCB 0.6 11/24/2025-21	3133EMHF2	19,100,000.00	19,095,086.33	17,467,523.00	S&P-AA+	Moodys-Aaa	1.19	939	939	11/24/2025		0.610	2.54
FHLB 0.27 3/28/2024-21	3130AKKF2	15,000,000.00	14,999,570.14	14,352,900.00	S&P-AA+	Moodys-Aaa	0.94	333	333	3/28/2024		0.273	0.91
FHLB 1 11/15/2024-22	3130APRF4	22,500,000.00	22,509,931.64	21,267,900.00	Moodys-Aaa	S&P-AA+	1.40	565	565	11/15/2024		0.971	1.53
FHLB 1 2/7/2024-22	3130AQLR2	5,000,000.00	4,999,028.16	4,840,850.00	S&P-AA+	Moodys-Aaa	0.31	283	283	2/7/2024		1.025	0.77
FHLB 1.04 7/11/2024-22	3130AQL27	25,000,000.00	25,000,000.00	23,854,250.00	S&P-AA+	Moodys-Aaa	1.56	438	72	7/11/2024	7/11/2023	1.040	1.19
FHLB 1.1 1/13/2025-23	3130AQGT4	20,000,000.00	19,971,532.85	18,831,400.00	S&P-AA+	Moodys-Aaa	1.25	624	258	1/13/2025	1/13/2024	1.185	1.69
FHLB 1.125 12/17/2024-22	3130AQ2U6	20,000,000.00	20,000,000.00	18,907,800.00	S&P-AA+	Moodys-Aaa	1.25	597	597	12/17/2024		1.125	1.61
FHLB 1.2 6/21/2024-22	3130AQP56	26,500,000.00	26,500,000.00	25,375,340.00	S&P-AAA	Moodys-Aaa	1.65	418	82	6/21/2024	7/21/2023	1.200	1.13
FHLB 1.28 6/11/2025-22	3130AQKY8	20,000,000.00	20,000,000.00	18,778,000.00	S&P-AA+	Moodys-Aaa	1.25	773	72	6/11/2025	7/11/2023	1.280	2.08
FHLB 1.3 12/15/2025-22	3130AQU5U3	25,000,000.00	24,995,893.22	23,206,750.00	S&P-AA+	Moodys-Aaa	1.56	960	960	12/15/2025		1.306	2.57



Description	CUSIP/Ticker	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	YTM @ Cost	Duration To Maturity
FHLB 1.4 2/18/2025-22	3130AQX4	25,000,000.00	25,000,000.00	23,617,500.00	S&P-AA+	Moody's-Aaa	1.56	660	660	2/18/2025		1.400	1.78
FHLB 1.67 3/1/2024-22	3130AR6G1	26,000,000.00	26,000,000.00	25,254,320.00	S&P-AA+	Moody's-Aaa	1.62	306	306	3/1/2024		1.670	0.83
FHLB 1.78 4/8/2024-22	3130AR6H9	18,500,000.00	18,500,000.00	17,932,050.00	S&P-AA+	Moody's-Aaa	1.15	344	344	4/8/2024		1.780	0.93
FHLB 2.5 2/28/2024-22	3130ARQX2	25,000,000.00	25,000,000.00	24,456,000.00	S&P-AA+	Moody's-Aaa	1.56	304	304	2/28/2024		2.500	0.82
FHLB 2.64 8/28/2024-22	3130ARKP5	30,000,000.00	30,000,000.00	29,134,200.00	S&P-AA+	Moody's-Aaa	1.87	486	486	8/28/2024		2.640	1.31
FHLB 5.125 2/23/2024	3130AV3G5	20,000,000.00	19,994,478.74	20,018,000.00	Moody's-Aaa	None	1.25	299	299	2/23/2024		5.160	0.80
FHLB 5.25 3/1/2024-23	3130AV3S9	20,000,000.00	20,000,000.00	19,950,800.00	S&P-AA+	Moody's-Aaa	1.25	306	215	3/1/2024	12/1/2023	5.250	0.82
FHLB 5.45 6/7/2024-23	3130AV5F5	15,000,000.00	15,000,000.00	14,963,400.00	S&P-AA+	Moody's-Aaa	0.94	404	130	6/7/2024	9/7/2023	5.450	1.08
FHLB 6.125 3/27/2026-23	3130AVDX7	41,000,000.00	41,000,000.00	40,945,470.00	S&P-AA+	Moody's-Aaa	2.56	1,062	58	3/27/2026	6/27/2023	6.125	2.70
FHLMC 0.375 4/8/2024-21	3134GWYD2	15,000,000.00	15,005,142.11	14,347,800.00	Fitch-Aaa	Moody's-Aaa	0.94	344	344	4/8/2024		0.338	0.94
FHLMC 2.57 1/22/2024-22	3134GXRZ9	28,500,000.00	28,500,000.00	27,953,370.00	S&P-AA+	Moody's-Aaa	1.78	267	267	1/22/2024		2.570	0.72
FHLMC 3.75 8/28/2024-22	3134GXP40	10,000,000.00	10,000,000.00	9,838,900.00	S&P-AA+	Moody's-Aaa	0.62	486	486	8/28/2024		3.750	1.30
FHLMC 4.03 5/28/2025-22	3134GXT95	25,000,000.00	25,000,000.00	24,603,500.00	S&P-AA+	Moody's-Aaa	1.56	759	759	5/28/2025		4.030	1.98
Sub Total / Average US Agency		497,100,000.00	497,070,663.19	479,898,023.00			30.99	552	378			2.446	1.47
US Treasury													
T-Note 1.625 5/31/2023	912828R69	21,000,000.00	20,978,267.80	20,948,760.00	Fitch-Aaa	Moody's-Aaa	1.31	31	31	5/31/2023		2.867	0.09
T-Note 2.5 4/30/2024	91282CEK3	20,000,000.00	19,960,241.81	19,545,400.00	Moody's-Aaa	None	1.25	366	366	4/30/2024		2.705	0.99
T-Note 2.75 5/15/2025	91282CEQ0	20,000,000.00	19,902,763.71	19,492,200.00	Moody's-Aaa	None	1.25	746	746	5/15/2025		3.000	1.97
Sub Total / Average US Treasury		61,000,000.00	60,841,273.32	59,986,360.00			3.80	375	375			2.857	1.00
Total / Average		1,603,981,647.35	1,600,451,833.75	1,565,700,155.01			100	369	306			2.696	0.99

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

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

**DATE:** September 7, 2023

**SUBJECT:** Monthly Revenue Report

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1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through May 31, 2023.
3. **Comments:**
  - A. **FY2023 Revenues (Attachment A)**
    - I. The Authority has received approximately \$328 million through the May 31, 2023, transfers from the Commonwealth.
      1. \$20 million of the annual Northern Virginia District Transfer.
      2. \$27.4 million in Regional Congestion Relief Fees.
      3. \$262.4 million in Regional Sales Tax.
      4. \$18.5 million from the Interstate Operation and Enhancement Program
    - II. May represents the ninth month of sales tax receipts for FY2023. Attachment A shows a 11.6% positive variance between the budgeted sales tax receipts compared to the annualized actual sales tax receipts.
    - III. During February 2023, the Authority received the annual Interstate Operation and Enhancement Program transfer in the amount of \$18.5 million. The transfer was 8.7% lower than the Virginia Department of Transportation (VDOT) estimate of \$20.26 million.
    - IV. Based on the first ten months of revenue, the annualized FY2023 Regional Congestion Relief Fees (Grantor's Tax) reflect a negative variance of 24.3% when compared to the FY2023 budget projections. The spring market has been relatively sluggish so far as sales activity is down and fewer sellers are entering the market. The economy continues to see mixed signals. Even though sales activity has cooled and interest rates doubled over the past year or so, many housing markets around Northern Virginia remain competitive. It is likely that mortgage rates will continue to be volatile due the US debt ceiling impasse, but the longer-term trend is anticipated to be downward.
  - B. **FY2023 Distribution to localities (Attachment B)**
    - I. All member jurisdictions have completed the required *Code of Virginia* Section 33.2-2510 annual certification to receive FY2023 Local Distribution Funds (30%).

II. As of May 2023, \$98.7 million has been distributed in Local Distribution funds for FY2023 to member jurisdictions.

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

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

**Attachments:**

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

## Attachment A

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

Regional Sales Tax		Annualized				
Transaction Months	9	Received To Date	Revenue based on YTD Receipts	FY2023 Budget	Annualized Actual To Budget	
Total Sales Tax Revenue		\$ 262,430,035	\$ 349,906,714	\$ 313,399,565	\$ 36,507,149	11.6%
Interstate Operation Enhance Program		Annualized				
Transaction Months	1	Received To Date	Revenue based on YTD Receipts	FY2023 Budget	Annualized Actual To Budget	
Interstate Operation Enhance Program		\$ 18,501,502	\$ 18,501,502	\$ 20,261,936	\$ (1,760,434)	-8.7%
Regional Congestion Relief Fee		Annualized				
Transaction Months	10	Received To Date	Revenue based on YTD Receipts	FY2023 Budget	Annualized Actual To Budget	
Total Regional Congestion Relief Fee		\$ 27,377,583	\$ 32,853,099	\$ 43,371,567	(10,518,467)	-24.3%
NVTD Transfer from COVA		Annualized				
Transaction Months	4	Received To Date	Revenue based on YTD Receipts	FY2023 Budget	Annualized Actual To Budget	
Total NVTD Transfer from COVA		\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ -	0.0%
Total Revenue Received		\$ 328,309,120	\$ 421,261,315	\$ 397,033,068	\$ 24,228,247	6.10%

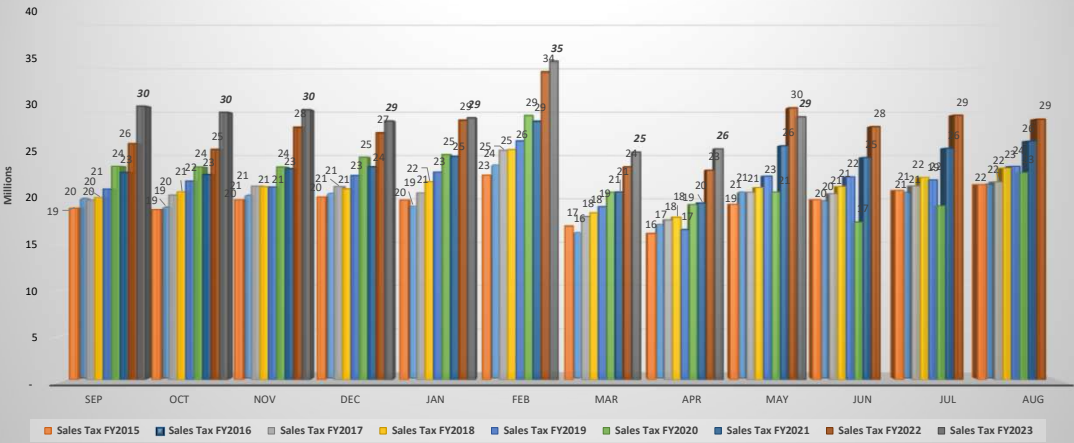
## Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2023 30% DISTRIBUTION BY JURISDICTION												
Based on: Revenue Data Through May 2023												
Jurisdiction	Interstate Operat Enhance Program	Regional Sales Tax	Regional Congestion Relief Fee	NVTD Transfer From COVA	CoVa NVTa Interest	Cumulative Total	30% Funds	As of 4/30/2023 Accrued Interest (1)	4/30/2023 Prior Distributions	Current Month Distribution	Total Funds Transferred	
								(+)				
City of Alexandria	\$ 1,213,197.29	\$ 17,557,763.17	\$ 1,876,196.50	\$ 1,322,032	\$ 20,878.15	\$ 21,990,067.54	\$ 6,597,020.26	\$ 8,085.22	\$ 5,902,311.90	\$ 702,793.58	\$ 6,605,105.48	
Arlington County	\$ 1,659,620.68	\$ 24,347,830.03	\$ 2,474,630.60	\$ 1,783,848	\$ 28,830.56	\$ 30,294,759.67	\$ 9,088,427.90	\$ 10,395.28	\$ 8,142,440.00	\$ 956,383.18	\$ 9,098,823.18	
City of Fairfax	\$ 435,597.11	\$ 6,066,808.73	\$ 420,577.90	\$ 479,987	\$ 7,005.94	\$ 7,409,977.13	\$ 2,222,993.14	\$ 2,310.06	\$ 1,997,945.40	\$ 227,357.80	\$ 2,225,303.20	
Fairfax County	\$ 7,738,129.90	\$ 108,834,475.36	\$ 12,046,456.39	\$ 8,371,413	\$ 131,026.15	\$ 137,121,501.25	\$ 41,136,450.37	\$ 47,356.27	\$ 37,138,746.89	\$ 4,045,059.75	\$ 41,183,806.64	
City of Falls Church	\$ 156,435.42	\$ 2,529,831.25	\$ 146,193.80	\$ 177,033	\$ 2,966.90	\$ 3,012,460.04	\$ 903,738.01	\$ 1,155.03	\$ 807,263.99	\$ 97,629.05	\$ 904,893.04	
Loudoun County	\$ 3,886,606.52	\$ 54,621,949.21	\$ 5,668,784.45	\$ 4,150,689	\$ 65,578.33	\$ 68,393,607.01	\$ 20,518,082.10	\$ 24,255.65	\$ 18,609,733.42	\$ 1,932,604.33	\$ 20,542,337.75	
City of Manassas	\$ 422,571.33	\$ 5,892,405.48	\$ 263,321.80	\$ 461,333	\$ 6,815.25	\$ 7,046,446.44	\$ 2,113,933.93	\$ 2,310.06	\$ 1,901,478.05	\$ 214,765.94	\$ 2,116,243.99	
City of Manassas Park	\$ 114,920.60	\$ 1,532,355.01	\$ 99,887.50	\$ 127,078	\$ 1,761.16	\$ 1,876,002.44	\$ 562,800.73	\$ 1,155.03	\$ 513,009.89	\$ 50,945.87	\$ 563,955.76	
Prince William County	\$ 2,874,423.14	\$ 41,046,617.15	\$ 4,381,533.70	\$ 3,126,587	\$ 49,257.46	\$ 51,478,418.40	\$ 15,443,525.52	\$ 18,480.49	\$ 13,995,429.88	\$ 1,466,576.13	\$ 15,462,006.01	
Total Revenue	\$ 18,501,501.99	\$ 262,430,035.38	\$ 27,377,582.64	\$ 20,000,000.00	\$ 314,119.90	\$ 328,623,239.91	\$ 98,586,971.96	\$ 115,503.09	\$ 89,008,359.42	\$ 9,694,115.63	\$ 98,702,475.05	
Interest 4/30/2023						\$ 328,309,120.01	\$ 98,586,971.96				\$ 98,702,475.05	

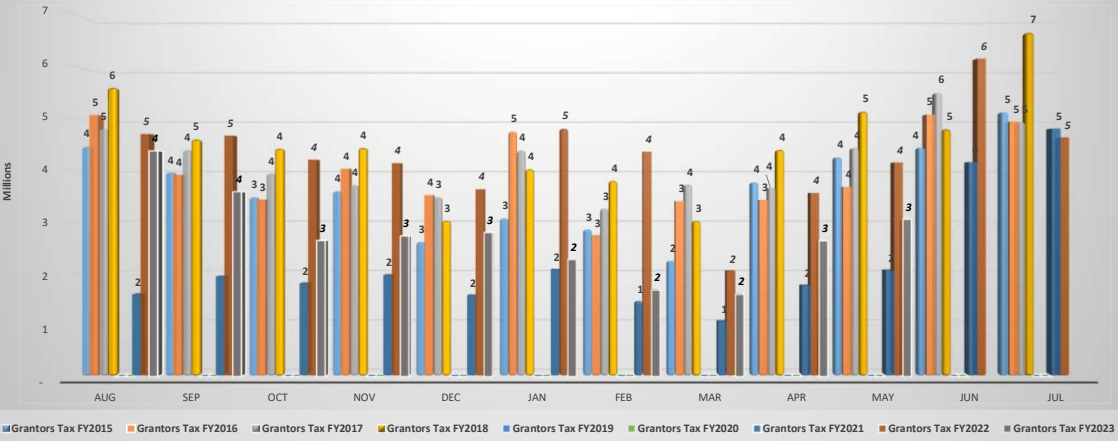


FY2023 May 2023

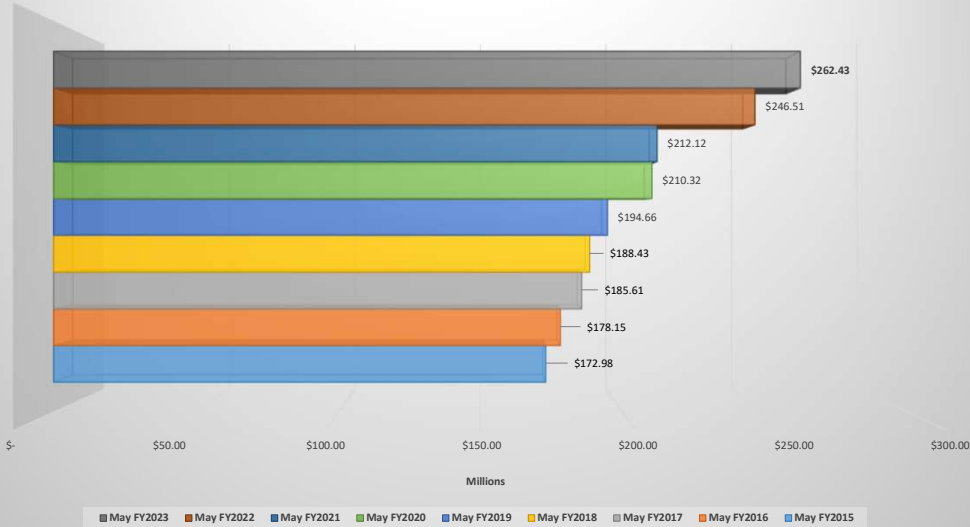
Sales Tax  
(month received)



Regional Congestion Relief Fee  
(month received)



YTD Sales Tax Receipt Comparison May FY2015 to FY2023



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

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

**DATE:** September 7, 2023

**SUBJECT:** Monthly Operating Budget Report

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1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2023.
2. **Background:** The Authority elected to fund the Operating Budget for FY2023 through transfers from the Regional Revenue Fund.
3. **Monthly Operating Budget Report:** Through April 30, 2023, the FY2023 Operating Budget has produced the following:
  - A. The Operating Budget is funded through quarterly transfers of \$886,850 from the Regional Revenue Fund.
  - B. As of April 30, 2023, the attached Income Statement reflects the Authority utilized 69% of its FY2023 expenditure budget through 10 months (83%) of the fiscal year. Certain large expenses such as the Web Site development project have not yet incurred any costs.
  - C. As of April 30, 2023, all expense categories remained within budget.
  - D. The attached statement shows the total Operating Budget income and expenditure activity for FY2023 as of April 30, 2023.

**Attachment:** FY2023 Monthly Operating Budget as of April 30, 2023

05/25/23  
10:46:10

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
Income Statement  
For the Accounting Period: 4 / 23

Page: 1 of 2  
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account	Object Description	Current Month	Current YTD	Budget	Variance	%
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	160,093.00	1,599,498.82	2,102,061.00	502,562.18	76
130	Health & Dental Benefits	18,271.90	199,366.68	375,414.00	176,047.32	53
131	Payroll Taxes	11,886.32	109,558.46	169,702.00	60,143.54	65
132	Retirement VRS	3,483.27	120,971.20	177,451.00	56,479.80	68
133	Life Insurance		19,014.54	28,168.00	9,153.46	68
134	Flex Spending/Dependent Care	46.58	413.97	1,165.00	751.03	36
135	Workers Comp		1,513.00	2,312.00	799.00	65
137	Disability Insurance	3,810.44	17,992.85	30,619.00	12,626.15	59
	<b>Total Account</b>	<b>197,591.51</b>	<b>2,068,329.52</b>	<b>2,886,892.00</b>	<b>818,562.48</b>	<b>72</b>
420000	Professional Services					
210	Audit & Accounting Services		27,000.00	68,500.00	41,500.00	39
220	Bank Service		-178.13	750.00	928.13	-24
230	Insurance		11,207.00	9,240.00	-1,967.00	121
240	Payroll Services	521.02	3,980.16	3,283.00	-697.16	121
260	Public Outreach & Regional Event Support		50,614.25	63,425.00	12,810.75	80
261	Legal/Bond Counsel Services			10,000.00	10,000.00	
262	Financial Advisory Services	8,750.00	27,150.00	36,955.00	9,805.00	73
263	Bond Trustee Fees	2,687.50	2,687.50	2,700.00	12.50	100
264	Legislative Services	2,626.56	73,679.01	80,420.00	6,740.99	92
265	Investment Custody Svc		10,100.00	25,000.00	14,900.00	40
	<b>Total Account</b>	<b>14,585.08</b>	<b>206,239.79</b>	<b>300,273.00</b>	<b>94,033.21</b>	<b>69</b>
430000	Technology/Communication					
310	Acctg & Financial Report Systems	8,553.00	82,331.15	88,245.00	5,913.85	93
320	HW SW & Peripheral Purchase			620.00	620.00	
330	IT Support Svc Incl Hosting	6,378.45	34,517.86	46,220.00	11,702.14	75
335	GIS/Project Mgt/Modeling	1,500.00	20,120.00	88,800.00	68,680.00	23
340	Phone Service & Web Ex Chgs	1,376.15	12,575.34	16,872.00	4,296.66	75
350	Web Develop & Hosting	904.43	7,454.19	135,805.00	128,350.81	5
940	Computer HW SW & Peripheral		12,585.91	10,000.00	-2,585.91	126
	<b>Total Account</b>	<b>18,712.03</b>	<b>169,584.45</b>	<b>386,562.00</b>	<b>216,977.55</b>	<b>44</b>
440000	Administrative Expenses					
410	Advertisement		2,848.89	4,000.00	1,151.11	71
411	Dues & Subscriptions	3,685.99	15,664.00	15,992.00	328.00	98
412	Duplication & Printing	513.08	4,868.12	13,610.00	8,741.88	36
414	Hosted Meeting Expenses	625.74	5,136.12	5,000.00	-136.12	103
415	Mileage/Transportation	553.61	2,532.69	11,000.00	8,467.31	23
417	Office Lease	19,203.35	187,887.52	236,696.00	48,808.48	79
418	Office Supplies	207.61	9,176.59	7,475.00	-1,701.59	123
419	Postage & Delivery			700.00	700.00	
420	Professional Develop & Training	1,176.15	11,094.40	23,000.00	11,905.60	48
945	Office Furniture & Fixtures		16,296.24	21,800.00	5,503.76	75
	<b>Total Account</b>	<b>25,965.53</b>	<b>255,504.57</b>	<b>339,273.00</b>	<b>83,768.43</b>	<b>75</b>

05/25/23  
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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
Income Statement  
For the Accounting Period: 4 / 23

Page: 2 of 2  
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
	Total Expenses	256,854.15	2,699,658.33	3,913,000.00	1,213,341.67	69
	Net Income from Operations	-256,854.15	-2,699,658.33			
	Other Revenue					
383000	Transfer Operating Budget from Regional Revenue	1,773,698.50	3,547,397.00	3,547,397.00		100 100
	Total Other Revenue	1,773,698.50	3,547,397.00	3,547,397.00	0.00	100
	Other Expenses					
521000	Transfers					
820	Transfer to Operating Reserve			768,600.00	768,600.00	
825	Transf to Equip Reserve			50,000.00	50,000.00	
	Total Account			818,600.00	818,600.00	
	Total Other Expenses	0.00	0.00	818,600.00	818,600.00	
	Net Income	1,516,844.35	847,738.67			



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Notice of Sole Source Determination

On May 18, 2023 the Northern Virginia Transportation Authority (NVTA) awarded a sole source contract to AECOM Technical Services Inc. for the remodeling of the City of Fairfax project 2018-47-1 Intersection Improvements at Eaton Place/Chain Bridge Road approved in NVTA's FY2018-2023 Six Year Program.

The basis for the sole source decision are:

- As part of NVTA's funding decision and as required by the Code of Virginia, the project was evaluated using a computer simulated model.
- Per the City's application submission, a roundabout at Eaton Place and Chain Bridge Road was evaluated.
- The NVTA contracted for the computerized model processes with AECOM in 2015.
- The City wishes to modify the approved scope of the project, removing the roundabout and replacing that feature with two signalized intersections and several access point improvements.
- Prior to authorizing the change in the project scope, the NVTA is required to rerun the computer simulated model to evaluate if the project's TransAction ranking and Congestion Reduction Relative to Cost score is equal to or better than the score originally received.
- As AECOM did the TransAction work within which this project was originally modeled and ranked, they have the computer model already set up and the associated regional data on hand.
- For an alternative firm to complete the required remodeling it would have to:
  - Acquire the exact same 2015 regional data.
  - Undertake any data modifications or updates applied to the 2015 data.
  - Test to determine and certify that the new data set exactly matches the 2015 data used by AECOM.
  - Acquire the modeling system TransSims.
  - Configure TransSims to exactly match the model parameters used in the 2015 study.
  - Test to determine and certify that the new TransSims model exactly match the 2015 configuration used by AECOM.
- The 2015 TransAction contract with AECOM stipulates NVTA may come back and task work such as this upon mutual agreement.



# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Monica Backmon, Chief Executive Officer  
Tracy Baynard, Sr. VP, McGuireWoods Consulting LLC

**DATE:** September 7, 2023

**SUBJECT:** Legislative Update

**1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the Virginia General Assembly transportation initiatives in the adopted FY2024 budget.

**2. Discussion:** On September 6<sup>th</sup>, 2023, the Virginia General Assembly adopted a final conference budget report for FY2024. With operating rules that limited comment or amendments, the budget amendments were adopted on votes of House 86-4 and Senate 38-0-1. The document contains significant increases in funding for K-12, higher education, behavioral health, local and state employee salaries, public safety, and natural resources.

Overall, no additional funds were added for transportation. There are a few items that may be of interest to Authority members. Attached is a summary of significant transportation matters in the budget including a list of those items that were in either the House or Senate budget in February but didn't make it into the conference budget.

Some matters of note:

- The General Assembly transferred \$75 million from the Virginia Transportation Infrastructure Bank to the reformed Transportation Partnership Opportunity Fund (TPOF). An initiative of the administration, TPOF will be used to finance transportation infrastructure that supports economic development. Governor Youngkin has requested \$300 million to capitalize TPOF. Per legislation adopted by the General Assembly, the Commonwealth Transportation Board provides oversight on allocating money from TPOF.
- There are no new allocations of General Fund money to transportation projects.

The formal end of the 2023 General Assembly session is the last legislative session for many senators and delegates who have supported the Authority and transportation in the region. There are a total of forty-eight members who are either retiring, campaigning to move to the Senate, or lost primary races. The Northern Virginia delegation will look different with fourteen members shifting out or up, as the Senate will lose senior members such as Senators Barker, Bell, Howell, Petersen and Saslaw. Four of these legislators held leadership positions on the Senate Finance and Appropriations Committee. Northern Virginia's new twelve member Senate delegation will have at least three new members and the thirty

member House delegation will have at least ten individuals who have never served in the General Assembly.

**Attachment:** Transportation Related Amendments in HB 6001/SB 6001 Budget Conference Report

## **Transportation Related Amendments in HB 6001/SB 6001 Budget Conference Report as Adopted September 6, 2023**

### **Transportation Projects Related to Economic Development**

#### **Item 113 - Economic Development Services**

##### **New Inland Port in the Mount Rogers Planning District**

T.1. Out of this appropriation, \$10,000,000 the second year from the general fund is provided for the development of an inland port in the Mount Rogers Planning District. The Virginia Port Authority shall acquire, plan, design, and develop a site for the establishment of an inland port in the Mount Rogers Planning District. The Virginia Port Authority and the Virginia Economic Development Partnership Authority shall develop a business recruitment strategy for the inland port and the surrounding area to provide for rapid development and utilization of the facility. The Virginia Port Authority, in consultation with the Virginia Economic Development Partnership Authority, shall provide recommendations to the Governor, the Secretary of Transportation, and the Secretary of Commerce and Trade and the Chairs of the House Appropriations and Senate Finance and Appropriations Committees on any additional infrastructure improvements needed to maximize the economic benefit of the inland port by December 1, 2023.

2. The Director of the Department of Planning and Budget is authorized to transfer moneys from this paragraph on a quarterly basis to the Virginia Port Authority. The Virginia Port Authority shall verify to the Secretary of Finance and the Director of the Department of Planning and Budget estimated quarterly expenses prior to the release of these funds. Any funding remaining at the end of the fiscal year 2024 shall be carried forward into the next fiscal year for the purposes described in this paragraph.

3. The Virginia Port Authority may collaborate with the Virginia Department of Rail and Public Transportation, Virginia Department of Transportation, the Virginia Economic Development Partnership Authority, and any federal, state, or local agency as may be necessary to support the development and utilization of an inland port. The Virginia Port Authority shall engage in negotiations with necessary parties, including railroads and beneficial cargo owners, for development of the inland port.

4. The Virginia Port Authority shall report quarterly to the Governor, the Secretary of Transportation, the Secretary of Commerce and Trade, and the Virginia Economic Development Partnership Authority, and the Chairs of the House Appropriations and Senate Finance and Appropriations Committees on the timeline, progress to date, and

overall cost for the construction of the inland port. The first of these reports shall be due December 1, 2023.

### **Cruise Ship Port-of-Call in Yorktown**

U.1. Out of the appropriation in this Item, \$8,500,000 the second year from the general fund shall be provided to the Economic Development Authority of York County for support of a cruise ship port-of-call location and related visitor support and tourism on the York River at Yorktown, Virginia. Prior to the award of any funds included in this item, the Secretary of Commerce and Trade and the Secretary of Transportation shall ensure that: (i) there is an agreement with at least one cruise ship company for calls at the pier location beginning in 2023; (ii) a working group is convened among state and local agencies related to the permitting of the pier location to facilitate its development; (iii) there is outreach to tourism and other stakeholders in the region to maximize the economic impact of the pier location; (iv) the agreement will result in a positive return to the state for its investment; and (v) there is a plan to maximize philanthropic support, federal matching funds, and other funding necessary to construct and maintain the pier location. Following the completion of these items and the final approval from the Secretary of Commerce and Trade and Secretary of Transportation, the funds shall be awarded. The Secretaries shall enter into a memorandum of understanding with the Economic Development Authority of York County to outline the framework for the funding, design, procurement, and construction of the pier location, a plan for its ongoing maintenance, and to maximize the economic and tourism benefits of this facility to the Commonwealth.

2. The funding appropriated in this paragraph includes \$1,000,000 the second year for development and implementation of transit system improvements in conjunction with the Colonial Williamsburg Foundation to provide ground transportation from the tender pier facility to sites within the historic triangle.

3. Should the Secretary of Commerce and Trade and the Secretary of Transportation fail to recommend proceeding with the development of the pier location, the funds in paragraph U.1. shall revert to the general fund.

### **Department of Rail and Public Transportation**

#### **Item 449** – Administrative and Support Services

C. The Department of Rail and Public Transportation, with assistance from the Virginia Economic Development Partnership, shall conduct a study to evaluate rail-centric economic development opportunities in the Bedford, Campbell, and Lynchburg region of central Virginia, including both passenger and freight rail enhancements that encourage intermodal and other non-intermodal market opportunities that may yield long-term success and

growth in the region. The department shall submit the results of the study to the Governor and General Assembly on or before November 1, 2024.  
No additional funding is provided for this task

## **Department of Transportation**

### **Item 452** – Highway Construction Programs

#### **Virginia Multi-Use Trails Initiative**

I.1 Included in these amounts, \$41,500,000 the first year from the general fund is provided for the establishment of the State Trails Office within the Department of Transportation, consistent with the recommendations of the January 2022 report on the "Virginia Multi-Use Trails Initiative." In addition, the Board shall set-aside \$7,000,000 in the first year and \$7,000,000 in the second year from funds received for the Transportation Alternatives Program pursuant to 23 USC 133(h) for regional multi-use trails. Priority shall be given by the Board to new regional trails, projects to improve connectivity of existing trail networks, and geographic diversity in the use of such funds. Funds may be awarded through a competitive solicitation conducted by the Board.

2. Prior to July 15, 2022, up to \$800,000 of these amounts shall be transferred to Item 451 to support the initial operational overhead costs of establishing the State Trails Office and for the development of a State Trails Plan and State Trails Information Clearinghouse. In developing the initial State Trails Plan, the State Trails Office shall coordinate with the State Trails Advisory Committee and the Department of Conservation and Recreation to ensure consistency with the Virginia Outdoors Plan.

3. Out of the amounts appropriated for the State Trails Office included in this paragraph, and funding carried forward from the 2020-22 biennium, allocations shall be provided as follows:

- a. Up to \$35.0 million shall be allocated to the Shenandoah Valley Rail Trail for the purposes of land acquisition, initial planning, and site development. Any land acquisition by the Commonwealth as part of this trail's development shall not preclude the consideration of options to maintain rail transportation in the corridor.
- b. \$12.5 million shall be allocated for the Craig Valley Trail.
- c. \$1.25 million shall be allocated for the Peaks to Creeks Trail.
- d. \$1.25 million shall be allocated to the Tobacco Heritage Trail.



e. \$4.0 million shall be allocated to the Eastern Shore Rail Trail.

f. Any remaining funding provided for trails shall be allocated by the Commonwealth Transportation Board to the trails listed above, as needed, the Fall Line Trail, or any other trail that has applied for funding that meets the criteria set out in subparagraph 1. above. The House proposed budget included this language.

### **I-64 Gap Project**

L.1. Up to \$110,000,000 \$260,000,000 from the general fund in the second year shall be transferred to Item 452 is provided to improve Interstate 64 between Exit 205 and Exit 234 with priority given to enhancements that provide long-term traffic flow improvements for the full 29-mile corridor.

2. Of the amounts included in the second year, \$150,000,000 represents the appropriation of excess fiscal year 2022 general fund revenues reserved by the Comptroller in the Committed Fund balance pursuant to Item 485 L. of this act.  
An additional \$150 million GF for the I-64 Gap Project. This follows through on provisional funding in the budget approved during the 2022 General Assembly session.

M. Appropriations from the general fund provided in this item shall be transferred to the appropriate nongeneral fund detail for expenditure.  
For the I-64 Gap project this means a FY 2024 deposit to the Interstate Operations and Enhancement Fund.

N. Notwithstanding any other provision of law, any general fund amounts allocated by the Commonwealth Transportation Board in the Six-Year Improvement Program to a transportation project that are unspent at the end of the fiscal year shall not revert to the general fund, but shall be carried over to the next fiscal year for the identified purposes.

O.1. Out of the June 30, 2023, uncommitted balance in the Virginia Transportation Infrastructure Bank, \$75,000,000 shall be transferred to the Transportation Partnership Opportunity Fund to support major economic development initiatives, in accordance with Chapters 546 and 547, 2023 Acts of Assembly.

Governor had asked for \$100 million transfer from the Infrastructure Bank and another \$200 million from other revenue sources.

2. Of the amounts in the Transportation Partnership Opportunity Fund, \$4,800,000 the second year is provided to the City of Portsmouth to be used as the local match for the Complete High Street Innovation Corridor Project to provide multi-modal, complete streets roadway improvements along High Street between Martin Luther King Expressway to Chestnut Street. As a condition of receipt of this funding, the City shall provide, to the

satisfaction of the Commissioner of Highways, evidence of federal Rebuilding American Infrastructure with Sustainability and Equity discretionary grant funding totaling at least \$19.3 million for the project.

#### Item 458 – Administrative and Support Services

N. The Virginia Department of Transportation (VDOT) in coordination with the Secretary of Commerce and Trade (the Secretary) shall review the economic development, transportation, and safety benefits of expanding Van Buren Road, North Extension in Prince William County. The review shall include representatives from Prince William County, the Northern Virginia Transportation Authority, and any private sector interests required to aid in the completion of this review. In addition to assessing the economic benefits of the expansion, VDOT and the Secretary shall determine and communicate any additional benefits, potential financing, and time table option for this project. VDOT and the Secretary shall report its findings to the Chairs of the House Transportation, Senate Transportation, House Appropriations, and Senate Finance and Appropriations Committees on or before November 1, 2024.

Language was part of the House budget -- report initially due August 1, 2023

P. The Department shall develop a plan for the improvement of Route 220 between Route 58 and the North Carolina border. The plan shall determine alternative routes within this region to the Southern Connector, including possibilities for realignment/reconfiguration along the existing corridor. The plan shall be completed by February 1, 2024.

Item C-60 – Improvements: Acquire, Design, Construct or Renovate Agency Facilities  
Added another \$20 million in FY 2024 for this activity. Total available funding - \$55 million.

There are a number of initiatives contained in the House and/or Senate version of budget amendments that did **NOT** make it into the conference report.

- Direct VDOT to establish a Powhite Expressway Extension Working Group
- Direct VDOT to analyze travel demand on the I-95/Arthur Ashe Boulevard Interchange and develop conceptual improvement plan
- Undertake discussions of moving the Dulles Greenway under the PPTA statute
- Direct VDOT to determine if PPTA could help advance improvements in the I-81 Corridor Improvement Program
- Specific General Fund appropriations for two I-81 projects
  - \$150 million for I-81 expansion between MP 143-150 in Roanoke and Botetourt
  - Direct \$250 million in potential funding for a project in the Staunton if revenues exceeded a specific level

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** September 7, 2023

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

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

**2. Discussion Items:**

**A. FY2024-2029 Six Year Program (SYP):** The Authority issued a Call for Regional Transportation Projects in May 2023 with an application deadline of 5 p.m., July 28<sup>th</sup>, 2023. This SYP cycle will use 70% regional revenues from FY2028 and FY2029. The NVTa Finance Committee will make a recommendation to the Authority on expected available funds in Spring 2024. The last SYP cycle (FY2022-2027) approved \$625 million.

At the July 28<sup>th</sup> deadline, 32 applications were received from 11 applicants for a total request of \$1.5 billion. A summary of applications received is provided below. NVTa staff are reviewing the applications for completeness and eligibility based on TransAction and location. To be eligible for SYP funding, the projects need to be included in the TransAction project list and located in Northern Virginia (or primarily serve Northern Virginians). In the next several weeks, NVTa staff will meet with applicants to get a better understanding of the applications so that they can be evaluated accurately. The deadline for submitting Governing Body and supporting resolutions is 5 p.m., October 27<sup>th</sup>, 2023. Final eligibility determinations will be made only after receiving the resolutions. Adoption of the FY2024-2029 SYP is anticipated in July 2024.

**Preliminary Summary of Candidate Projects**

Applications	
Number of applicants (4 counties, 5 cities, 2 others)	11
Number of applications	32
Total NVTa request	\$ 1,550,403,197
Total project cost	\$ 2,453,804,087
Number of continuation projects (previously funded by NVTa)	8
NVTa request for continuation projects	\$ 768,521,703
Total project cost of continuation projects	\$ 1,412,048,183

Primary Mode	Number of Applications	% of Total	Requested Amount	% of Total Request
Roadway	10	31%	\$ 825,705,040	53%
Interchange/Intersection	6	19%	\$ 424,449,417	27%
Commuter Rail	3	9%	\$ 162,745,103	10%
Bus	5	16%	\$ 63,600,000	4%
Bike-ped	5	16%	\$ 57,003,637	4%
Technology	3	9%	\$ 16,900,000	1%
<b>Total</b>	<b>32</b>	<b>100%</b>	<b>\$ 1,550,403,197</b>	<b>100%</b>

- B. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia Procurement:** NVTA's FY2024 Operations Budget includes funding to develop a Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT). A regional BRT system supports NVTA's vision and goals and is in alignment with its Core Values of Equity, Safety, and Sustainability.

The PDP-BRT will refine and evaluate the BRT system identified in the current version of TransAction adopted in December 2022. Through an extensive community engagement process and a multi-faceted evaluation including ridership/congestion impacts, operational performance, governance, and other factors, the PDP-BRT will better position the region for a BRT system that is greater than the sum of the individual BRT lines of which it is comprised. The PDP-BRT will serve to protect the nearly \$500 million investments that NVTA has already made in all five BRT lines in Northern Virginia, as well as ensure that future BRT investments will be complementary and synergistic. The PDP-BRT will take account of current transit initiatives and is intentionally scheduled to facilitate future BRT-related requests for NVTA's regional revenues, starting with the FY2026-2031 SYP, for which the Call for Regional Transportation Projects is anticipated in May 2025. NVTA's BRT Planning Working Group will serve as the staff coordination body.

A [Request for Proposals](#) for the PDP-BRT was issued on April 6<sup>th</sup>, 2023, with proposals due on May 11<sup>th</sup>, 2023. Two firms submitted responsive and responsible Technical and Price proposals. Proposals were reviewed, and the two firms were interviewed on June 12<sup>th</sup>, 2023, by a Selection Panel comprising NVTA and external staff from member jurisdictions and other agencies. Negotiations were subsequently conducted with both firms by the NVTA CFO. A recommendation to select a firm to develop the PDP-BRT will be considered by NVTA's Finance Committee at its meeting on September 14<sup>th</sup>, 2023.

- C. InNoVAtion Lunch and Learns:** This summer NVTA conducted a series of [InNoVAtion Lunch and Learns](#) designed to spark discussions around innovations that are already in our region or could impact it in the next 5 years. These followed a 45-minute virtual format established during a successful trial run of the concept that took place in 2022 which included a presentation from a subject matter expert and dedicated time for live discussion. Each session was fully virtual which allowed for them to be recorded and posted to [NVTA's YouTube account](#). This makes the series not only a unique opportunity

for engagement but also a lasting resource, both of which advance the Outreach and Education role identified for NVTa in its Transportation Technology Strategic Plan (TTSP). Topics covered in the summer series included: Effective Standardization, Collection, and use of Bicycle and Pedestrian Data; Best Practices for Connectivity and Automation; and Best Practices for Intelligent Transportation Systems (ITS).

A second season of these InNoVAtion Lunch and Learns will take place this winter following the same format. Below are the expert speakers for the upcoming season and the topics they will cover. Additional details about dates and how to register to attend these virtual events live will be shared via email in the near future and announced through NVTa's social media and newsletters.

- Thursday, November 2<sup>nd</sup> - Dr. Tom Sanchez, Professor Urban Affairs and Planning (UAP) at Virginia Tech will share best practices for Artificial Intelligence in transportation.
- Thursday, December 7<sup>th</sup> - Joe Stainsby, Chief Development Officer for the Potomac and Rappahannock Transportation Commission (PRTC) will discuss lessons learned for microtransit deployments.
- Thursday, January 4<sup>th</sup> - Paul Szatkowski, Assistant Division Administrator, Traffic Operations Division for Virginia Department of Transportation (VDOT), will provide insights on how to prepare projects to adapt to innovation.

**D. Transportation Technology Committee:** The Transportation Technology Committee (TTC) will meet in-person at the NVTa offices at 8:30am on Wednesday, September 27<sup>th</sup>. The agenda will include a presentation from the Federal Bureau of Investigation (FBI) on cybersecurity, which is directly relevant to strategy #3 of NVTa's TTSP, to "maximize cybersecurity and privacy for members of the public." The Committee will also be briefed on NVTa's InNoVAtion Initiatives poster and the first substantive update of the TTSP. Finally, the group will discuss Artificial Intelligence and its possible impacts on the transportation sector.

**E. Transportation Technology Strategic Plan (TTSP):** The first substantive updates to the TTSP were unanimously approved by the Authority in November 2022. This involved the expansion of existing strategies #4 and #8, and the addition of one new strategy. Since that time NVTa staff have been working to compile content to support these updates and make other appropriate changes to the TTSP, which have recently been completed. The updated TTSP will be posted to [NVTa's Transportation Technology webpage](#), and a summary of the changes will be presented to the TTC at their September meeting.

**F. Virginia Department of Transportation (VDOT) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Endorsement Letter:** On August 3<sup>rd</sup>, 2023, NVTa received a request from VDOT to submit a letter of support for their grant application submission, Modernizing Operations for Virginia's Evacuation Resilience (MOVER), in response to the Notice of Funding Opportunity (NOFO) for the United States Department of Transportation's (USDOT) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving



Transportation (PROTECT) Program under the Community Resilience and Evacuation Routes category. VDOT noted that while the Northern Virginia region is not identified in the pilot project, there will be opportunities to take the pilot study and deploy it statewide thus NVTAs letter of support would bolster the grant application. VDOT required the letter of support by August 16<sup>th</sup>, 2023.

Per the Code of Virginia, NVTAs serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. With consideration that the next Authority meeting would be scheduled for September 14<sup>th</sup>, 2023, well beyond the deadline required for VDOT's grant submission, Chair Randall signed the letter of endorsement for VDOT's grant application on behalf of NVTAs in accordance with customary practices and the Code of Virginia. The letter submitted to VDOT is attached.

- G. City of Manassas Route 28 Ribbon Cutting:** On June 29<sup>th</sup>, NVTAs joined the City of Manassas and VDOT to celebrate the completion of a Route 28 improvements project. In May 2021, NVTAs and its regional partners broke ground on this project, and just two years later, NVTAs was proud to participate in the ribbon cutting ceremony. NVTAs invested a total of nearly \$3.3 million to help bring this project to fruition.



- H. Future State of Metro: A Conversation with Randy Clarke:** On June 29<sup>th</sup>, I attended the Northern Virginia Transportation Alliance's Future State of Metro event. Washington Metropolitan Area Transit Authority (WMATA) General Manager Randy Clarke spoke on the current state of Metro and its goal to close the anticipated \$750 million funding gap for FY2024. Mr. Clarke emphasized that his goal is to provide the best service for the region, and that the Washington Metro region as a whole needs to work together to provide dedicated funding to WMATA.



- I. **Conference of Minority Transportation Officials' (COMTO) 52nd Annual National Meeting and Training Conference:** On July 9<sup>th</sup> through July 11<sup>th</sup>, I attended COMTO's Annual National Meeting and Training Conference in Los Angeles, California. On July 9<sup>th</sup>, I participated in the Public Sector CEO Summit which included a facilitated peer exchange and topical discussions including policy decisions and equity, the current operating environment, and leadership philosophy. On July 10, I was invited to speak on a Plenary Session CEO Panel along with Kimberly Slaughter, CEO SYSTRA USA; Karen Phlibrick, Executive Director, Mineta Transportation Institute; and Schenae Rourk, President and CEO, Redwood Resources. The panel was moderated by April Rae, President/CEO of COMTO and included topics important to women's success.
- J. **Manassas Park Station Parking Garage Groundbreaking:** On July 13<sup>th</sup>, NVTA joined the City of Manassas Park, Virginia Railway Express (VRE), Department of Rail and Public Transportation (DRPT), and Northern Virginia Transportation Commission (NVTC) to celebrate the start of construction of a garage expansion project that will bring 540 parking spaces to the Manassas Park VRE Station. NVTA allocated \$2.5M of Regional Revenues to initiate the study and design phase of this project, in addition to recommending \$23.5M through the I-66 Beltway Concession Fee Program that was approved by the Commonwealth Transportation Board (CTB) in 2017.



- K. **Metropolitan Washington Council of Governments (MWCOG) Retreat:** On July 14<sup>th</sup> I attend the MWCOG Retreat discussion on Metro and the current funding deficit. Discussion among MWCOG Board members included engaging the federal government on their investment to Metro, developing committees to further investigate Metro's expenses and communication efforts, and the need to look at long-term funding solutions versus short-term fixes.
- L. **Women Driving Transportation:** On July 27<sup>th</sup>, I attend the Northern Virginia Chamber of Commerce's Women Driving Transportation event. Chair Randall spoke on the panel along with Amanda Baxter, Senior Vice President, Virginia Market and Operations,

Transurban; Dalia Palchik, Chair, NVTC; and Briana Sewell, Delegate, Virginia's 51st House District. Chair Randall discussed the importance of regional connectivity, promoting equity within the transportation system, and the crucial need to ensure accessibility to all modes of transportation. Additionally, the speakers addressed topics ranging from the economics of transportation as well as the policies and projects that are transforming our region's transportation network, including rail, road, and public-private partnerships.

- M. DASH Record Ridership Celebration:** On August 18<sup>th</sup>, NVTA staff joined Alexandria Transit Company (DASH) to celebrate a new ridership record of 4.5 million passenger boardings. In the City of Alexandria, NVTA has allocated nearly \$225 million toward DASH and WMATA projects. NVTA staff created graphic handouts highlighting NVTA's investments along with QR codes directing to the NoVA Gateway.

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

Interact with NVTA funded projects:

[novagateway.org](https://novagateway.org)

Nearly **\$225 Million** Invested in transit-related projects in the City of Alexandria

View all NVTA funded projects:

[thenovaauthority.org](https://thenovaauthority.org)

metro

ALEXANDRIA TRANSIT COMPANY  
**DASH**

CITY OF ALEXANDRIA  
VIRGINIA

- N. 8<sup>th</sup> Annual NoVA Regional Elected Leaders Summit:** On August 22<sup>nd</sup>, I attended the Arlington Chamber of Commerce's 8<sup>th</sup> Annual NoVA Regional Elected Leaders Summit. Authority members including Chair Randall, Chairman McKay, Chair Wheeler, and Mayor Wilson joined Libby Garvey, Vice Chair, Arlington County Board of Supervisors to discuss economic growth, transportation, education, affordable housing and more. Additionally, speakers and guests also heard from U.S. Senator Mark Warner who closed the discussion, providing an optimistic perspective on work being done at the federal level to strengthen the region.
- O. Women Who are Moving the Aviation Industry Forward:** On September 6<sup>th</sup>, NVTA staff attended Women's Transportation Seminar (WTS) Women Who are Moving the Aviation Industry Forward. Panelist included Kathryn Thomson, Deputy Administrator, Federal

Aviation Administration; Nicole Nason, Vice President of Federal Affairs for Commercial Aviation, Sustainability, and Corporate Policy at Boeing; and Annie Russo, Chief Political and Congressional Strategy Officer Airports Council International-North America. The panel was moderated by Melissa Sabatine, past president of the Aero Club with topics including how the Federal Aviation Administration's congressional reauthorization affect current and future initiatives and technology impacts on aviation.

### **3. Monthly Factoid Talking Points**

NVTA produces three monthly newsletters: NVTA Update, Authority Recap, and Driven By InNoVAtion.

- The NVTA Update is a monthly newsletter designed to keep a broad audience informed and engaged with a comprehensive rundown of recent events/milestones, initiatives, news coverage, and more.
- The Authority Recap is published following each Authority meeting, offering a comprehensive summary of information that occurred at the Authority meeting.
- Driven by InNoVAtion is a monthly newsletter strategically crafted to establish a strong connection between NVTA's transportation technology initiatives and the latest developments/news in both the domestic and global landscape.

### **4. Upcoming Events & Report Updates**

- NVTA Standing Committee Meetings
  - **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, October 12<sup>th</sup>, 2023, at 5:30 p.m.
  - **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, October 12<sup>th</sup>, 2023, at 6:00 p.m.
- NVTA Statutory Committee Meetings
  - **Transportation Technology Committee:** The NVTA Transportation Technology Committee is scheduled to meet Wednesday, September 27<sup>th</sup>, 2023, at 8:30 a.m.

### **5. Regional Projects Status Report**

The updated Regional Projects Status Report (Attachment C) 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.** NVTA Endorsement of VDOT's PROTECT Grant Application
- B.** Reallocation of CMAQ funds for Arlington County
- C.** Regional Funding Program Project Status Report



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

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

August 15, 2023

Re: NVTA Endorsement of VDOT's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Grant Application

Dear Secretary Buttigieg:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Virginia Department of Transportation's (VDOT) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program grant application.

Modernizing Operations for Virginia's Evacuation Resilience (MOVER) is a pilot program implementing of a comprehensive statewide integrated technology initiative that will help ensure efficient traffic flow on critical routes during emergency weather events and create a more resilient evacuation network in Virginia. The program aligns with the selection criteria by improving the resilience of the surface transportation system, improving the safety of the traveling public, and improving equity. Implementation of technology along the commonwealth's designated evacuation routes will build upon the great work the department has already started to deploy traffic operations and communications equipment on major transportation corridors across the state. The use of this technology is critical to identifying and addressing potential hazardous conditions as quickly and efficiently as possible. The project to be completed with these grant funds will expand on VDOT's existing efforts by piloting additional operational equipment, including flood sensors, water level gauges, and communications technology within Fredericksburg District, among others in Virginia.

In Northern Virginia, NVTA is already working with VDOT on an innovative transportation technology-based approach known as the Regional Multimodal Mobility Program (RM3P) to address the region's transportation vision and goals, which seek to improve mobility, accessibility, and resiliency of the transportation system. RM3P, like all of NVTA's work, are developed in alignment with NVTA's Core Values of Equity, Safety, and Sustainability.

Given our long-standing partnership and the importance of a resilient evacuation network, NVTA supports VDOT's efforts to implement this program. It represents an innovative approach to ensuring the safety of the Northern Virginia community, and I urge you to give VDOT's application every consideration.

Best Regards,

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

Phyllis J. Randall  
Chair

Cc: Christopher Berg, Director, Office of Transportation Sustainability  
Monica Backmon, Chief Executive Officer, NVTA

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

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

**DATE:** September 7, 2023

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for Arlington County

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- 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 Improvement (CMAQ) Program funds for Arlington County.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate 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 August 24, 2023, Arlington County requested the following reallocation:

- Transfer of \$342,553 of CMAQ funds from UPC 99518 (Capital Bikeshare) to UPC T21240 (Commuter Assistance Program FY19-FY24 – Arlington.)

These surplus CMAQ funds require a local match of \$68,511, which the county will provide from commission fees. The total requested funding transfer to UPC T21240 is \$342,553. UPC T21240 has been previously approved by the Authority, so only RJACC approval of this transfer request is required.

At its meeting on August 24, 2023, the RJACC approved this request.

**Attachments:**

- A. Arlington County Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Lynch

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





DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201

TEL 703-228-3640 [www.arlingtonva.us](http://www.arlingtonva.us)

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August 22, 2023

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

Dear Ms. Landis:

Arlington County requests RJACC approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds:

1. \$274,042 from UPC 99518 (Capital Bikeshare) to UPC T21240 (Commuter Assistance Program FY19-FY24 - Arlington)

These surplus CMAQ funds require a local match of \$68,511, which the County will provide from commission fees. The total requested funding transfer to UPC T21240 is \$342,553. UPC T21240 has been previously approved by the Authority, so only RJACC approval of this transfer request is required. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or [roisman@arlingtonva.us](mailto:roisman@arlingtonva.us).

Sincerely,

Hui Wang

Digitally signed by Hui  
Wang  
Date: 2023.08.22  
10:39:45 -04'00'

Hui Wang  
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVT  
Carol Bondurant, NoVa Programming Manager, VDOT  
Gabriel Ortiz, NoVa Commuter Programs Manager, DRPT  
Jim Larsen, Commuter Services Bureau Chief, Arlington County  
David Frye, Grants Manager, Arlington County



# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 22-Aug-23

Name of Jurisdiction/Agency Requesting: Arlington County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$36,886,081

1

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)
99518	Capital Bikeshare	CMAQ	Y		\$342,553.00	T21240	Commuter Assistance Program FY19-FY24 -- Arlington	Y	FY2019				

TOTAL OF TRANSFER \$342,553.00

Attach Signed Request of Transfer Letter



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

September 14, 2023

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for Arlington County.

Dear Mr. Lynch:

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

On August 24, 2023, Arlington County requested the following reallocation:

- Transfer of \$342,553 of CMAQ funds from UPC 99518 (Capital Bikeshare) to UPC T21240 (Commuter Assistance Program FY19-FY24 – Arlington.)

These surplus CMAQ funds require a local match of \$68,511, which the County will provide from commission fees. The total requested funding transfer to UPC T21240 is \$342,553. UPC T21240 has been previously approved by the Authority, so only RJACC approval of this transfer request is required.

The RJACC approved the request on August 24, 2023, and the NVTA was informed at their September 14, 2023, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Phyllis J. Randall  
Chair

Cc: Monica Backmon, CEO, NVTA  
Hui Wang, Director of Transportation, Arlington County

**NVTA Funding Program Project Status**  
Summary Report

As of September 1, 2023.			
NVTA's Regional Fund Program FY2014 - FY2027			Upcoming Public Information Meeting(s):  <b>NOTE:</b> For latest information on project events, please refer to the "Events and Meetings" section on our home page - <a href="https://thenovaauthority.org/">https://thenovaauthority.org/</a> For full status information, please check NVTA web page on regional fund projects - <a href="https://thenovaauthority.org/funded-projects/">https://thenovaauthority.org/funded-projects/</a>
Total Revenue Allocated		\$3,121,078,666	
Total Amount Appropriated		\$2,007,135,169	
Total Amount Reimbursed		\$772,269,740	
Total Number of Individual Projects		122	
Number of Standard Project Agreements (SPAs)	162	Revenue Allocated	
Closed out, project completed	44	\$334,457,635	
Closed out, project ongoing	20	\$116,912,752	
Executed, funded phase underway	49	\$1,277,060,112	
Executed, funded phase not started	8	\$227,400,000	
Appropriated, no SPA yet	6	\$51,304,670	
Approved, no appropriation yet	35	\$1,113,943,497	
Substantive Status Updates (during July 2023 - August 2023)**			
Project Title (program year)	Updated Status		% Reimbursed
Arlington County			
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-23)	Kick-off meeting w/ County, Clark/JBG-Smith & WMATA held Aug 16. Final design underway. Project Coordination Agreement between County & WMATA scheduled for County Board approval in Sept.		77.6%
Fairfax County			
Fairfax County Parkway Widening from Ox Road to Lee Hwy (FY2015-16; 2017; 2018-23; 2020-25)	Pre-Advertisement Conference (PAC) plans were submitted in May 2023, with meeting to discuss comments in June for the Parkway Widening. The Northern Segment is Targeted to be advertised in Dec 2023.		FY2015-16: 96% FY2017: 0% FY2018-23: 0% FY2020-25: <b>Not executed</b>
Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive (FY2017)	The Project is 90% completed as of August 2023. Major travel lanes are open for traffic.		100.0%
Loudoun County			
Northstar Boulevard - Evergreen Mills Rd to Tall Cedars Parkway (FY2018-2023)	The entire roadway is currently under construction. Land acquisition phase is ongoing from Rt 50 to Evergreen Mills Road, with some properties acquired and others moving to condemnation process.		93.5%
Prince William County			
Construct Interchange at Prince William Parkway and Clover Hill Road (FY2018-23)	50 percent design plans have been prepared and distributed for review. Task modification scope underway to incorporate future traffic from the Manassas Regional Airport expansion.		16.1%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Traffic signal foundation work is ongoing at all signalized intersections.		56.2%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Second bridge installation is ongoing. Project on schedule for completion Summer 2024.		58.9%

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

**NVTA Funding Program Project Status**  
Summary Report

<b>Substantive Status Updates (during July 2023 - August 2023)**</b>		
<b>Project Title (program year)</b>	<b>Updated Status</b>	<b>% Reimbursed</b>
<b>Prince William County</b>		
North Woodbridge Mobility Improvements (FY2020-2025)	Construction began July 2023.	15%
Van Buren Road North Extension: Route 234 to Cardinal Drive (FY2022-27)	Draft NEPA was submitted for review on July 19, 2023.	<b>No Executed SPA</b>
<b>City of Alexandria</b>		
Alexandria Duke Street Transitway (FY2018-23)	Staff are working on finalizing a report and addressing outstanding planning issues.	6.5%
<b>Town of Herndon</b>		
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	Project completed. NVTA SPA close-out pending. Ribbon cutting ceremony is scheduled for September 7, 2023.	89.3%
East Elden Street Improvements & Widening (FY2015-16)	The cost estimate for the UPC 120508 (ductbank portion) is under review.	24.7%
<b>Town of Leesburg</b>		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	Some comments have already been received for the Draft Interchange Access Report submitted on June 30. Comments are due August 30, 2023.	51.6%
<b>Ongoing Projects Only - No Updates for This Current Cycle</b>		
<b>Project Title (program year)</b>	<b>Last Update Received</b>	<b>% Reimbursed</b>
<b>Arlington County</b>		
<b>Boundary Channel Drive Interchange (FY2014)</b>	Jul-23	100%
<b>Crystal City Streets (FY2017)</b>	Jul-23	42.4%
<b>Intelligent Transportation System Improvements (FY2018-23)</b>	Jun-23	17.4%
<b>Fairfax County</b>		
<b>Frontier Drive Extension and Interchange Improvements (FY2015-16; 2018-23)</b>	May-23	FY2015-16: 100% FY2018-23: 0%

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