



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, December 14th, 2023, 6:00 pm EST

3040 Williams Drive, Suite 200,

Fairfax, VA 22031

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

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Henderson, Board Secretary
3. **Approval of October 12, 2023, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of October 12, 2023, Meeting Summary Minutes

PRESENTATIONS

4. **2023 NVTa Year in Review (Video)** Ms. Backmon, Chief Executive Officer
Ms. Hillerich, Communications & Public Affairs Manager

ACTION ITEMS

5. **Adoption of the 2024 NVTa Legislative Priorities** Chair Randall, Chair
Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC
Recommended Action: Adoption of the 2024 NVTa Legislative Priorities
6. **Approval of Arlington County's Request for Additional I-66 Outside the Beltway Concessionaire Funding**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Transfer Recommendation
7. **Approval of Recommendation to Transfer Regional Surface Transportation Program (RSTP) Funds for the City of Fairfax** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Transfer Recommendation
8. **Approval of Letter of Endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Program Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement

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

DISCUSSION/INFORMATION ITEMS

9. **2023 Annual Report to the Joint Commission on Transportation Accountability**
Ms. Backmon, Chief Executive Officer
10. **HB1915 Annual Update**
Ms. Backmon, Chief Executive Officer
11. **Travel Trends Update**
Mr. Rashid, Planning Analytics Manager
12. **Proposed Meeting Schedule for Calendar Year 2024**
Ms. Backmon, Chief Executive Officer
13. **Chief Executive Officer's Report**
Ms. Backmon, Chief Executive Officer
14. **Chair's Comments**
Chair Randall
- **Appointment of Nominating Committee**

CLOSED SESSION

(If needed)

CORRESPONDENCE

(Presented as needed)

15. **Adjournment**
Chair Randall

Next Meeting: January 11, 2024, at 7:00 pm EST, NVTA Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

SUMMARY MINUTES

Thursday, October 12, 2023

7PM, EST.

3040 Williams Drive, Suite 200

Fairfax, VA 22031

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

1. Call to Order

- ✓ Vice Chair Snyder called the meeting to order at 7:05PM.

2. Roll Call

- ✓ **Membership: Attendees** Vice Chair David Snyder, Chairman Jeff McKay (7:50PM), Chair Ann Wheeler, Board Member Matt de Ferranti (Remote-Medical), Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Senator Jennifer Boysko, Mr. Anthony Bedell (Remote-Louisiana-Distance), Ms. Mary Hynes, Mr. Jim Kolb, Mr. John Lynch, and Mr. Todd Horsley. **Non-Attendees** Chair Phyllis J. Randall, Supervisor Pat Herrity, Mayor Derrick Wood
- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Chief Financial Officer Michael Longhi, Principal, Transportation Planning and Programming Keith Jasper, Communications and Public Affairs Manager Abigail Hillerich, Strategic Communications Specialist Sharara Faisal, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Priya Sen, Senior Accountant Adnan Malik, Accounting Assistant Margaret Duker, Senior Manager, Transportation Planning and Programming Dr. Sree Nampoothiri, Planning Analytics Manager Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank and Hannah Pajewski.
- ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, Ms. MinhChau Corr-Arlington County, and Ms. Christina Brown Zechman-City of Alexandria (Remote).
- ✓ **Other Attendees:** Tracy Baynard McGuire Woods LLC
Members of the public, jurisdiction and agency staff were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#).
- ✓ Vice Chair Snyder opened the meeting with a moment of silence for all those victimized by terrorism, war, and political persecution. After a moment of silence, approval of the September meeting minutes was postponed until a voting quorum was present.

PRESENTATIONS

4. Virginia Passenger Rail Authority (VPR) Update

- ✓ DJ Stadtler, Executive Director, VPR, provided updates on VPR's Transforming Rail in Virginia initiative. Mr. Stadtler highlighted future passenger rail expansions through 2030 and beyond, including adding six new trains to the Virginia Railway Express (VRE)

Fredericksburg Line, four new trains to the VRE Manassas Line, and seven new trains to the Amtrak State Supported Service. Additionally, Mr. Stadtler provided details on infrastructure improvements from DC to Quantico, highlighting the need to increase capacity. He discussed upcoming timelines and progress on Alexandria's Fourth Track, Franconia-Springfield Bypass, Crystal City Station and Long Bridge projects.

- ✓ After the presentation, Mayor Read asked what the estimated date of completion of the Roanoke to New River Valley line was. Mr. Stadtler responded that the 30% design will be completed in December 2023, and at that time they will have more information to determine a schedule. Mayor Read responded that the ridership of the Roanoke trains has exceeded expectations and stated it will be important for the Virginia Tech and Blacksburg community to have the connection. She followed by asking about any plans to continue the line to Bristol. Mr. Stadtler responded that the Department of Rail and Public Transportation (DRPT) is leading that discussion. He continued that the connection between Roanoke and New River Valley is the first step to extending to Bristol. Vice Chair Snyder added that NVRTA has significant investments in VPR's project and it's important to highlight that NVRTA is not only assisting the region but a statewide rail system.

5. Virginia Railway Express's (VRE) System Plan 2050

- ✓ Rich Dalton, Chief Executive Officer and Nick Ruiz, Planning Program Manager, VRE presented on VRE's System Plan 2050 Update. This update seeks to address numerous changes in regional travel patterns since the previous System Plan was adopted in 2014. Mr. Ruiz discussed the importance of assessing market reality to determine systemwide needs. VRE's Travel Market Assessment included studying travel behavior and determining the most utilized routes. Additionally, he discussed weekday and weekend board-recommended alternatives to better serve the region. VRE predicts these recommendations will help grow ridership, especially on weekends. Mr. Ruiz concluded with a timeline to finalize the preferred 2050 scenario and adopt the Plan in March 2024.

6. Transform 66 Outside the Beltway Concession Fee Projects Update

- ✓ Susan Shaw, Megaprojects Director, Virginia Department of Transportation (VDOT), presented the I-66 Outside the Beltway Concession Fee Projects Annual Update. Ms. Shaw discussed the status of the Concession Fee Projects and provided an update on the Transform 66 Project, which is now in the final completion phase. Ms. Shaw said the remaining segments of I-66 Parallel Trail are expected to open in October 2023. Additionally, Ms. Shaw presented I-66 Express Lane performance and usage statistics. She concluded the presentation by discussing the next steps in the I-495 Express Lanes Northern Extension Project (495 NEXT) and the I-95 Bi-Directional Study.
- ✓ After the presentation Senator Boysko commented on her observation of the congestion on I-495 northbound to Maryland. Ms. Shaw stated that VDOT's project will improve flow, but that the real fix for the congestion is for Maryland to address the American Legion Bridge and I-270. She noted Maryland has restarted efforts to address the issues. Chair Wheeler mentioned how both for the region and personally the

projects have made an impact on travel and quality of life. She concluded by stating that even though it will take years, she is looking forward to the bi-directional express lane work. Ms. Backmon then noted that Ms. Shaw is retiring on November 1st and the Authority members thanked her for her work.

7. Commonwealth Transportation Board Process Update; SMART SCALE

- ✓ Mary Hynes, Authority and Commonwealth Transportation Board (CTB) member presented an update regarding the SMART SCALE review process. She discussed the Office of Intermodal Planning and Investment's (OIP) key findings and recommended solutions for future SMART SCALE funding cycles as well as illustrative impacts. Throughout the presentation Ms. Hynes discussed her and Scott Kasprovicz' proposal to OIP's proposed recommendations for the overall SMART SCALE process which included the following:
 - Remove Step 2 and use SMART SCALE scores as a determinant through the full process
 - Do not reduce the number of applications per locality
 - Include in the definition of High Priority Program (HPP) corridor redevelopment and high-capacity fixed guideway transit
 - Changing factor weights for typology A to be Congestion at 40, Safety at 20, Accessibility at 25, Environment at 10, and Economic Development at 5.
 - Modify congestion mitigation measures to include 50% present day and 50% 10-year look ahead
 - Adjust accessibility measure weights to A1-40%, A2-20%, A3-40%
 - Economic Development factor should sustain and support growing and/or already in place businesses
- ✓ Ms. Hynes concluded with the schedule of next steps for the review process noting that the CTB will take action on the revised SMART SCALE process on December 5th. Chair Wheeler noted that her staff are currently analyzing Ms. Hynes' suggestions and since Prince William does not have all the multimodal options, such as Metro, that increasing the accessibility weight may hurt the outer jurisdictions' scoring. She also noted that if there were a reduction in the number of applications, she would hope that the town's applications would not work against the counties. Chairman McKay asked if the driver toward establishing a cap on the number of applications is due to the quality of applications. Ms. Hynes responded that it is based on a couple of factors, one being a capacity issue and the other being that some localities do not apply in a strategic manner. Chairman McKay stated that there are other ways to address those issues versus sheerly reducing the number of applications as it won't address the issue of quality. Chairman McKay asked if October was the only public comment period and Ms. Hynes confirmed.
- ✓ Vice Chair Snyder asked if there was interest in NVTI providing input to the SMART SCALE process. Ms. Backmon confirmed there is interest from the region to provide comments on some of the proposed changes including the application cap. Chair Wheeler noted that she was not in favor of all the changes Ms. Hynes presented. Ms. Backmon confirmed that there is consensus for two of the proposed changes: 1.)

stating opposition to the application cap and 2.) accurately defining Bus Rapid Transit (BRT) and including it in the definition of HPP. She also confirmed that if Step 2 is not removed, then NVTA would work with other regional entities to submit applications. Mayor Wilson asked what would make the most impact, a regional letter from NVTA or localities to provide their own inputs. Ms. Hynes stated that where there is regional agreement, it is beneficial for NVTA to provide comments and emphasized her concern about providing meaningful changes now to influence the future of the region. Ms. Backmon noted that NVTA can also provide a comment on the importance of the multimodal approach to SMART SCALE. Chairman McKay asked if staff would provide analysis of the comments submitted from localities on where there was agreement and Ms. Hynes responded she was doubtful that that level of detail would be provided. Chairman McKay noted that he foresees a lot of agreement on these changes from localities and emphasized that should be noted. Ms. Hynes stated she can mention that as needed at the CTB meetings.

3. Approval of September 14, 2023, Meeting Summary Minutes

- ✓ With a voting quorum now present at the meeting, Vice Chair Snyder entertained a motion for the minutes. Chair Wheeler moved Authority approval of the September 14, 2023, Meeting Summary Minutes, seconded by Mayor Wilson. The motion was unanimously approved.

CONSENT AGENDA

- 8. Approval of the Call for Projects for FY2030 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) Funds**
- 9. Approval of Arlington County's Rosslyn Multimodal Network Improvements Standard Project Agreement (SPA) 2020-312-1**
- 10. Approval of City of Fairfax's Intersection Improvements at Eaton Place/Chain Bridge Road Standard Project Agreement (SPA) 2018-47-1**
- 11. Approval of Recommendation to Reallocate Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds and Regional Surface Transportation Improvements (RSTP) Funds for City of Alexandria**
 - ✓ Mayor Wilson moved Authority approval of the consent agenda, seconded by Ms. Hynes. The motion passed unanimously.

ACTION ITEMS

- 12. Acceptance of the FY2023 Audited Financial Statements and Compliance Audit Reports**

- ✓ Mr. Longhi first thanked Mr. Garber, PBMAres, Ms. Teal, Ms. Sen, and Mr. Malik as well as all NVTA staff for helping to present the Audit to the Authority a month earlier than scheduled.
- ✓ Mr. Garber, a partner with PBMAres reported the Authority's FY2023 Financial and Compliance Reports received an unmodified (clean) audit opinion. This opinion reflects that the Authority's financial statements, in all material respects, fairly and accurately present the financial position of the Authority for FY2023.
- ✓ Mayor Rishell echoed Mr. Longhi's recognition of NVTA staff for expediting the Audit.
- ✓ Mayor Rishell moved Authority acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit reports for the fiscal year ended June 30, 2023, seconded by Chairman McKay. The motion passed unanimously.

13. Approval of Contract Award for Preliminary Deployment Plan for Regional Bus Rapid Transit in Northern Virginia

- ✓ Mr. Longhi reported that a Request for Proposals (RFP) was issued on April 6, 2023, with proposals due on May 11, 2023. He continued that two respondent proposals were initially scored solely on their technical proposals and were interviewed on June 12, 2023. Cost proposals were then released for best value evaluation. The Selection Panel's initial scores were six to one in favor of the proposed consultant. When the cost proposals were evaluated, and with further discussion of the technical proposals, the rankings by the Selection Panel became unanimous. Additionally, Mr. Longhi noted that the modeling software for the PDP-BRT would be consistent with the modeling software used for TransAction.
- ✓ Mayor Rishell moved Authority approval of the proposed Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia contract award to Cambridge Systematics Inc, seconded by Chair Wheeler. The motion passed unanimously.

14. Approval of Out of Cycle Appropriation – City of Fairfax, Government Center Parkway Extension

- ✓ Mr. Longhi stated the Regional Revenue Fund project appropriations are presented by the Finance Committee for Authority approval as part of the annual budget adoption, and the Finance Committee has approved this out of cycle appropriation. The City of Fairfax has determined that it can proceed with the Government Center Parkway Extension Project in FY2024. The Authority approved \$3,540,000 in funding for this project as part of the FY2020-2025 Six Year Program. The funding was initially planned to be appropriated in FY2025, and NVTA staff have determined there are sufficient FY2023 excess revenues and investment portfolio earnings to permit this appropriation without any negative fiscal impacts.
- ✓ Mayor Rishell moved Authority approval of a FY2024 Regional Revenue Fund appropriation of \$3,540,000 for the Government Center Parkway Extension Project, Project ID 2020-307-1, seconded by Mayor Read. The motion passed unanimously.

15. Approval of Investment Policy Update

- ✓ Mr. Longhi proposed two changes to the Investment Policy. The first update is the deletion of Overnight Repurchase Agreements from the list of permitted instruments. The second update involves modification of performance benchmarks. The Finance Committee recommended approval of these changes at the September 14th meeting.
- ✓ Vice Chair Snyder questioned the obligation of funds in the portfolio to projects. Mr. Longhi noted that 93% of the \$1.643 billion portfolio is dedicated to transportation projects previously approved by the Authority. The remaining 7% of the portfolio represents policy required reserves.
- ✓ Mayor Rishell moved Authority approval of the proposed Investment Policy updates as detailed in the attached draft, seconded by Mayor Davis-Younger. The motion passed unanimously.

16. Approval of Transfer of the Franconia-Springfield Passenger Rail Bypass Project from DRPT to VPRA

- ✓ VPRA was created to administer all capital expansion projects, infrastructure and land acquisitions related to the Transforming Rail in Virginia Program. DRPT and VPRA have mutually requested transfer of the project and VPRA has acknowledged that execution of the project must occur within the project description originally presented by DRPT and approved by NVTa.
- ✓ Mayor Rishell moved Authority approval of the transfer of the Franconia-Springfield Passenger Rail Bypass (Project ID: 2020-313-1) project award from DRPT to VPRA, seconded by Chairman McKay. The motion passed unanimously.

DISCUSSION/INFORMATION ITEMS

17. Review of 2024 Draft Legislative Priorities

- ✓ Ms. Baynard first noted that there will be a lot of new members in the General Assembly which will require educating them on the importance and work of NVTa. She reported there are five priorities, four ongoing and one new, for NVTa's 2024 legislative priorities. The ongoing priorities remain consistent with priorities from the adopted 2023 Legislative Priorities. The new additional priority is "Secure Short and Long Term, Financial and Operational Stability for the Washington Metropolitan Area Transit Authority (WMATA)". As Metro faces a financial crisis, it is essential that stakeholders-- local, regional, state, and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure.
- ✓ Chairman McKay suggested that the Northern Virginia Transportation Commission's (NVTc) study, the Value of Northern Virginia Transit to the Commonwealth, be included in the legislative priorities as the study determined transit's impact to the state is \$1.5 billion, which further speaks to the value of WMATA to the Commonwealth. Ms. Baynard agreed that it is important to highlight information detailing the value of Metro and transit to the General Assembly and that she and the legislative liaisons, are working to accomplish that. Ms. Hynes mentioned she has heard skepticism in

Richmond about NVTC's value of transit numbers. She suggested having businesses that have decided to locate to Northern Virginia due to the transit options, find a way to advocate to the General Assembly. Ms. Baynard agreed and stated that multiple Chamber of Commerce have already been involved. Senator Boysko echoed that it is important to inform new members of the General Assembly unaware of the region's priorities, of the value that Metro brings to the entire Commonwealth. Chair Wheeler noted that it is striking that Metro is the only major transit authority funded primarily by localities rather than the state. Ms. Baynard noted that currently there is no discussion of diverting NVTA's revenue to WMATA. Vice Chair Snyder added to include points made by the Northern Virginia Transportation Alliance about the expenses of WMATA. He mentioned it could be beneficial if there was a way to highlight not just the financial numbers, but the numbers of jobs and support of essential services. Chairman McKay added that it is important to get the Airport Authority to support the effort, especially with the extension of the Silver Line. He also noted that the push from the current administration for people to return to the office will require WMATA's services to accomplish. Chairman McKay noted it is important to keep those two points connected and highlight that message. Ms. Backmon concluded that she is working with Ms. Baynard to prepare information on NVTA to present to the General Assembly, as well as to present final legislative priorities language to the Authority in December.

18. Finance Committee Report

- ✓ The Finance Committee Report was presented as provided in the packet.

19. Transportation Technology Committee Report

- ✓ The Transportation Technology Committee Report was presented as provided in the packet.

20. Chief Executive Officer's Report

- ✓ Ms. Backmon highlighted NVTA's feature in the Federal Highway Administration (FHWA) Fostering Multimodal Connectivity newsletter providing insights to NVTA's multimodal investments. Ms. Backmon introduced a new NVTA staff member, Sharara Faisal, NVTA's Strategic Communications Specialist.

21. Chair's Comments

- ✓ Vice Chair Snyder acknowledged Mr. Lynch and his upcoming his retirement. The Authority thanked him for his contributions to NVTA.
- ✓ Ms. Backmon noted that Chair Randall will send an email to the Authority cancelling the November Authority meeting.

13. Adjournment

- ✓ Vice Chair Snyder adjourned the meeting at 9:16PM.

Video



Fairfax County

2023

NVTA's
Year in Review

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: December 7, 2023

SUBJECT: Adoption of the 2024 NVTa Legislative Priorities

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) adoption of the 2024 NVTa Legislative Priorities.
2. **Suggested Motion:** *I move Authority adoption of the 2024 NVTa Legislative Priorities.*
3. **Background:** At the October 12, 2023, Authority meeting, the Authority reviewed NVTa's five legislative priorities (four ongoing, one new) for 2024 (Attachment A). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority's ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions. The four ongoing priorities are consistent with priorities from the adopted 2023 Legislative Priorities. For reference, the adopted 2023 Legislative Priorities is located on [NVTa's website](#). The four ongoing priorities remain:
 - A. Protect Dedicated Revenue Sources and Powers of the Northern Virginia Transportation Authority,
 - B. Restore Long-Term Funding to the Authority to Pre-2018 Level,
 - C. Protect Virginia's Dedicated Transportation Funding, and
 - D. Support the Use of Effective Transportation Technology.

The new additional priority is Secure Short and Long Term, Financial and Operational Stability for the Washington Metropolitan Area Transit Authority. As Metro faces a financial crisis, it is essential that stakeholders-- local, regional, state and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure.
4. **Discussion:** After first review and discussion of the legislative priorities at the October 12, 2023, Authority meeting, additions to the legislative priorities include:
 - A. Referencing the Northern Virginia Transportation Commission's (NVTC) "Value of Northern Virginia Transit to the Commonwealth" study and the \$1.5 billion impact of transit to the Commonwealth.
 - B. Specifying specific goals of any WMATA related funding decisions:

- I. Secure an administrative or legislative opportunity to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic on the transit system without financially penalizing NVTC jurisdictions.
 - II. Secure additional funding from the Commonwealth of Virginia that matches local funding in an effort to close Virginia's portion of the FY 2025 operating funding gap. Efforts to secure additional state aid should be made to avoid devastating service cuts and should not result in financial penalties toward transportation agencies.
5. **General Assembly Updates:** Attached is the reported 2024 General Assembly calendar (Attachment B) and leadership (Attachment C) as of December 6, 2023.

Attachments:

- A. 2024 NVTB Legislative Priorities
- B. 2024 General Assembly Calendar and Special Dates
- C. 2024 General Assembly Leadership

2024 NVTa Legislative Priorities

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

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

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

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

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

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

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

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

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

market driven mixed use transit-oriented development. As such, Metro is an investment that now requires critical resetting to insure it can evolve to meet the Commonwealth's short, mid and long-term transportation needs. Per the Northern Virginia Transportation Commission's (NVTC) "Value of Northern Virginia Transit to the Commonwealth" study, every \$1 invested by the Commonwealth of Virginia toward transit in Northern Virginia returns that original dollar and generates an additional \$1.60 in state sales and personal income tax revenue. Additionally, it is estimated that in 2025 approximately \$1 billion of state sales and income tax revenue can be attributed to Metrorail. Further, Metrorail, which attracts jobs, housing and other community benefits, advances mixed use development allowing the state and region to grow mixed use economic activity.

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

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

Specific goals of any Metro related funding decisions during the 2024 General Assembly session:

- Secure an administrative or legislative opportunity to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic on the transit system without financially penalizing NVTC jurisdictions.
- Secure additional funding from the Commonwealth of Virginia that matches local funding in an effort to close Virginia's portion of the FY 2025 operating funding gap. Efforts to secure additional state aid should be made to avoid devastating service cuts and should not result in financial penalties toward transportation agencies.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

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

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

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

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and advance decarbonization of the transportation system**. TTSP activity will be grounded in the Authority's vision and core values including Equity, Safety, and Sustainability. The Authority's TTSP provides a foundation for the organization and its members to participate in implementing federal and state plans and funding to advance use of low or zero emission vehicles for personal and commercial use in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

2024 General Assembly Calendar and Special Dates

November 20, 2023	Bill prefiling period starts
November 30, 2023 5:00 pm	Deadline to request drafting of prefile legislation
December 20, 2023	Governor Youngkin presents budget
December 30, 2023 Midnight	All drafts of prefile legislation available for review
January 5, 2024 5:00 pm	Deadline to submit further redraft requests for prefile bills and request any study resolutions
January 9, 2024 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 10, 2024 10:00 am	Deadline to prefile legislation
January 10, 2024 12:00 pm	Virginia General Assembly convenes
January 19, 2024	Last day to file bills
February 14, 2024	Crossover (House and Senate complete work on their bills)
February 18, 2024	Money Committees report out their budgets
March 9, 2024	Virginia General Assembly Sine Die (projected)

Updated 12-6-23

2024 Virginia General Assembly Leadership

House of Delegates

Speaker – Delegate Don Scott Jr. (D – Portsmouth)

Majority Leader – Delegate Charniele Herring (D-Alexandria)

Democratic Caucus Chair – Delegate Kathy Tran (D-Fairfax)

Minority Leader – Delegate Todd Gilbert (R-Shenandoah)

Deputy Republican Leader – Delegate Israel O’Quinn (R- Washington County)

Republican Caucus Chair – Amanda Batten (R-James City County)

Republican Whip – Michael Webert (R-Fauquier)

Committee Chairs

- Agriculture, Chesapeake and Natural Resources - TBD
- Appropriations – Delegate Luke Torian (D-Prince William County)
- Labor and Commerce – Delegate Jeion Ward (D-Hampton)
- Communications, Technology and Innovation - TBD
- Counties, Cities and Towns -TBD
- Courts of Justice – Delegate Patrick Hope (D-Arlington)
- Education – Delegate Sam Rasoul (D-Roanoke)
- Finance – Delegate Vivian Watts (D-Annandale)
- General Laws - TBD
- Health and Human Services – Delegate Mark Sickles (D-Fairfax)
- Privileges and Elections – Delegate Cia Price (D-Newport News)
- Public Safety - TBD
- Rules - TBD
- Transportation - TBD

Virginia Senate

Majority Leader – Senator Scott Surovell (D-Fairfax)

Democratic Caucus Chair – Senator Mamie Locke (D-Hampton)

Democratic Caucus Vice Chair – Senator Adam Ebbin (D-Alexandria)

Democratic Caucus Secretary – Senator Aaron Rouse (D-Virginia Beach)

Democratic Caucus Treasurer – Senator Ghazala Hashmi (D-Chesterfield)

Democratic Whips

Senator Lamont Bagby (D-Henrico)

Senator Barbara Favola (D-Arlington)

Minority Leader – Senator Ryan McDougale (R-Hanover)

Republican Caucus Chair – Senator Mark Obenshain (R-Rockingham)

Republican Whips

Senator Bryce Reeves (R-Spotsylvania)

Senator William Stanley (R-Franklin)

Committee Chairs

- Agriculture, Conservation and Natural Resources – Senator David Marsden (D-Fairfax)
- Commerce and Labor – Senator Creigh Deeds (D-Bath)
- Education and Health – Senator Ghazala Hashmi (D-Chesterfield)
- Finance and Appropriations – Senator Louise Lucas (D-Portsmouth)
- General Laws and Technology – Senator Adam Ebbin (D-Alexandria)
- Judiciary – Senator Scott Surovell (D-Fairfax)
- Local Government – Senator Jeremy McPike (D-Manassas)
- Privileges and Elections – Senator Aaron Rouse (D-Virginia Beach)
- Rehabilitation and Social Services – Senator Barbara Favola (D-Arlington)
- Rules – Senator Mamie Locke (D-Hampton)
- Transportation – Senator Jennifer Boysko (D-Fairfax)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

SUBJECT: Approval of Arlington County's Request for Additional I-66 Outside the Beltway Concessionaire Funds

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) recommendation of approval to the Commonwealth Transportation Board (CTB) for additional concessionaire funding for Arlington County.
- 2. Suggested Motion:** *I move Authority recommendation of \$2,200,000 in additional Transform I-66 Outside the Beltway Concessionaire funding to Arlington County.*
- 3. Background:** As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT) a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the Public-Private Transportation Act of 1995 (PPTA); and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. VDOT also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects. Since this action, the Authority has subsequently reviewed and recommended approval of additional transfers on some of the previously approved projects.
- 4. Discussion:** On October 26, 2023, Arlington County requested the following transfers:

- A. A total transfer of \$2,200,000 from Universal Project Code (UPC) 113539 (I-66 Outside the Beltway Concessionaire Funding Balance Entry Account) to UPC 113527 (East Falls Church Metrorail Station Bus Bay Expansion).

These additional funds are required due to a project construction cost increase as the design has been finalized. The Regional Jurisdiction and Agency Coordinating Committee (RJACC) recommended approval of the transfer request at their October 26, 2023, meeting.

- 5. **Next Steps:** Upon Authority recommendation of approval, the transfer request will be sent to the CTB to be included in the transfer report.

Attachments:

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

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

October 23, 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 I-66 Outside the Beltway Concessionaire Funding

1. \$2,200,000 from Universal Project Code (UPC) 113539 (I-66 Outside the Beltway Concessionaire Funding Balance Entry Account) to UPC 113527 (East Falls Church Metrorail Station Bus Bay Expansion).

These funds are required due to a project construction cost increase as the design has been finalized. The increased cost of \$12,667,000 is reflected in the Fiscal Year (FY) 2024-2029 Virginia Department of Transportation (VDOT) Six-Year Improvement Program (SYIP). Both the Project Coordination Agreement (PCA) between the County and the Washington Metropolitan Area Transit Authority (WMATA) and the Invitation to Bid (ITB) are expected to be completed before the end of calendar year 2023. UPC 113527 has been previously approved by the Authority. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or rroisman@arlingtonva.us.

Sincerely,

Hui Wang

Digitally signed by Hui
Wang
Date: 2023.10.24
14:49:58 -04'00'

Hui Wang
Director of Transportation

cc: Monica Backmon, Chief Executive Officer, NVT
Carol Bondurant, Northern Virginia District Programming Manager, VDOT
Todd Horsley, Northern Virginia Transit Programs Director, DRPT
Lynn Rivers, Transit Bureau Chief, Arlington County
David Frye, Grants Manager, Arlington County



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 14, 2023

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

Reference: Request for Additional Transform 66 Outside the Beltway Concession Payment funds to Arlington County.

Dear Mr. Cuttler:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the Public-Private Transportation Act of 1995 (PPTA); and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

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

On October 26, 2023, Arlington County requested the following transfers:

- \$2,200,000 from UPC 113539 (I-66 Outside the Beltway Concessionaire Funding Balance Entry Account) to UPC 113527 (East Falls Church Metrorail Station Bus Bay Expansion).

These additional funds are required due to a project construction cost increase as the design has been finalized. On December 14, 2023, the Authority recommended approval of the transfer. Please take the necessary steps to transfer these funds. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA
Hui Wang, Director, Director of Transportation, Arlington County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

SUBJECT: Approval of Recommendation to Transfer Regional Surface Transportation Program (RSTP) funds for City of Fairfax

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

On November 13, 2023, the City of Fairfax requested the following reallocation:

- A. \$420,000 from UPC 119674 (Roadbed Reconstruction) to UPC 113614 (Judicial Drive Trail).

UPC 113614 is not an established RSTP project and so this request requires NVTa approval. At its meeting on November 30, 2023, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



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

November 13, 2023

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

Dear Ms. Landis and Mr. Roisman:

The City of Fairfax requests RJACC and NVTA approval of the following transfer of Regional Surface Transportation Program (RSTP) Funds to a TA project that is in need of additional funding:

Transfer \$420,000 in FY 24 RSTP funds from UPC 119674 (Roadbed Reconstruction) to UPC 113614 (Judicial Drive Trail). UPC 113614 is not an established RSTP project so this request requires NVTA approval.

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

Sincerely,

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

Wendy Sanford
Director of Transportation

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

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

Date: 12/6/2023

Name of Jurisdiction/Agency Requesting: City of Fairfax

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

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
119674	Roadbed Reonstrction	RSTP	Y		\$420,000.00	113614	Judicial Drive	N					

TOTAL OF TRANSFER \$420,000.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 14, 2023

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

Reference: Request to Transfer Regional Surface Transportation Program (RSTP) funds for Fairfax City

Dear Mr. Cuttler,

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

The City of Fairfax requested a total transfer of \$420,000 from UPC 119674 (Roadbed Reconstruction) to UPC 113614 (Judicial Drive Trail).

On December 14, 2023, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Wendy Sanford, Director of Transportation, City of Fairfax

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

SUBJECT: Approval of Letter of Endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity Program Application

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity program application.
2. **Suggested Motion:** *I move Authority approval of the letter of endorsement for Prince William County's Rebuilding American Infrastructure with Sustainability and Equity 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 Prince William County on their application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant.
 - A. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant**

The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion annually in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE was formerly known as BUILD and TIGER. Projects for RAISE funding will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. The application deadline is Wednesday, February 28, 2024.
4. **Project Scope Under Prince William County's RAISE Application**

Prince William County is pursuing funding through the RAISE grant program for their Minnieville Road/Prince William Parkway Interchange project. The interchange is a high

priority local project that will construct a Single Point Urban Interchange at the intersection to provide significant congestion reduction and safety and accessibility benefits to facilitate multimodal connectivity to the region. In addition to improving vehicle operations, the project will construct a sidewalk and shared use path facility for pedestrians and bicycle transportation and improve transit travel time reliability for OmniRide local bus service. The project is currently in design and has approximately \$19.5 million in NVTa Local Distribution Funds (30%) and federal Regional Surface Transportation Program (RSTP) funds.

Attachments:

- A.** Prince William County Request for Endorsement Letter
- B.** Draft Letter of Endorsement for Prince William County's RAISE Application



December 05, 2023

Monica Backmon
Chief Executive
Officer
Northern Virginia Transportation Authority (NVTa)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTa Endorsement of Prince William County's RAISE Application for the Minnieville Road/Prince William Parkway Interchange

Ms. Backmon,

I am writing to request NVTa's endorsement of Prince William County's application for funding consideration under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant (RAISE) Program for the Minnieville Road/Prince William Parkway Interchange. This interchange is a high priority local project that will provide significant congestion reduction and multimodal connectivity benefits to the region.

The Minnieville Road/Prince William Parkway Interchange has been adopted in NVTa's long range plan TransAction (ID 279) and has been previously endorsed by the Authority for application for federal discretionary grant funding. The project consists of constructing a Single Point Urban Interchange at the intersection that will provide significant congestion, safety, and accessibility benefits, with minimal right-of-way impact to facilitate an approved transit-oriented mixed-use development. In addition to improving vehicle operations, the project will construct a sidewalk and shared use path facilities for pedestrian and bicycle transportation and improve transit travel time reliability for OmniRide local bus service.

The project is currently in design. Approximately \$19.5 million in NVTa 30% local funds and federal Regional Surface Transportation Program (RSTP) funds has been allocated to the project. Federal funding through the RAISE program would greatly facilitate construction of this and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales
Director of Transportation



December 14, 2023

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

Re: NVTA Endorsement of Prince William County's RAISE Grant Program Application

Dear Secretary Buttigieg,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of the Prince William County's 2024 RAISE grant program application. Funding from this grant will allow the County to improve safety and accessibility benefits while providing significant congestion reduction. These benefits align with NVTA's Core Values of Equity, Safety and Sustainability as well as advances NVTA's goals of improving mobility, accessibility and resiliency across all modes of transportation.

The Minnieville Road/Prince William Parkway Interchange ("Project") consists of constructing a Single Point Urban Interchange at the intersection that will provide significant congestion, safety, and accessibility benefits with minimal right-of-way impact. This will facilitate a transit-oriented mixed-use development to provide multimodal connectivity benefits to the Northern Virginia region. In addition to improving vehicle operations, the project will construct a sidewalk and shared use path facility for pedestrians and bicycle transportation and improve transit travel time reliability for OmniRide local bus service.

NVTA has invested \$19.5 million in NVTA Local Distribution Funds and federal Regional Surface Transportation Program (RSTP) funds. Federal funding through the RAISE program would greatly assist these regional investments to facilitate construction of the Project to provide benefits to Prince William County citizens.

Thank you for your consideration of the Prince William County's RAISE grant program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

cc: The Honorable Ann Wheeler, Chair, Prince William County Government
Ricardo Canizales, Director of Transportation, Prince William County
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: December 7, 2023

SUBJECT: 2023 Annual Report to the Joint Commission on Transportation Accountability

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the 2023 Annual Report to the Joint Commission on Transportation Accountability (JCTA).
2. **Background:** The Authority is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of Title 33.2-2500, of the *Code of Virginia*, as amended. To meet this requirement, the NVTa staff has prepared a report to inform the JCTA of the following:
 - the FY2023 revenues, allocations, an update on the FY2022-2027 Six Year Program that uses the 70% Regional Revenue Funds for FY2026-2027,
 - all funding programs approved by the Authority so far,
 - the 70% Regional Revenue Funds appropriated in FY2023, and,
 - the details of the usage of 30% Local Distribution Revenue Funds for FY2014 to FY2023, which the NVTa jurisdictions used for various transportation projects and programs.

The report also provides updated revenue estimates for the period FY2024-2027. The report was submitted to and received by the JCTA on November 8, 2023.

Attachment Link: [2023 Annual Report to the Joint Commission on Transportation Accountability](#)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

SUBJECT: HB1915 Annual Update

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of the FY2023 Reporting requirement for HB 1915 (2015).
2. **Background:** HB 1915 requires NVTa's regional long-range transportation plan, TransAction, to make reducing congestion in Planning District 8 its primary objective to the greatest extent practicable. The bill requires each locality embraced by the Authority to annually report to the Authority any land use or transportation elements of its comprehensive plan that are not consistent with the current version of TransAction.

To facilitate this reporting, NVTa staff developed a form for the jurisdictions to report the inconsistencies on an annual basis, as required by Code. The law does not prescribe any action from NVTa based on jurisdictions' reporting.

3. **Current Update:** On September 19, 2023, NVTa staff requested jurisdictions submit the annual HB1915 reporting form by October 10, 2023, for the reporting period of July 1, 2022 to June 30, 2023. Follow-up requests were sent on October 16, November 2, and November 28, 2023, with a final deadline request of December 1, 2023. All 14 jurisdictions (4 counties, 5 cities, and 5 towns). Two jurisdictions, Fairfax County and Prince William County, reported updates in the transportation section of their Comprehensive Plan that are inconsistent with TransAction.

A. The Fairfax County updates included:

- I. The project Fairfax County Parkway Widening (Dulles Toll Road to Route 7) to six lanes with HOV lanes changed to widening to six lanes from Baron Cameron Avenue to Route 7 and removed the HOV lanes.
- II. The Fairfax County Parkway Widening (Franconia-Springfield Parkway to I-66) to six lanes project changed to 6 lanes from Sydenstricker Road to Route 29 and removed the HOV lanes.
- III. The project Widen/Upgrade/Convert Fairfax County Parkway to Include HOV Lanes: Within Dulles Toll Road to I-66 has been modified to remove the HOV lanes, and the lane configuration has been changed to six lanes from Sunrise Valley Drive to Rugby Road.

- IV. Construct HOV interchange at Franconia-Springfield Parkway and Neuman: The reference to HOV has been removed. The interchange has remained.
- V. Upgrade Franconia-Springfield Parkway to Include HOV lanes: From Rolling Road to Backlick Road the HOV lanes have been removed from the plan.
- VI. Fairfax County Parkway Widening: Barta Road to John J Kingman Road/Route 1 widening – The widening now stops at John J. Kingman.

B. The Prince William County updates included:

- I. Joplin Road widening is in TransAction but not in the updated Comprehensive Plan.
- II. Heathcote Boulevard widening termini revised to Route 15 to Haymarket Town Limits (remain 2 lanes from Town to Route 29).
- III. Rollins Ford Road widening termini revised (shortened) to Linton Hall Road to University Boulevard
- IV. Thoroughfare Road widening revised to remain a two-lane roadway instead of widening to four lanes. Termini ended at Old Carolina Road instead of pushing through Hopewell's Landing.
- V. Vint Hill Road widening revised termini to Rollins Ford Road (not Fauquier County Line) Widening Route 28 from four to six lanes from City of Manassas to Fairfax County line is in TransAction but not in the updated Comprehensive plan. Innovative intersection improvements are still planned.
- VI. Old Carolina Road is now designated as a two-lane roadway (instead of widening to four lanes) from the Town of Haymarket to Route 29.
- VII. Sudley Road widening termini revised to end at Manassas National Battlefield Bypass (as opposed to Route 29).
- VIII. Construction Station Road: University Boulevard to Balls Ford Road has been removed from the Comprehensive Plan.

The verification was conducted with the version of TransAction adopted by the Authority in December 2022. NVTA staff have saved this information for recordkeeping.

- 4. Next steps:** NVTA staff will continue to collect and report this information from jurisdictions on an annual basis.

Attachment: Annual Reporting of HB 1915 Requirements & Form



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Annual Reporting of HB 1915 Requirements

Purpose: HB 1915 (2015) requires NVTa's regional transportation plan to make reducing congestion in Planning District 8 its primary objective to the greatest extent practicable. The bill requires each locality embraced by the Authority to annually report to the Authority any land use or transportation elements of its comprehensive plan that are not consistent with the regional transportation plan.

Instructions: Each locality (defined as counties and cities) submit an annual report noting all land use and transportation changes made to your comprehensive plan during the reporting period that are inconsistent with NVTa's long range plan. This form must be signed by a person at the Director level or above. **NVTa adopted TransAction Update on December 8, 2022 and therefore, please report any inconsistencies with the 2022 TransAction Update** (<http://nvtatransaction.org/resources/>).

Reporting Period: July 1, 2022 to June 30, 2023

Locality: _____

1. Were there any changes made to the transportation section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No
2. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

Description of change made	Weblink	Section/Page reference	Date of Board/Council adoption



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

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3. Were there any changes made to the land use section of your locality's Comprehensive Plan during the reporting period that made any elements of the Plan inconsistent with TransAction? (circle one) Yes / No

4. If yes, please identify each conflicting element separately and describe below. Provide a weblink to the plan and the relevant chapter/section and page number(s).

Description of change made	Weblink	Section/Page reference	Date of Board/Council adoption

5. Please provide a copy (copies) of board/council item(s) in support of the Comprehensive Plan change(s) in addition to board/council resolution(s).

Name: _____ (Director level or above)	Signature: _____
Title: _____	Date: _____
Contact (Phone, email): _____	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Harun Rashid, Planning Analytics Manager

DATE: December 7, 2023

SUBJECT: Travel Trends Update

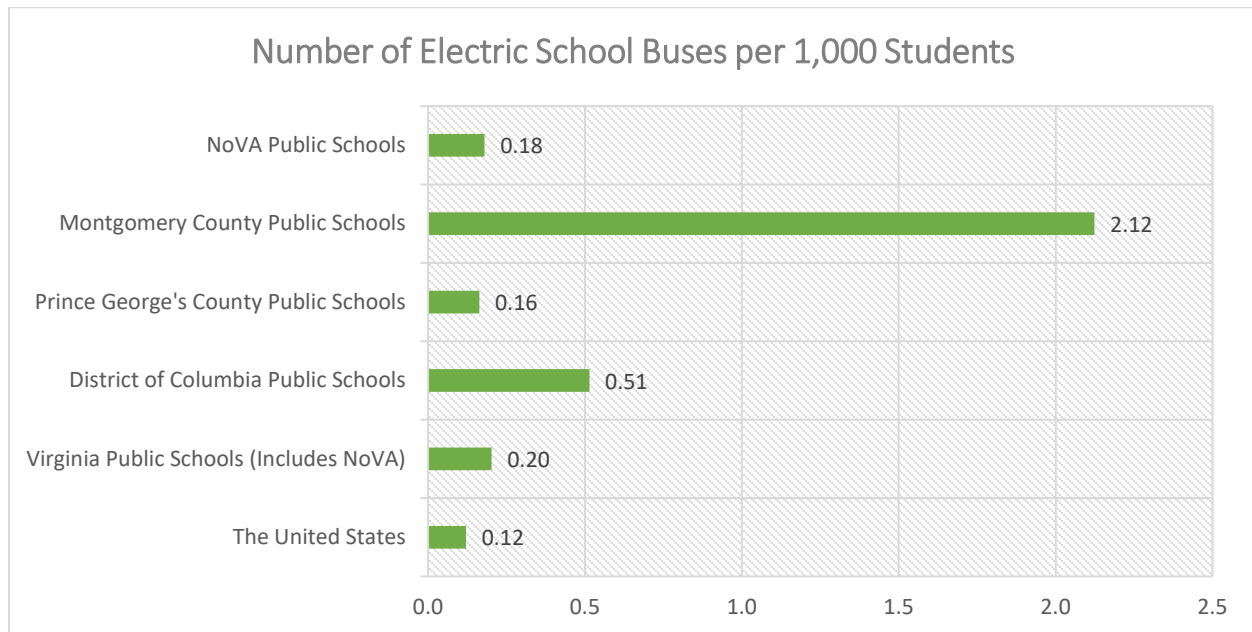
- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on transit, highway, and related travel trends in Northern Virginia.
- 2. Background:** NVTA staff are monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, 2022, and 2023 with corresponding weeks and months in 2019. NVTA staff have so far presented eleven of these snapshot analyses quarterly to the Authority, the last one was on September 14, 2023.

This update features staff analyses of Electric School Bus adoption rates and trends in the greater Washington D.C. metro area, in addition to regular updates on highway traffic volumes and transit ridership. In our last update, we presented data analysis through June 2023. This memo updates the analysis through September 2023.

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

- 3. Electric School Bus Initiatives:** One of the objectives under NVTA's goal of improving resiliency in TransAction is to "reduce transportation related emissions". School trips represent a sizeable share of daily travel demands on roadways in the region and a good portion of these trips are served by school bus fleets maintained and operated by local school districts. The World Resources Institute (WRI), a non-profit climate-change research organization, estimates that nationwide one-in-three school-aged children depend on the school bus each day. To minimize adverse environmental impacts of school bus related tailpipe emissions, school districts have been taking steps to replace traditional diesel-engine buses with electric ones. To understand the rate of Electric School Bus (ESB) adoption rates, staff analyzed data from WRI for Northern Virginia and other geographies (<https://electricschoolbusinitiative.org/>). Chart 1 below shows the total number of ESBs per one thousand students, as of June 2023.

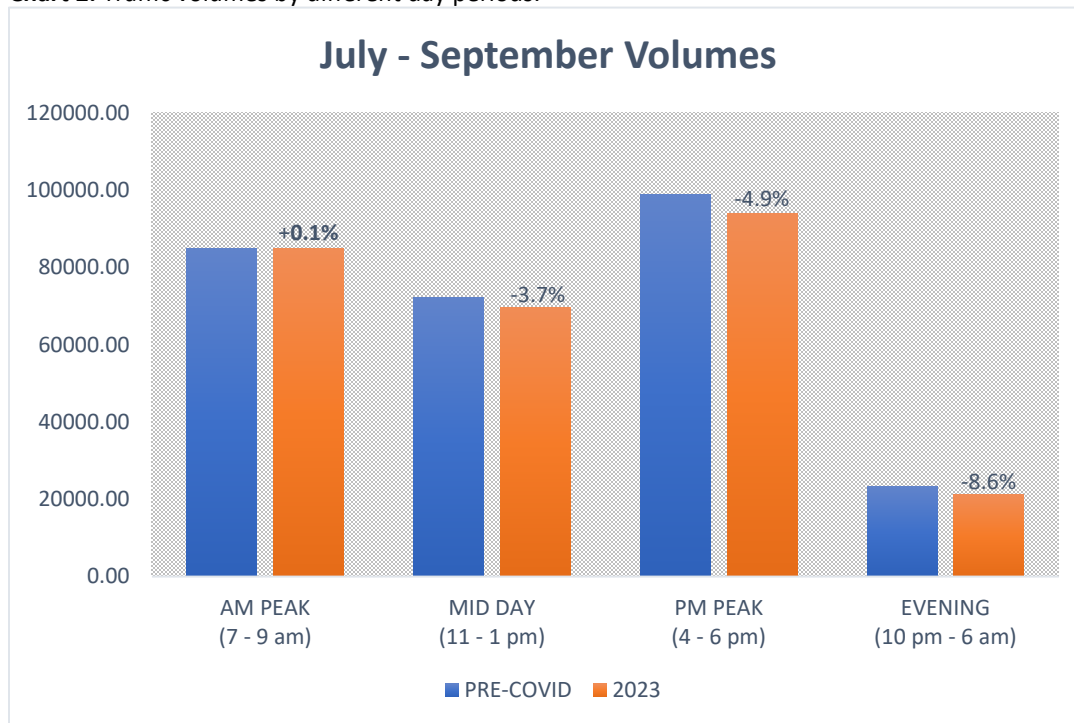
Chart 1: Number of ESBs per one thousand students.



Data Source: World Resources Institute – Electric School Bus Initiative (<https://electricschoolbusinitiative.org/about-world-resources-institutes-electric-school-bus-initiative>).

- 4. Highway Travels:** During the height of the pandemic in the second quarter of 2021, staff analyzed traffic volumes for different day periods to show the ‘peak spreading’ trend. This is observed as a subdued morning peak, with increasing mid-day travels that build up to an afternoon peak that in some corridors were worse than pre-pandemic conditions. Staff revisited time-of-day traffic volumes in the third quarter of this year to check if that trend still holds. Chart 2 below shows numbers that are now closer to 2019 peak conditions.

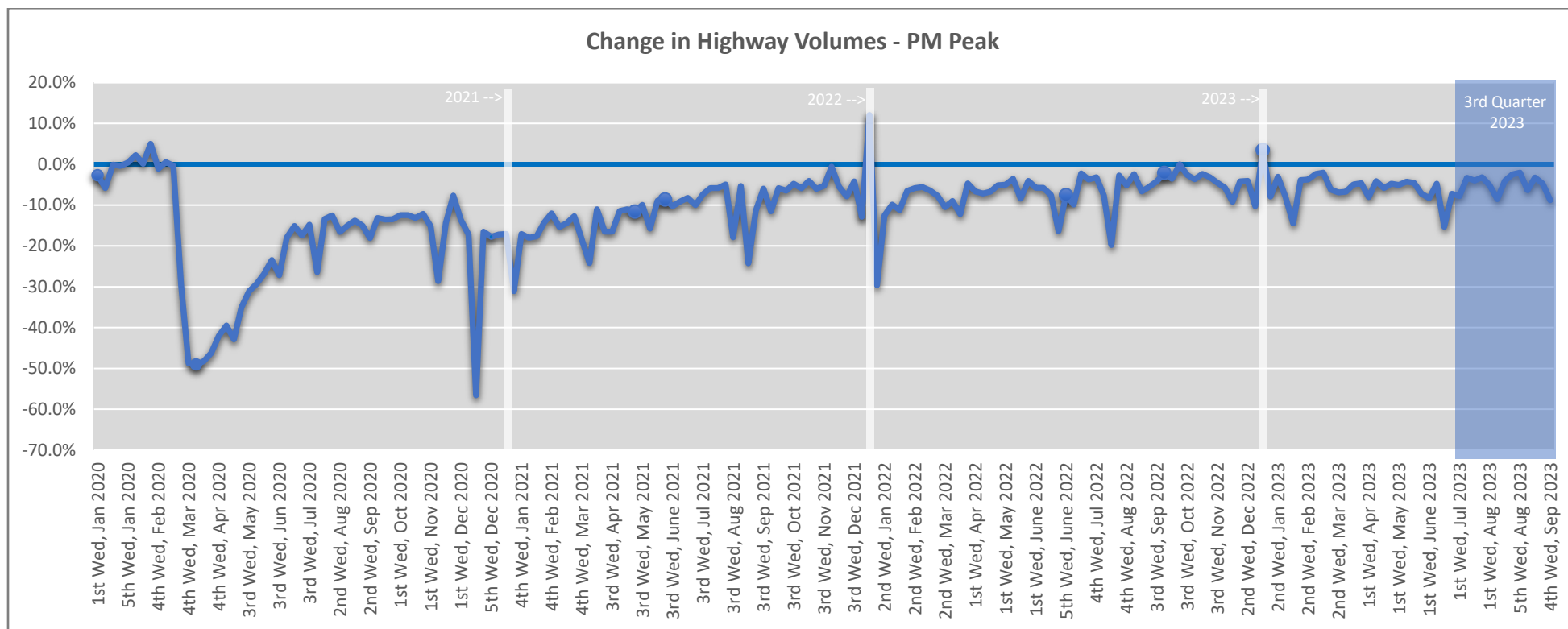
Chart 2: Traffic volumes by different day periods.



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

In the third quarter of 2023 (July – September), traffic volumes (afternoon PM peak period) on Northern Virginia’s highways were on average 5% below pre-pandemic level (Chart 3). All traffic volume analyses are based on traffic count (permanent counters) locations on major Northern Virginia highways (freeways, limited-access principal arterials).

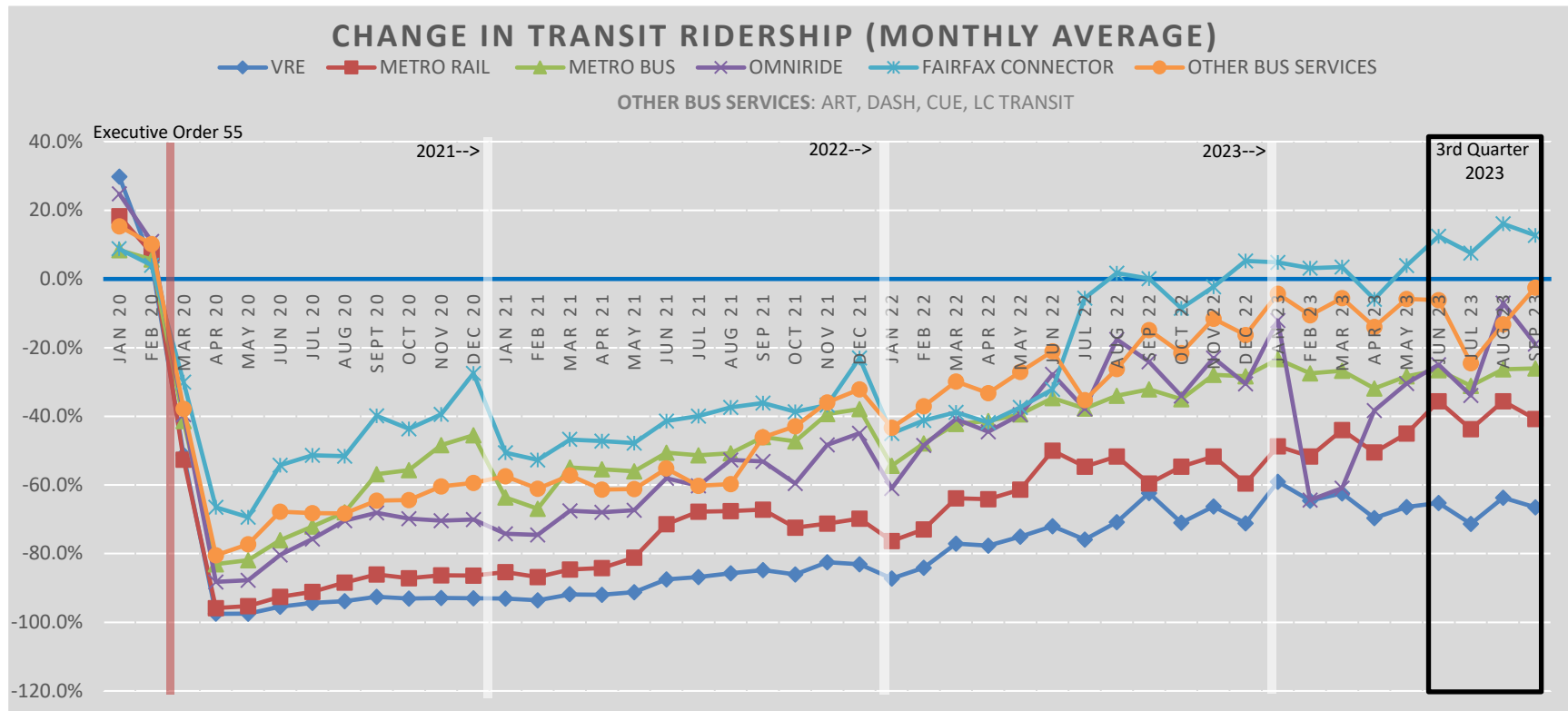
Chart 3: Traffic volumes on highways.



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

- Transit ridership:** In the third quarter of 2023, Fairfax Connector maintained its substantial upward growth. On average, Fairfax Connector showed a 9% higher ridership as compared to the last quarter, and 12% higher than the same period in 2019. Most local bus services collectively shown under the 'OTHER BUS SERVICES' (ART, DASH, CUE, LC TRANSIT) category are very close to pre-pandemic level. Among fixed-guideway high-capacity transit modes, Metrorail maintained its upward growth trend (4% growth over last quarter), and Virginia Railway Express (VRE) ridership on average remained flat (Chart 4).

Chart 4. Transit ridership.



Data source: Average monthly ridership data from DRPT and NVTC.

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 October – December of 2023, we anticipate seasonal variations in holiday-related travel demands.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

SUBJECT: Proposed Meeting Schedule for Calendar Year 2024

1. **Purpose:** To inform Northern Virginia Transportation Authority (NVTA) of the proposed NVTA meeting schedule for Calendar Year (CY) 2024.
2. **Background:** As the region's multimodal transportation planning, programming, and funding entity, it is vitally important to allow sufficient planning time for the Authority to conduct its monthly meetings.

Consistent with prior practice, the Chief Executive Officer proposes the Authority continue to meet on the second Thursday of each month at 7:00pm for CY2024 as indicated below with noted exceptions:

- January 11, 2024 at 7:00pm – Annual Organizational Meeting
- February 8, 2024 at 7:00pm
- March 14, 2024 at 7:00pm
- April 11, 2024 at 7:00pm
- May 9, 2024 at 7:00pm
- June 13, 2024 at 7:00pm
- July 11, 2024 at 7:00pm
- **August - No meeting, unless special circumstances require.**
- September 12, 2024 at 7:00pm
- October 10, 2024 at 7:00pm
- November 14, 2024 at 7:00pm
- December 12, 2024 at 7:00pm
- January 9, 2025 at 7:00pm

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 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 5pm, July 28, 2023. The deadline for governing body resolutions was 5pm, October 27, 2023. The Authority received 25 eligible applications from 11 applicants for a total request of \$997.2 million. A summary of applications received is provided below. NVTA staff have conducted initial reviews with individual applicants as part of our eligibility process and will conduct a further round of reviews when detailed evaluation results are available early next year. This will be followed by a public comment period, which will include a Public Hearing. This SYP cycle will use 70% Regional Revenues from FY2028 and FY2029. NVTA's Finance Committee will make a recommendation to the Authority on expected available funds in Spring 2024. Adoption of the FY2024-2029 SYP is anticipated in July 2024.

For the first time, our project evaluations for this SYP update cycle will consider how well each application aligns with **NVTA's Core Values – Equity, Safety, and Sustainability**. In keeping with our established norms regarding transparency and accountability, we will post updated information to our Six Year Program [webpage](#) whenever it becomes available. Currently, we have posted a [Summary of Applications](#) and a [Candidate Project Locations map](#).

Summary of Candidate Projects

Applications	
Number of applicants (4 counties, 5 cities, 2 agencies)	11
Number of eligible applications	25
Total NVTA request	\$ 997,219,560
Total project cost	\$ 1,627,698,921
Number of continuation projects (previously funded by NVTA)	6
NVTA request for continuation projects	\$ 373,721,703
Total project cost of continuation projects	\$ 881,991,017

Primary Mode	Number of Applications	% of Total	Requested Amount	% of Total Request
Roadway	6	24%	\$ 448,325,040	45%
Interchange/Intersection	5	20%	\$ 371,249,417	37%
Commuter Rail	2	8%	\$ 56,145,103	6%
Bus	5	20%	\$ 63,600,000	6%
Bike-Pedestrian	4	16%	\$ 41,500,000	4%
Technology	3	12%	\$ 16,400,000	2%
Total	25	100%	\$ 997,219,560	100%

B. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern

Virginia: At its October 2023 meeting, NVTa selected the Cambridge Systematics team to prepare the Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT). Various project tasks are now underway. One of the highest priorities for the PDP-BRT is to conduct the next iteration of NVTa's longitudinal perception survey. Previous iterations were conducted in 2015, 2016, 2019, and 2021. Many of the questions in the survey are essentially the same as previous iterations, but this 2023 iteration will have some new questions related to BRT. Fieldwork for the survey is underway, with a target to report findings to NVTa in early spring 2024. Further, the survey findings will help refine our approach to the design of the Focus Groups and other community engagement activities through spring 2024. It is noted that community engagement activities for the PDP-BRT will overlap with public engagement for the FY2024-2029 Six Year Program and will be coordinated appropriately to streamline communications.

NVTa's BRT Planning Working Group met on November 13th and was well attended by staff from NVTa and local jurisdictions, Montgomery County, Prince Georges County, District DOT, along with staff from state and regional agencies. NVTa staff and the consultant team provided updates on the status and future schedule of the PDP-BRT, while external staff provided updates regarding various BRT and related transit initiatives. The BRT Planning Working Group will continue to meet on an approximately quarterly basis.

C. CMAQ/RSTP Strawman: NVTa coordinates Northern Virginia's annual programming of the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP). CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia. Working with the Regional Jurisdiction and Agency Coordinating Committee (RJACC), the Authority recommends the programming of over \$90 million annually to projects, which are subject to approval by the Commonwealth Transportation Board (CTB). While the Authority recommends programming regionally for Northern Virginia, the funds are received and held by the Commonwealth of Virginia.

The call for projects for CMAQ and RSTP funds for FY2030 was approved by the Authority on October 12, 2023. The deadline for applications is January 12, 2024. The deadline for submitting governing body resolutions and air quality benefit calculations is

January 26, 2024. There is about \$90 million (\$24 million – CMAQ, \$66 million – RSTP) expected to be recommended to CTB for programming. Authority action is expected in February 2024.

- D. InNoVAtion Lunch and Learns:** The winter season of [InNoVAtion Lunch and Learns](#) launched on November 2nd. During this session, Dr. Tom Sanchez, Professor of Urban Affairs and Planning (UAP) at Virginia Tech shared best practices for Artificial Intelligence (AI) in Transportation. Discussion points included insights on how organizations can strategically integrate AI tools into their operations, learn from real-world applications, and navigate the ethical and regulatory aspects of AI adoption. Over 50 people participated live and there have been over 50 views since it was posted on [NVTAs YouTube page](#). The second session took place on December 7th. Joe Stainsby, Chief Development Officer for the Potomac and Rappahannock Transportation Commission (PRTC), service provider of OmniRide, shared Lessons Learned from Microtransit Deployments. The last session for the Winter season is scheduled for early 2024 and will highlight “Insights on How to Prepare Projects to Adapt to Innovation” presented by Paul Szatkowski of the Traffic Operations Division for the Virginia Department of Transportation (VDOT).
- E. NVTAs Staff Travel Forecasting Subcommittee Appointment:** In November, Metropolitan Washington Council of Government/Transportation Planning Board (MWCOTG/TPB) invited NVTAs Planning Analytics Manager, Harun Rashid, to chair its Travel Forecasting Subcommittee (TFS) for CY2024. This is in large part due to Mr. Rashid being one of the most active Virginia-based members of the TFS. Mr. Rashid will be the first non-VDOT TFS chair since Fairfax County DOTs Mr. David Kline in 2008. Mr. Rashid will be the first NVTAs employee who has chaired any MWCOTG/TPB committee or subcommittee.
- This sub-committee serves as a regional forum to exchange the latest knowledge in the field of travel forecasting and simulations. Regular updates are provided from TPB staff on their development of an advanced travel model framework for the greater Washington D.C. metro area (locally known as Next Generation, or NextGen model). This appointment will further cement NVTAs close ties with TPB staff and the travel forecasting/simulation community, while also continuing to raise NVTAs growing profile in this important field. Mr. Rashids appointment was formally announced at the November 17th TFS meeting.
- F. Virginia Transportation Construction Alliance (VTCA) Forecasting Infrastructure Investment Panel:** On October 3rd, I presented on a panel along with Brooke Jackson, Intermodal Planning and Investment, Office of the Secretary of Transportation (OISI); Ben Mannell, Transportation and Mobility Planning Division (TMPD); Zach Trogdon, Department of Rail and Public Transportation (DRPT); Chet Parsons, Central Virginia Transportation Authority (CVTA); and Kevin Page, Hampton Roads Transportation Accountability Commission (HRTAC) at the Virginia Transportation Construction Alliance (VTCA) and VDOTs Consultant Forum. The panels focus was on investments in infrastructure and I discussed NVTAs long-range planning, funding programs and our work with consultants.

G. Committee for Dulles Legislative and Economic Development Committee

Presentation: On October 12th, I joined the Committee for Dulles to provide an overview of NVTa during their Legislative & Economic Development Committee meeting. I highlighted investments in the Dulles area and the economic impact of NVTa's \$4.1 billion investment throughout the region.

H. Capital Area Economic Forum: On October 18th, I joined Jon Peterson, CEO, Peterson Companies; Gabe Albornoz, Councilmember, Montgomery County; and Kevin Clinton, Chief Program Officer, Federal City Council for a panel discussion during the Capital Area Economic Forum hosted by the Northern Virginia Transportation Alliance. I emphasized the importance of enhancing transportation access across all modes to improve daily commuting for residents in the D.C., Maryland, and Virginia areas. The panelists and I also addressed the collaborative efforts required from both the public and private sectors to advance the region.

I. Governor's Transportation Conference Panel Discussion: On October 18th, I joined Kevin Page, Executive Director, HRTA; and Chet Parsons, Executive Director, CVTA; for a panel discussion during the 2023 Virginia Governor's Transportation Conference. During the panel entitled Regional Transportation Investments: Moving People and Fostering Economic Opportunity, I highlighted NVTa's investments and the economic impact those dollars have on the region and the Commonwealth. The panel was moderated by John Lawson, Virginia Deputy Secretary of Transportation.



J. Northstar Boulevard Ribbon Cutting: Phase 2 - Route 50 to Tall Cedars Parkway: On October 19th, NVTa staff joined Loudoun County and VDOT to celebrate the completion of the Northstar Boulevard (Phase 2) - Route 50 to Tall Cedars Parkway Project. With an investment of more than \$88 million from Regional Revenues and Local Distribution Funds, NVTa's funding is helping complete the project's various phases, ultimately enhancing travel options for commuters. NVTa's support was also instrumental in securing a \$25 million award for the project through the U.S. Department of

Transportation's (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant program.



K. George Washington University Lecture: On October 25th, Dr. Sree Nampoothiri, Senior Manager, Planning and Programming, delivered a lecture to the students at George Washington University. As part of the class “Land Use and Urban Transportation Planning”, Dr. Nampoothiri discussed various aspects of regional transportation planning, modeling, project development, and funding, drawing from his more than 20 years of experience in this field and the nationally recognized innovative work conducted by NVTa.



- L. Route 1 Widening Ribbon Cutting: Featherstone Road to Marys Way:** On October 26th, NVTa and Prince William County celebrated the completion of the Route 1 Widening Project in Woodbridge, VA. NVTa investment of nearly \$64 million on this multimodal project stretches from Featherstone Road to Marys Way and addresses congestion, prioritizes safety for motorists, pedestrians, and cyclists, and enhances regional connectivity across the region.



- M. Route 28 Ribbon Cutting: Prince William County Line to Route 29:** On November 1st, NVTa joined Fairfax County and VDOT to celebrate the completion of the Route 28 Widening: Prince William County Line to Route 29 Project. Completed in approximately two years, this project is reducing congestion and enhancing multimodal access, opening new travel possibilities for commuters. NVTa's revenues total more than \$28 million to help bring this project to fruition.



- N. Mpack Transit + Community Conference:** November 5th through the 8th, NVTA Principal, Transportation Planning and Programming Keith Jasper attended the national Mpack Transit + Community Conference in Phoenix, AZ. Mr. Jasper learned about best practices and experiences from agencies that are planning and deploying BRT systems across the nation. This knowledge will provide relevant insights for NVTA's ongoing PDP-BRT initiative. A broad range of relevant topics also presented included planning, design standards, equity, branding, communications, engagement, multi-agency/multimodal coordination, technology, funding, and operations.
- O. Sorensen Institute's Political Leaders Program Class of 2023 Panel:** On November 11th, Amanda Sink, Executive Assistant to the CEO, NVTA, spoke on a panel with Paul Smedberg, Chair, Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, to the Sorensen Institute's Political Leaders Program Class of 2023. Ms. Sink highlighted NVTA's primary responsibility and funding sources, as well as discussing NVTA's PDP-BRT.
- P. Planning for Topics in Transport Policy: Virginia Tech:** On November 14th, I presented to a Planning for Topics in Transport Policy graduate class at Virginia Tech. I discussed the importance of building consensus, policy elements and its impact on transportation, and lessons I've learned throughout my career.
- Q. Northern Virginia Transportation Alliance Annual Meeting:** On November 15th, I attended the Northern Virginia Transportation Alliance Annual Meeting where Jeff McKay, Chairman of the Fairfax County Board of Supervisors and Authority member, was the keynote speaker. Chairman McKay discussed the state of Fairfax County and highlighted NVTA's impact on meeting the multimodal needs of the region.
- R. Capital Region Transportation Forum:** On November 30th, I attended the Greater Washington Partnership's and the Greater Washington Board of Trade's Capital Region Transportation Forum. Speakers included Dr. Cinzia Cirrillo from the University of Maryland who presented on travel modeling, and Randy Clark, General Manager and CEO of WMATA who spoke about the state of Metro. A panel discussion between Sharon Kershbaum, Interim Director, District Department of Transportation (DDOT); Paul Wiedefeld, Secretary of the Maryland Department of Transportation; and W. Shep Miller III, Secretary of Transportation, Commonwealth of Virginia included topics such as each's administration's priorities and WMATA's projected fiscal deficit.
- S. NVTC-PRTC-VRE Legislative Forum:** On December 1st, I and NVTA staff attended the Northern Virginia Transportation Commission (NVTC) - Potomac and Rappahannock Transportation Commission (PRTC) - Virginia Railway Express (VRE) Legislative Forum. Keynote speakers included Jennifer DeBruhl, Director, DRPT and Authority member, and Kathy Hollinger, President, Greater Washington Partnership. The panel discussion that followed included Randy Clarke, General Manager and CEO, WMATA, Rich Dalton, CEO, VRE, Kate Mattice, Executive Director, NVTC, and Dr. Bob Schneider, Executive Director, OmniRide. The panel discussed funding and operations challenges, and transit's impact on the region and the Commonwealth.

- T. Federal Grant Announcement:** On December 7th, I joined the Virginia Passenger Rail Authority and leaders across the Commonwealth to celebrate the announcement of a \$729 million federal grant toward advancing the Long Bridge Project.



- U. Automated External Defibrillator (AED) Certification:** The need for an Automated External Defibrillator (AED) was established as part of NVTa's office relocation. AEDs are crucial life-saving devices that can significantly improve the chances of survival during sudden cardiac emergencies. Dev Sen, Investment and Debt Manager, NVTa, identified a grant opportunity through the Virginia Risk Sharing Association (VRSA), a Virginia based self-insurance pool sponsored by the Virginia Municipal League. Her efforts were rewarded through the recent notice that VRSA has approved a \$500 grant toward NVTa's purchase and deployment of an AED unit for our new office. This grant represents a third of the expected unit cost. An onsite AED unit will enhance the overall safety and wellbeing of Authority members, staff, and the visiting public in our new location. It will be prominently located in the new meeting areas.

3. Upcoming Events & Report Updates:

A. NVTa Standing Committee Meetings

- I. Governance and Personnel Committee:** The NVTa Governance and Personnel Committee is scheduled to meet Thursday, January 11th, 2024, at 5:30 pm.
 - II. Finance Committee:** The NVTa Finance Committee is scheduled to meet Thursday, January 11th, 2024, at 6:00 pm.
- 4. CMAQ-RSTP Transfers:** Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Regional Surface Transportation Program (RSTP) transfers requested since the last Chief Executive Officer Report are presented in Attachment A.
- 5. Regional Projects Status Report:** The updated Regional Projects Status Report (Attachment B) provides a narrative update for each project and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report:
<https://thenovaauthority.org/funded-projects/>

Attachments:

- A.** Reallocation of RSTP funds for City of Fairfax
- B.** Regional Funding Program Project Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: December 7, 2023

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

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

On October 12, 2023, the City of Fairfax requested the following reallocation:

- A.** Transfer \$821,000 in FY26 RSTP funds from T23924 (Multimodal Transportation Improvements) to T28038 (Bridge Rehabilitation).
- B.** Transfer \$821,000 in FY29 RSTP funds from T28038 (Bridge Rehabilitation) to T23924 (Multimodal Transportation Improvements).

Both projects have received RSTP funds in the past and therefore, only RJACC approval is required. At its meeting on October 26, 2023, the RJACC approved this request.

Attachments:

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



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

October 12, 2023

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

Dear Ms. Landis and Mr. Roisman:

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

SWAP \$821,000 in FY 26 RSTP funds from T23924 (multimodal transportation improvements) with \$821,000 in FY 29 RSTP funds from T28038 (bridge rehabilitation).

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

Sincerely,

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

Wendy Sanford
Director of Transportation

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

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 12/6/2023

Name of Jurisdiction/Agency Requesting: City of Fairfax

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

From (Donor):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	SWAP (not a transfer)	UPC	Project Description	Previously Approved by NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
T23924	multimodal transportation improvements	RSTP	Y		\$821,000.00	T28038	bridge rehabilitation	Y					

To (Recipient):

TOTAL OF TRANSFER \$821,000.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

December 14, 2023

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

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

Dear Mr. Cuttler:

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 October 12, 2023, the City of Fairfax requested the following reallocation:

- Transfer \$821,000 in FY26 RSTP funds from T23924 (Multimodal Transportation Improvements) to T28038 (Bridge Rehabilitation).
- Transfer \$821,000 in FY29 RSTP funds from T28038 (Bridge Rehabilitation) to T23924 (Multimodal Transportation Improvements).

Both projects had received RSTP funds in the past and therefore, only RJACC approval is required. The RJACC approved the request on October 26, 2023, and the NVTA was informed at their December 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, Chief Executive Officer, NVTA
Wendy Block Sanford, Director of Transportation, City of Fairfax

NVTA Funding Program Project Status
Summary Report

ATTACHMENT B

As of December 1, 2023.			
NVTA's Regional Fund Program FY2014 - FY2027			Upcoming Public Information Meeting(s): 1. Fairfax County: Richmond Highway Bus Rapid Transit - Phases I & II BRT Fall Public Status Meeting Scheduled 1/31/2024
Total Revenue Allocated		\$3,121,078,666	
Total Amount Appropriated		\$2,019,009,169	
Total Amount Reimbursed		\$806,458,025	
Total Number of Individual Projects		122	
Number of Standard Project Agreements (SPAs)	162	Revenue Allocated	NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Closed out, project completed	45	\$365,457,635	
Closed out, project ongoing	20	\$116,912,752	
Executed, funded phase underway	49	\$1,256,810,112	
Executed, funded phase not started	9	\$239,274,000	
Appropriated, no SPA yet	5	\$40,554,670	
Approved, no appropriation yet	34	\$1,102,069,497	
Substantive Status Updates (during October 2023 - November 2023)**			
Project Title (program year)	Updated Status		% Reimbursed
Arlington County			
Glebe Road Corridor ITS Improvements (FY2015-16)	Construction contract was approved by County Board on November 11, 2023. County staff working on the contract award.		31.2%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	Segment 1 - Construction complete. Segment 2a - 100% design underway. Pen-Place design for underground utilities is also underway. Easement negotiations with JBG Smith for the 12th St. north curb are advancing.		4.1%
Fairfax County			
Frontier Drive Extension & Interchange Improvements (FY2015-16, 2018-23)	The CTB approved the Location and Limited-Access-Control-Change resolutions. VDOT is preparing the final location approval package for submission to the Chief Engineer.		FY2015-16: 100.0% FY2018-23: 0.0%
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16, 2017, 2018-23)	Construction is substantially completed, and there was a ribbon-cutting ceremony on November 1, 2023. Final completion is currently projected for May 2024.		FY2015-16: 100.0% FY2017: 75.2% FY2018-23: 21.7%
Loudoun County			
Northstar Boulevard - Evergreen Mills Rd to Tall Cedars Parkway (FY 2018-23)	Phase 1 (Evergreen Mills Rd to Rte. 50) - Under construction; earthwork operations and construction of the bridge continue. Phase 2 (Rte. 50 to Tall Cedars Pkwy) - Construction substantially completed; ribbon Cutting was held on October 19, 2023.		8.4%
Prince William County			
Route 1 Widening: Featherstone Road to Mary's Way (FY 2014, 2015-16, 2017)	Project is substantially completed, a ribbon-cutting ceremony held on October 26, 2023. Contractor completing punch list items.		FY2014: 100.0% FY2015-16: 89.6% FY2017: 97.1%
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16, 2018-23)	PWC BOCS approved analysis of Alternative Alignment Modified 2A in addition to Alignment 2B, in its October 2023 meeting. PWC staff coordinating with NVTA and regional partners to determine next steps.		FY2015-16: 98.0% FY2018-23: 89.6% FY2018-23: 97.1%

NVTA Funding Program Project Status
Summary Report

Substantive Status Updates (during October 2023 - November 2023)**		
Project Title (program year)	Updated Status	% Reimbursed
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Traffic switch to newly widened Prince William Parkway is complete. Guardrail being installed and median work underway.	77.6%
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23, 2020-25)	Board meeting agenda item to allocate \$3 million in funds to construction phase of the project is scheduled for January, 2023. The construction phase is being re-advertised to include a change order.	FY2018-23: 59.6% FY2020-25: 0.3%
City of Fairfax		
Intersection Improvements at Eaton Place/Chain Bridge Road (FY2018-23)	City Council approved updated project design. The project ranking was not negatively affected in NVTA's evaluation scheme due to the design changes.	0.0%
Ongoing Projects Only - No Updates for This Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Fairfax County		
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16, 2018-23, 2020-25, 2022-27)	Jul-23	FY2015-16: 100.0% FY2018-23: 20.1% FY2020-25: No SPA Executed FY2022-27: No SPA Executed
Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (FY2020-25, 2022-27)	Aug-23	No SPA Executed
Richmond Highway (Route 1)/CSX Underpass Widening (FY2018-23)	Jul-23	No SPA Executed
Rock Hill Road Bridge (FY2018-23)	Jul-23	No SPA Executed
Prince William County		
University Boulevard Extension: Devlin Road to Wellington Road (FY2022-27)	Aug-23	No SPA Executed
City of Falls Church		
West Falls Church Access to Transit and Multimodal Connectivity (FY2020-25)	Aug-23	0.0%
Town of Herndon		
Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27)	Aug-23	No SPA Executed

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